



CHAPTER 613

April 2024

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Message from the Chapter President by John Fitzgerald

Greetings all,

Hard to believe that we're approaching the last breakfast of our winter season. I hope all of you can make it. Marge will be making her famous French toast with lots of Strawberries I am told. If everything goes according to plan, I will be in Oshkosh attending a leadership meeting with Bethany and Miguel so we'll miss the breakfast.



Our chapter is planning a Learn to Fly Day on May 18th. So, if you have any friends or family that would like to check out what it takes to get their license, please have them go to our sign-up page on the EAA learn to fly link.

A lot of people are coming to Vermont to see the eclipse. If any of you are flying in, make sure to check the NOTAMS because there could be lots of changes as the day goes on. We are planning on some summer fun days even though the Airport will be closed for a few months. We will make sure all our members are kept up to date.

Chapter 613 again made Gold status for 2023. Thanks again for all the hard work to keep our chapter alive and well. We will get through another FSO airport closure and look forward to the new changes in 2024.

John FitzGerald

IMC Club Meeting – Sunday, April 21st, 11:00 AM!

Thanks to Miguel Marin, Chapter 613 will be hosting an IMC Club immediately following our April Pancake breakfast. Through IMC Club meetings, pilots can network and share knowledge and experience. IMC Club meetings use real-world scenarios to engage members, and allow a free exchange of information that improves awareness and skills.

This is a great learning experience and we hope you can join us!

Join us for our Pancake / French Toast Breakfast—Sunday, April 21st!

Where: EAA Chapter 613 Aviation Center, Franklin County State Airport (KFSO)

When: Sunday, April 21st, 9:00—11:00 AM

Who: Chapter 613 members, guests and friends are warmly invited to join us

What: April special of French toast, berry sauce provided by Susan Levaque, (there will also be some pancakes) sausage, bacon, maple syrup, scrambled eggs, coffee, orange juice.

Prices: Breakfast: \$8.00,

50/50 Raffle Tickets: \$1.00 each or Six for \$5.00.



Minutes of the March 21st Board of Directors Meeting

Chapter 613 held a Board of Directors Meeting via Zoom on March 21st. Meeting minutes may be accessed by clicking on the ***“Meeting Minutes”*** folder on the Chapter 613 website ([Chapter 613 \(eaa.org\)](#)) or by clicking on the following link [Meeting Minutes \(eaa.org\)](#)

Members are encouraged to review these meeting minutes and contact any officer for more information. The decisions made by the Chapter Officers will be considered final after the next Board Meeting, unless a member requests that decisions be tabled at the meeting for further discussion by the entire membership

*****Welcome New Member!!!*****

We would like to extend a warm welcome to Logan Fronken who has joined our chapter. Logan works for BETA Technologies in Finance, and he is in the process of working on his private pilot

Welcome to EAA Chapter 613!

March Breakfast Wrap-Up

By Marge Butterfield

There was an amazing turnout for the St. Paddy’s Day pancake breakfast. It was a special occasion, cooking up some corned beef hash to go with the scrambled eggs and pancakes. The cooks for the day did a great job and it was so appreciated. Shirley Fitzgerald scrambled eggs with the help of her granddaughter, Caitlin. It was the first time for new member, John O’Leary, and youth scholar, Adel Medic to cook and they alternated between frying up sausages and corned beef, making the pancakes and cleaning up when needed. Armina Medic also came in early to help, and she handled all the various cooking tasks, as well as helping in the cleanup. Marge Butterfield decorated and set up the pancake breakfast, helped cook, and brought up some bacon and a blueberry coffee cake. John Butterfield helped to set up and he manned the coffee station. There was no lack of coffee for anyone! Kerrin McCadden also helped with the cleanup. Thanks to all the volunteers who helped make our pancake breakfast such a success!

Following breakfast, we held the 50/50 raffle. Cliff Coy was the lucky winner of \$50.00, which he donated back to the chapter. Thanks Cliff!

President, John Fitzgerald, held a short meeting and thanked all the cooks for the great job they did. He also mentioned how nice all the improvements were with the heating, insulation, and lights, and how efficiently and quickly the hangar can be heated. He also reminisced about how happy Donald Taylor would be with the improvements we made. Donald’s dream was to have an Aviation Center for Chapter 613 and he funded and helped build most of it.

The cooks for the April French Toast Breakfast (there will also be some pancakes) are Armina and Adel Medic, Shirley Fitzgerald and Marge Butterfield.

Cliff Coy asked if anyone had activities planned for the April 8th eclipse. A record number of people from out of the state are planning to visit the Highgate/Swanton area. Many aircraft are expected to fly into KFSO, which may impact tiedown and parking availability. Cliff also mentioned that he is no longer the KFSO Airport Manager as the State has assigned that role to a state employee.

Photos from our March 17th Pancake Breakfast



*Thanks again for joining us and celebrating
St. Patrick's Day at the Taylor Aviation Center!!!*

“As the Prop Turns” by George Coy

We have been informed that we can expect a runway closure at KFSO this summer from June 5 to August 15. The runway is being expanded to 4000ft and will have a parallel taxi way. No word yet when they will reinstate the approaches and “OFFICALLY” change the runway numbers.

The chapter now owns a set of aircraft weighting scales. They were bought by several Chapter members who would need to weigh their aircraft in the coming months. Bob Turner made some wooden cases for them. Bob went a little OVER THE TOP with the cases.

The scales are available to all chapter members. Bob is building a Pietenpol Air camper. The cases were made with some of the spare wood from the project. Go to <https://eaabuilderslog.org/?blproject&proj=7sQEoymrv> to see his project progress.

The scales were recently used by Melodi Lacy when we weighed her restored Cessna 150 N5359G (AKA NOVA). Her project started when she acquired a disassembled aircraft as a project. It was trailered back from western Pennsylvania almost two years ago. She has spent a lot of time and more than she planned, but now has a very low time “Better Than New” Cessna 150K. She also has a lot of experience working on Cessna 150’s.



Ongoing projects in Georges Hangar are the AN2 repairs, upgrading the avionics in our Piper Cherokee 180, rebuilding an engine for our Piper Cherokee 140 and installing aluminum spars in our Citabria (formerly Don Taylor’s N99DT).

Instructors’ Corner by Ed Scott

Chapter 613 Young Aviators, It's Not All About You!

Learning to fly is complicated and challenging. You need to master a number of subjects and skills that are brand new, and to work hard to be the very best you can be. But along with learning these new subjects, you need to learn humility. Humility is a modest or low view of one’s importance.

This may seem contrary to what you’ve been raised to believe, which is that you should be proud and have a high self-esteem. So the question is raised, how can you be proud and humble at the same time? The answer lies in how you view you in your own everyday world. If you’re doing well in school, and in other activities, and accomplishing goals, you can be proud. You can also be proud if you’re accomplishing the tasks set out for a private pilot license. But, these goals have boundaries put there by a teacher, coach or flight instructor. If you make a mistake, or a bad decision, it’s likely going to be minor, and there’s someone there to correct it.

However, when you move outside these boundaries to solo, or to get your license, you are on your own. There is no one in the right seat to correct your mistakes. When you’re on your own, pride is a personal fault that can lead to mistakes and bad decisions. The NTSB (National Transportation Safety Board) accident reports list thousands of accidents caused by pilots whose high opinion of themselves got them into situations beyond their abilities.

So you need to learn humility now, while you’re young. In Chapter 613, you need to accept your status as students of experienced and dedicated people who are making your learning to fly possible. There are mechanics who keep the planes flying, there are Club members who donate money for scholarships, there are others who support, encourage, motivate and volunteer their time, and there are flight instructors who volunteer their experience to help you get from point A to point B. And there are those who cook pancake breakfasts that bring you all together and give you a sense of belonging in this club.

Learning humility as a young aviator in Chapter 613 means having respect and appreciation for those who are teaching you. Swallow your pride if you fail at something, admit your mistakes, and understand that you have a responsibility to be honest with yourself, and straightforward with others. Be humble in flying in a complicated and unforgiving environment. You’ve been raised to have pride and self-esteem. Now you need to add to these qualities, humility, and to understand that it’s not all about you!



EAA Chapter 613
Youth Aviator Program Corner
March and April 2024
Scholarships Available



Sugarbush Soaring's [Youth Soaring Camp](#). [Sugarbush Soaring](#) is offering up to \$15,000 in full and partial camp scholarships for youth aged 13-18.

EAA Chapter 613 Youth Flyers: Reflections from Flight Training

Miranda Gallagher, High School Aviator

I was accepted to the National Blue Beret for Civil Air Patrol (CAP) for AirVenture. This is a national cadet activity where I'll get to marshal aircraft and work with exhibitors. Because it's an activity with CAP the training starts a week before the actual event so it goes from July 15th to July 29th. If there is anyone in our chapter heading there, I'd LOVE to fly with you. My family is willing to pay for gas.

Calla Senasac, High School Aviator, Ray Scholar

In March, I completed my solo flight to Burlington! I was nervous, but ATC was very patient and helpful. When I left the airport I felt so accomplished because I had been so stressed about talking to ATC and messing something up. Although I did have to clarify a thing or two, all went well and I'm happy I did it. I finished my 2.9 solo hours, 2.6 of those being cross country time, then went for my check ride.

April Update....

I'm a pilot!!! I figured I would start with that, considering it's the highlight of my whole year. The week of my check ride I was finishing up some last things and I was crazy stressed. I had worked hard, yet I still felt unprepared, and as I drove to the airport all I could think about was what was going to happen. The oral portion was really nerve wracking, but once we were in the plane my body took over and I was focused and zoned in. I was most nervous for the short field landing, but I'm proud to say that all of my landings were on centerline and went well. Duane did a couple things differently from what I was taught, and it was interesting to get someone else's perspective, since I only ever flew with one instructor. When he told me, "you're a pilot now" it didn't really hit me until I was driving home. It's crazy to think a year has passed since I started flying, and I'm so thankful for the opportunities and people who have supported me.

Spencer Levi, High School Aviator

February was another slow month for me as far as actual flying goes. I have needed to study and take my written exam for my PPL and have been working on that. In addition my instructor was on vacation and my solo endorsements expired. I planned on doing some more check ride practice in March and get some more flying hours in. I am looking forward to finally getting my Private Pilot's certificate soon. In other news I put in my deposit for Embry Riddle Prescott, AZ, campus the other day. I am eager to go and continue with the rest of my flight training there. They have an awesome program that could have me working for the airlines in six short years from now! Fly safe everyone.

Brody Hammond, High School/Early College Aviator, AOPA Ray Scholarship Recipient

This month has been fantastic! I've been able to complete two of the four total stages of commercial training and I feel really comfortable with the maneuvers. Out of the 80 flight hours this semester I've completed about 42. This means I'm well ahead of schedule and it is certainly good news for finishing commercial training on time! The stage I'm in right now focuses heavily on cross-country flights, both solo and with an instructor. So far I've flown to Albany under IFR in actual instrument conditions and to KIWI in Maine. I've also received a complex endorsement. I'm looking forward to many fun flights like flying the Hudson corridor or flying to Niagara. The weather has been really nice and I'm sure hoping it continues!

Gabe Merrill, High School Aviator

Hello I am writing about my flying experiences in the most recent of times. I have flown most recently at Franklin County Airport, like most of you, and I really like the area around Franklin County because of the water and swamps, especially the preserve and lake nearby. I make flying much more fun and interesting. I often attempt to get a good look at flooded timber and ponds around the lake in search of ducks. One my main reasons for wanting to be a pilot is to allow me to find new areas to fish and hunt and explore by using the plane as sort of a surveillance device, like Google Maps, but closer up, and with a better understanding of the level of water and tree coverage, which is very important. The ability to see over all of the land and speculate what could be done is very awesome and I think it's a really great opportunity that we all get to have and use.

**Adel Medic, Ray Scholar**

Adel submitted the following essay to Lightspeed as part of their Ray Scholar Headset program.

Achieving milestones in any field requires dedication, perseverance, and a lot of discipline. As I embark on my journey in aviation, I find myself at a pivotal point where the right tools can significantly enhance my learning experience, especially when I fly into larger airports such as Burlington. The Lightspeed noise-canceling headset through the Ray Scholarship program symbolizes more than just a piece of equipment to me, it represents a culmination of effort, sacrifice, and the pursuit of my private pilot's license.

My journey in aviation began with a passion and desire to see the earth from above. Each step of the way has been marked by determination and persistence. From the very first moment, I stepped into an aircraft. I knew that this was not merely a hobby but a calling. Like any great accomplishment, there have been challenges and setbacks. Flight lessons require attention to detail and a commitment to learning in a mental and physical way. And in Vermont, the weather has not kind. I see every lesson as an opportunity to absorb new knowledge, refine my skills, and get a deeper understanding of aviation. Whether mastering the fundamentals of aerodynamics or honing my proficiency in navigation, I approach each training session with the utmost dedication and enthusiasm. I recognize that excellence in aviation is not achieved overnight; it results from countless hours spent in study, practice, and reflection. As I anticipate receiving my new Lightspeed headset I see myself being much more confident in communicating with my fellow aviators, as I navigate Vermont and beyond clearly hearing and being heard.

Sam Longstreet, Grade 8, Mechanic and Pilot in Training,

This past month I have learned a lot of interesting things while working in George's hangar. I got to disassemble an aircraft engine fully. I gained much new knowledge about aircraft engines from this hands-on experience. I also picked up some new skills in upholstery after putting the seats together for a Cessna 150. This month I also did my young eagle flight which was a very fun experience allowing me to gain more expertise in flying and fueling my passion for aviation.

Kyra Becker, Ray Scholar, Instructor, Commercial Otter Pilot

In February, I embarked on a pivotal journey back to Nevada for Upgrade training, a significant milestone in my aviation career. I seized the opportunity to ascend to the rank of Captain, achieving this at 1,200 hours total time. An ATP is not required as I am not carrying passengers. This elevation not only fills me with excitement but also grants me the privilege of logging PIC multi-turbine time, a highly esteemed asset in the aviation realm.

Situated in Boulder City, NV, just a brief 20-minute drive from Las Vegas, the atmosphere was bustling upon my arrival. The city was abuzz with activity, compounded by the presence of a TFR over Vegas due to the visit of the POTUS, followed by the Super Bowl hosted in this vibrant city. Amidst this dynamic backdrop, I found solace in indulging in jet watching

(Continued on the next page...)



Kyra Becker (Continued)

During my two-week stint in Boulder City, NV, I found the training to be notably smoother this time around, owing to my prior three months' experience in the right seat of the aircraft. The transition to the left seat brought forth some procedural variances, including taxiing using the tiller and some different paperwork required in my daily job. However, the most notable change was the newfound authority to make final operational decisions as Captain. Operating within a two-person crew setup underscores the essence of teamwork in our endeavors. While the PIC holds ultimate authority, every decision is a collaborative effort.

The journey of advancement in aviation is an ongoing odyssey of learning and growth, and ascending to the role of Captain has been a profoundly humbling and gratifying experience. Upon returning to New York, I embarked on two days of Initial Operating Experience (IOE), followed by assuming the mantle of PIC with a First Officer by my side.

In a gesture of congratulations, our Chief Pilot gifted each of us with a Fisher Space Pen, engraved with "Captain Becker, DHC-6 Twin Otter, Grand Canyon Scenic Airlines". For those unfamiliar with the remarkable history of the Fisher Space Pen, I encourage you to explore its captivating narrative at this link: <https://www.spacepen.com/our-story> (<https://www.spacepen.com/our-story>). A fitting symbol for our journey in aviation especially because Fisher Space Pen is manufactured in Boulder City, NV.

Treasurer's Report for the Month of March 2024 Bethany Fronhofer, Chapter Treasurer

March 2024 Income	
50/50 Raffle	\$229.00
Breakfast Income	\$343.00
FTD Fees	\$50.00
Membership Dues	\$85.00
General Scholarship Donations	\$945.00
Ray Scholarship Reimbursement	\$3,300.00
Total Income	\$4,952.00

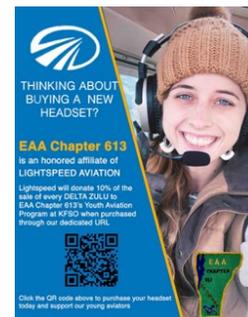
March 2024 Expenses	
Ray Scholarship Balance	-\$1,187.09
General Scholarship Balance	\$39,233.41
General Fund	\$12,216.42
Checkbook Balance	\$18,557.57
CD #1	\$10,000.00
CD#2	\$10,000.00
Hangar Contingency Fund	\$15,262.70
Mary McGrath Fund	\$18,445.46

End of Month Totals	
Ray Scholarship Balance	(1) -\$1,187.09
General Scholarship Balance	\$39,233.41
General Fund	\$12,216.42
Checkbook Balance	\$18,557.57
CD #1	\$10,000.00
CD#2	\$10,000.00
Hangar Contingency Fund	\$15,262.70
Mary McGrath Fund	\$18,445.46

(1) The negative balance is due to the timing of the Ray Scholarship fund disbursements and that several of our ray scholars are 50/50 scholarships

Are you thinking about purchasing a new headset?

EAA Chapter 613 Youth Aviator Program is honored to be an affiliate of Light-speed Aviation. This means, with every Delta Zulu sold through our dedicated URL or QR code, EAA Chapter 613 will receive a donation of 10% of the headset value for our youth programming. Please share this far and wide and help our youth access opportunities to fly! (<https://tinyurl.com/EAA613Lightspeed>)



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John Butterfield—Newsletter Editor

EAA CHAPTER 613

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FIRST CLASS MAIL

April 2024

