



## CHAPTER 613

### September 2023

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#### Message from the Chapter President by John Fitzgerald

Greetings all.

First of all, thank you to all our chapter members and friends who were able to make it to George Coys birthday celebration. It was a perfect day and it was wonderful to see so many of our friends and chapter members together again. Thank you to everyone who helped plan and organize this special event. What a great time. This kind of felt like the grand reopening of the Franklin County State Airport, and what a great way to kick if off!



It looks like we are going to have a really nice fall foliage flying season. As I cross the lake every morning to work, I notice a little changes in color in our beautiful state. Thank goodness our airport is back open; it has made it so much easier get in the air. Happy Flying!

We have some great events planned for October, and we'll look forward to seeing you there!

John Fitzgerald

President

#### Annual Chapter Potluck by Marge Butterfield

Our annual chapter potluck will be held at the Taylor Aviation Center on Sunday, October 29 at 1:00. Please bring your favorite dish (filled with food!). As a lot of us haven't seen much of each other since our last pancake breakfast, the potluck is a nice social event to get caught up and see each other again. We look forward to seeing you then!

We would like to extend special thanks to **Bonnie Pease** who took on the job of roving photographer for George's Big Pre-Birthday Party Extravaganza. Bonnie took over 200 pictures and narrowed it down to 50 wonderful pictures which she downloaded onto a CD for George to have as a memory of birthday celebration. The pictures on the next page are just a few of them.

## Memories from George Coy's "Pre Birthday" Party!





## Proposed October Poker Run—by Chris Chicoine, Chapter 613 Activities Director

Greetings fellow Chapter 613 newsletter recipients! I hope everyone has been enjoying the newly renovated runway at KFSO. There are a few events I've been working on this year that I'd like to tell everyone about. I'll start off with a fund-raising project called a Poker Run. I'm planning it for Saturday, October 28th. For anyone who hasn't participated in one before, they're great! There is a \$25 registration fee that goes directly to EAA Chapter 613. Each participant must fly to 4 preselected airports and receive a playing card. After gathering all 4 cards, everyone heads up to KFSO to receive their 5th playing card. Since NOBODY will be wagering money on their hand, this will not be a gambling event, more of a game of chance. The best hand wins a trophy, but everyone goes home with a gift bag for playing. Oh, did I mention it's a Halloween themed event! The best costume will also win a trophy. Following the award ceremony, stick around for Halloween themed games and food. This event is family friendly and is currently pending state approval.



In other news, there's another event planned for next fall called the Green Mountain Aviation Field Days. This event will be at KBTv and is open to the public. It will cover the past, present, and future of aviation. I'll have more information on this event as we move forward. Stay tuned.

## Treasurer's Report for Month of August 2023 by George Coy, Treasurer

INCOME	
Hangar Rent	\$400.00
General Scholarship	\$1,250.00
Membership Dues	\$24.01
<b>Total Income</b>	<b>\$1,674.01</b>

EXPENSES	
Natural Gas	\$43.00
General Scholarship	\$1,904.58
Electricity	\$30.05
Ray Scholarship	\$1,669.60
<b>Total Expenses</b>	<b>\$3,647.23</b>

Hangar Contingency Fund	\$14,873.50
Mary McGrath Fund	\$27,738.07
CD#1	\$10,000.00
CD#2	\$10,000.00

Ray Scholarship Balance	-\$5,543.85*
General Youth Aviation Program Balance	\$23,056.19
General Fund	\$7,144.05
Checkbook Balance	\$13,656.39

- (\*) The negative scholarship fund balance is due to the timing of the Ray Scholarship disbursements
- A big thanks to Dave Nichols and Jill Kaplan for their generous donations to the scholarship fund.
- Congratulations to Jason Doelger (CFI Ryan Roberts/Kyra Becker) and Conner Smith (Kyra Becker CFI) for attaining their PPL.
- Congratulations on solo to Niko Cuneo and Spencer Levi (Ryan Roberts CFI)
- A Big thanks to Marge and Beth for putting together the pre-Birthday celebration. Thanks for all who participated as well.

## Instructor's Corner—By Ed Scott

### *The Deadly Sphecidae Crabronidae, or Mud Dauber in The Wing Drain*

In 1996, Birgenair flight 301, a Boeing 757, crashed after takeoff on a flight from the Dominican Republic to Frankfurt, Germany. All 13 crew members and 176 passengers were killed. The blame was placed on pilot error for the captain's confused response to erroneous airspeed indicator readings. ([https://en.wikipedia.org/wiki/Birgenair\\_Flight\\_301](https://en.wikipedia.org/wiki/Birgenair_Flight_301)). But the real culprit was a Sphecidae Crabronidae, a tiny wasp commonly known as "mud daubers."



Mud daubers seek out tiny, cylindrical holes for nest building. They use mud. Pitot tubes are a favorite places for them to build their nests. The mud dries plugging pitot tubes and effectively deactivating airspeed indicators. Aircraft owners use pitot covers, but prior to Flight 301's departure, the plane had sat parked on the ramp without pitot covers for the two days before the crash. Investigators determined that one of the three pitot tubes was blocked causing confusing indications on the captain's airspeed indicator.

Mud daubers build their nests in as little as 3 hours during early spring and summer. Leaving the pitot cover off for even a short period of time can lead to a mess, as I found when I pre-flighted 67F one day and found the pitot tube plugged. Using a piece of safety wire, I daubed around and broke up the nest, scrabbling out as best I could tiny pieces of mud and gooey mud dauber larvae. Unfortunately, I didn't get it all, and the airspeed indicator was fouled up. I had to take it out and send it in for overhaul. I should have removed the pitot tube and blown it out from the inside, which is what I did before I re-installed the overhauled A/S. Another time, I was flying with a student at FSO when we noticed the A/S needle stuck at zero on takeoff. We taxied back in to find a mud-plugged pitot tube.

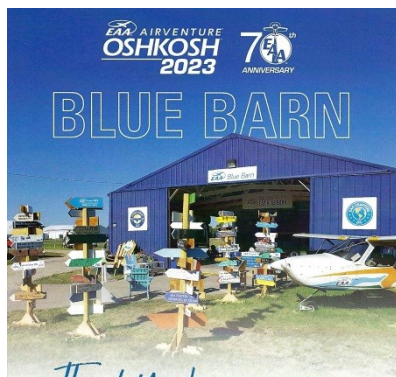


Mud daubers like any tiny hole as I found out when I pre-flighted 67F in preparation for a flight with Shivaji. When I tried to sump the left tank, I found the drain plugged. I poked at it, and a small amount of wet mud and green goo came out. It was still plugged, so I had to remove the drain and clean it. John Roberti diagnosed the mess as a mud dauber in the wing drain.

A plugged pitot tube is a serious matter. Every pre-flight needs to include careful inspection of the opening, even if the plane is hangered. If you find it plugged, get an A&P. Don't suck on the pitot tube, or try to scrabble out the mud with a piece of wire. Airspeed indicators are delicate instruments that are easily damaged.

## Wanted—Electric Aircraft Tug for Cirrus SR22— Jeff Marvin

Seeking to buy an used electric aircraft tug for a Cirrus SR22 with max gross weight of 3600 lbs. which is hangered at KBTV. The tug should be able to handle a little snow and ice too. Please contact Jeff Marvin @ 802-338-6976 or [jeffrey.marvin@gmail.com](mailto:jeffrey.marvin@gmail.com)



*Thank you!*

Because of your support as a volunteer in the Blue Barn, EAA chapter leadership from around the globe has a place to gather during AirVenture to gain inspiration, motivation, and the knowledge they need to take their chapter to new heights.

Thank you for volunteering in the Blue Barn and sharing your experiences, stories, encouragement, and smiles to our EAA AirVenture Oshkosh 2023 guests!

—Your EAA Chapters Staff

## Thanks from EAA to all Chapter 613 Members Who Helped Out at Air Venture 2023

THANK YOU & SEE YOU AT A.V. 24 ?

John Egan  
 Chris Dray  
 Sam Orr  
 David Seiting  
 [Signature]  
 [Signature]  
 Charles Becker

## Big News for Three of our Youth Scholars!!

This past month we are happy to announce that three youth scholars have soloed!

Congratulations to **Spencer Levi**, **Niko Cueno** and **Calla Senesac**. They had all been working hard to get flying time in as the weather had not been the greatest; and KFSO airport was closed. But, with determination were able to solo. Ryan Roberts was their CFI.



Spencer



Niko



Calla

## Chapter 613—Notice of Board of Directors Meeting

Chapter 613 will be holding a Board of Directors Meeting on Thursday, September 21st at 7:00 PM. Any active Chapter Member is welcome to attend. The meeting will be held via Zoom.

Join Zoom Meeting

<https://bigpicture.zoom.us/j/9811919605?pwd=WnI4L3BoS1B5Z0VyM1NEVWdIMGNjQT09>

Meeting ID: 981 191 9605

Passcode: flyflyfly

## EAA Online Webinars

In case you haven't checked them out yet, EAA offers a number of online webinars which cover a large range of aviation topics. Click on the following link to access the webinar schedule

[EAA Webinars | EAA](#)







## EAA Chapter 613

### Youth Aviator Program Corner

September 2023

## EAA Chapter 613 Youth Aviator Program



Fall means scholarship season! With only 2.6% of licensed aviation maintainers identifying as female, even lower for general aviation, Habitat for Aviation and EAA Chapter 613 is working together to rewrite the narrative around these exciting career paths. Habitat for Aviation purchased a Rans S-21 Outbound kit this month and as soon as it arrives, we will begin constructing it in Beth White's hangar. Some of the team, alongside other mechanics-in-training, with the mentoring of George Coy, are getting a head start on training wrenches on everything from Beth's Cessna 150, Charlie, to the AN2 project.



We had the honor to share these and Habitat for Aviation/EAA Chapter 613's exciting plans with Congresswoman Becca Balint this past month. She was thrilled by the impact what we are doing at Franklin County State Airport is having on the next generation of airplane mechanics, pilots, and youth and adults interested in aviation..

On September 23rd, Women in Aviation International's Vermont Chapter is hosting a Girls in Aviation Day at BETA Technologies' general aviation hangar in South Burlington VT. This is an event open to all ages, and it is ticketed. For more info go to: [VermontChapterGIAD.Eventbrite.com](https://VermontChapterGIAD.Eventbrite.com)

Are you thinking about purchasing a new headset? EAA Chapter 613 Youth Aviator Program is honored to be an affiliate of Lightspeed 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>)



## Scholarships Available

Women in Aviation International Scholarship applications are now open. There are over 105 scholarships available valued at more than \$1 million. Each scholarship offering is different and are for flight training, engineering, maintenance, dispatch, drones, and professional development for individuals in all stages of life. This 2024 scholarship cycle includes nearly 10 new scholarships. The deadline to apply is October 12, 2023.

**For Female Student Pilots Or Female Pilots Rated In Aircraft Other Than Helicopters:** This scholarship, funded by the Whirly-Girls Scholarship Fund, is awarded to a female student pilot or certificated female pilot who does not currently have a helicopter rating and provides \$8,000 to be awarded upon completion of her initial or add-on helicopter rating. The applicant will be evaluated for evidence of intent to work in the helicopter industry.

**Requirements:** the applicant must be an associate member in good standing at the time of application submission, award of scholarship, and during scholarship training, and must have joined the Whirly-Girls no later than September 25, 2023. Scholarship training must be completed by December 31, 2024. If you are not currently an Associate member, you can join now.

**Erickson Volo Mission:** This scholarship is sponsored by Erickson and Volo Mission to provide a career-minded Whirly-Girl who needs vertical reference/external load training for a flight position. This course includes 18 hours of flight time in the R44, 10 hours of classroom/ground instruction, and 3 hours of field operations instruction. She need not be turbine qualified. Training must be completed at Volo Mission in Campbell, Texas, and accommodation is included. This course is valued at \$20,500.



## EAA Chapter 613 Youth Flyers: Reflections from Flight Training

### Memphis Everest, High School Aviator

This month has been really enjoyable. I just began my first year of college, where I am taking VSU's professional pilot technology program. So far I am enjoying all of my classes and it has been fantastic meeting other pilots. I also have been working towards finalizing my PPL. I only need a couple more things to check off and we are shooting for finishing in October. It is crazy how this is all coming together after so long. I am so excited to be able to fly.

### Miranda Gallagher, High School Aviator

This month I learned about aerodynamics and more in depth about flight physics through my VTSU "Special Topics in Aviation-Electric Aviation Class" at BETA Technologies. Earlier this month myself, pilots, mechanics, and educators came to the airport for Beca Balint's visit to Habitat for Aviation to learn about our programming and our all-woman airplane build. It was a great opportunity and I'm looking forward to the build. I've also been able to fly more with Ryan until my medical goes through and I can solo. I continue to learn a lot and I'm looking forward to what comes next.

### Brody Hammond, High School Aviator, AOPA Ray Scholarship Recipient

I started early college this month, and while it is a bummer that in some ways I am missing my senior year of high school, free college tuition is free college tuition. Right now I am enrolled in Aviation Meteorology, Intro to Aviation Careers, Instrument Ground, Instrument Flight, and a Special Topics class about electric aviation that's being taught at the BETA hangar. Doing flight training in a strict Part 141 program is a dizzying change of pace compared to flying out of Franklin County, as deadlines are strict and the penalties for failure are harsh. So far in my training, I learned all of the fundamentals of instrument flying. I've also learned to brief and fly VOR and ILS approaches within one dot of deflection, along with the importance of staying one step ahead of the plane at all times. I'm only a few hours into flight training and I'm already looking forward to never wearing the hood again, but it's worth it to become a safer pilot. In the meantime, I'm hoping for high ceilings and less crosswind!

### Calla Senasac, High School Aviator, Ray Scholar

I'm glad to be back at the Franklin county airport, not only because it takes half the time it took to get to Morrisville, but there's always people there and things going on. This month school started and I have a surprisingly large amount of homework and I'm also on the cross country team so I've been trying to get flight lessons in on Sundays,

*(Continued on next page)*



**Calla Senasac (Continued)**

although that's the day that is usually booked full. I've continuously been working on landings and I hope to solo soon! It was also good to see everyone and meet a few new people at George's birthday party!

**Spencer Levi, High School Aviator**

August has been busy. I started school again and I am getting back into my routine. I also took my first SOLO flight! It was an amazing feeling to be able to fly alone without my instructor. I was so happy that I was able to SOLO before school started. It has been exactly one year since I took my first flight lesson. I am now hopeful that I can get lots of hours over the winter. I am looking forward to taking in the Vermont foliage from above this fall. I am close to finishing some college applications as well as an application for Navy ROTC so that I can go to college and achieve my dream of becoming a fighter pilot. I hope everybody had a great summer and are enjoying the new runway at the airport! Fly safe.

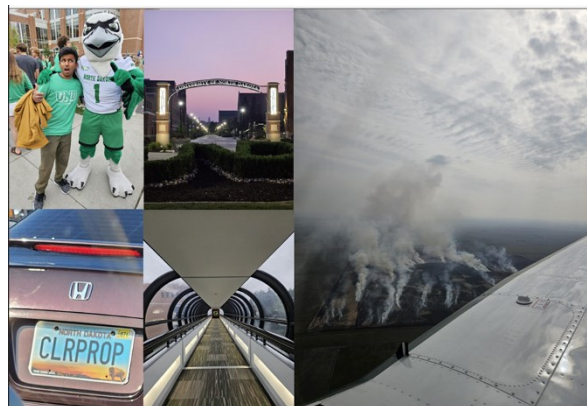
**Ishir Agarwal, Ray Scholar, Aviator**

This month has been the foundation of my first year at University of North Dakota (UND). I say that because I have learned what it means to be a college student at an exponential rate, and I have been able to grow into a new phase of life using that knowledge. Although I miss my family and the mountains in Vermont, I have to say I am loving my experience at UND so far! The campus is gorgeous, making my mile walks from one end to the other very enjoyable. I also really love the classes I am taking, as they are now classes that I have been eager to take since day one of my aviation journey. I was lucky enough to start flying at UND in my first semester, and so far I have loved every minute of flying here. Although there can be quite literally nothing to see but fields for miles and miles, flying under a part 141 operation has been a positive change of pace for me. The structure allows me to know exactly where I am and what I should be doing, and the standardization manuals mean that everyone at UND is following the same procedures and everyone is in the same boat. The Aerospace buildings have these super cool skywalks that connect to one another. They will be life savers when the temperatures get down to -50 degrees and I won't have to walk outside to class. All in all, I am so excited to see where my UND journey takes me, and I hope to let you know of more adventures in the future!

**Ian Bradette, High School Aviator**

Through August and September, the last month has been great! To start off, I got to get in the air for the first time in months and try my hand at landing on the beautiful new runway. I also met a few new friends, Zoey and Emma, who have been helping Beth and George work on their projects. I recently received my scholarship check (\$1,000) from the Harbor Freight Fellowship Initiative for completion of my 120-hour apprenticeship with George. This money is going towards another really cool project called a Bede BD4-B, which is for sale in Minnesota. The BD-4 is a quick, high

performance experimental aircraft designed by Jim Bede in the 60's. The model I am purchasing is a first production kit, and although old, I can't hold back my excitement. On top of that, I was offered a great opportunity to work with Tony in his hangar putting up corrugated metal walls and ceilings. I have learned a lot while working with him, and will definitely use these new acquired skills in the future.

**Adel Medic, Ray Scholar**

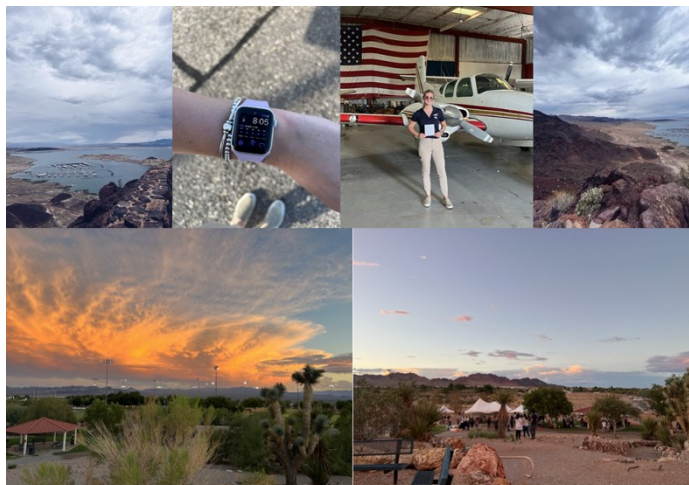
This month's journey was not the most fulfilling but some parts of it were very interesting and impactful. Just recently I was assigned a new instructor and began doing lessons in a Cessna 150, which is a plane that I have not flown before. In my previous lessons with Kyra, we only flew in a Piper Cherokee and I learned every inch of that plane so transitioning to another plane made me think I wasn't going to perform as well as I did in the Cherokee but thanks to my new instructor, Ryan, I did very well in my first lesson in the Cessna. This made me feel confident in my abilities and to fly solo. I am looking forward to future lessons with Ryan in the Cessna even though I am going to miss flying in the Cherokee.



**Kyra Becker, Ray Scholar, Instructor**

This month has been quite unique for me as I find myself in Nevada, undergoing training for my new job. I accepted a position flying Twin-Otters for Grand Canyon Scenic Airlines. If you've spent any time at Plattsburgh Airport then you may have seen their otters flying around. I will be flying a cargo contract with them in Plattsburgh after I successfully complete training. I feel very blessed to be in the place I am today.

Last week, I spent three days in Needles, California, focusing on obtaining my multi-engine rating. However, when I initially arrived at KEED Airport on Wednesday, I was taken aback as it seemed rather desolate and abandoned. I briefly questioned whether I was in the correct location, but my doubts were soon dispelled.



Shortly after my arrival, my instructor touched down with another student, and I eagerly hopped into the Travel Air BE-95 for my very first multi-engine lesson. During that session, we covered a range of commercial maneuvers, conducted a VMC demonstration, and executed a single-engine approach. To my delight, it all went smoothly, and I felt a surge of confidence in my abilities.

The following day, I had two more flights scheduled, along with a ground session to prepare for my check ride scheduled for Friday. While it might seem like a tight schedule with only two days of preparation, I had diligently completed all my ground studying before commencing flight training. This preparation proved invaluable in streamlining my training process.

Then came Friday morning, where I found myself waking up at 4:30 am and promptly arriving at the airport by 5 am. We commenced the paperwork around 5:15 am and efficiently completed both the oral and practical examinations by 8:05am, just before the scorching heat of the day.

I will be in Nevada for likely 4-5 more weeks. I'm really looking forward to getting home so I can enjoy the fall colors. I am eager to take this first step in my career and do my absolute best throughout the training.

**Gabe Merrill, High School Aviator**

As of now I am trying to fly and gain the hours and knowledge necessary to be a competent pilot. Getting this time in the air is always a challenge. It's not always the price of gas and instructor but it's also getting there. I don't have a car so I need my mom and dad to get places. This is usually fine but sometimes my mom can't and my dad can't and I call my grandfather. This is what scheduling looks like before a flight, it can be a hurdle but it's a fact that in order to get someplace you have to drive and as funny as that sounds when trying to become a pilot, but I just wanted to talk about one thing most have to consider when they are working towards being a pilot.

**Ian DeVries, Aviator**

The fall semester of my senior year (by credit) at Vermont State University started last month on August 21st. Still settling in, I'm beginning to find that balance between school and flying. While this summer has had its fair share of gloomy weather, we've had some solid days of beautiful VMC this past month.

Storytime! Before school started, I went on a trip out to Wisconsin (not for Oshkosh, unfortunately; I missed it). On my way there, I had a layover in Washington D.C. Our inbound plane was delayed nearly two hours due to thunderstorms and other complications, so the pilots were waiting with us passengers at the gate. The First Officer had picked a seat away from the crowd, but not far from me, so naturally, I walked over to strike up a conversation. We had a pretty basic pilot-to-pilot talk: where was I in my training, where was he in his career, did you go to Oshkosh, etc. Finally, our plane arrived. We shook hands, exchanged names, and parted ways. Boarding began, and I was near the back in Group 7. As I explained, the flight attendant stopped me and said, "Ian! You have been upgraded. Feel free to sit here in seat 1-A." I had never flown first class before; I was surprised and honored. I may never know for sure, but I can only assume the FO put in a good word for me. That special experience made my day!

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John Butterfield—Newsletter Editor

EAA CHAPTER 613

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**FIRST CLASS MAIL**

September 2023

