



CHAPTER 613

January 2024

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Message from the Chapter President by John Fitzgerald

Greetings all and Happy New Year! Bring on 2024! First of all, I would like to thank each and every one of you for a great 2023 and I am looking forward to another great year. I have committed to another term and would like to welcome our newly elected board members.

Miguel Marin Vice President, Secretary Susan Leveque, Treasurer Bethany Fronhofer, Directors George Coy, Marge Butterfield, and Chris Chicoine. We asked John Butterfield to manage the Aviation Center and he said yes also. If you see anything that needs attention, please reach out to John. A special thanks goes out to Beth White, Scholarship Committee Chair for the continued success of our Chapter 613 youth program. Thanks for another year, and all the volunteers that gave a helping hand.



Please stop by and see all the new improvements to the Taylor Aviation Center. New heat and lights made a huge difference. Once the hanger door is insulated, we will organize our tool crib and get back to finishing the Zenair 701 project. If you have an interest in working on this project, please reach out to me. I would love to move forward with the build. On the National level EAA is gearing up for AirVenture 2024! Shirley and I are looking forward to it and I hope you all can make the trip this year, sounds like it will be a good one. Thank you again to all our members and friends that make us a great Chapter. I am looking forward to seeing all of you soon. Thanks again! John Fitzgerald

The VMC Club is Back – Sunday, January 21st, 11:00 AM!

Thanks to Miguel Marin, Chapter 613 will be hosting a VMC Club immediately following our January Pancake breakfast. Through VMC Club meetings, pilots can network and share knowledge and experience. VMC Club meetings use real-world scenarios to engage members, and allow a free exchange of information that improves awareness and skills. The intent is to create a community of pilots willing to share information, provide recognition, foster communications, promote safety, and build proficiency.

Join us for our Pancake Breakfast—Sunday, January 21st!

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

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

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

What: Pancakes (with or without blueberries), 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 from the December 14th Board of Directors Meeting

Starting this month, minutes from EAA Chapter Meetings will be posted on the Chapter 613 website, rather than in the newsletter. Important highlights will be included in other articles. You can access the minutes by clicking on the "Meeting Minutes" folder on the Chapter 613 website ([Chapter 613 \(eaa.org\)](http://Chapter 613 (eaa.org))) or by clicking on the following link [Meeting Minutes \(eaa.org\)](http://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

Cooking Pancakes in Style!

Thanks to Marge Butterfield, our cooks can now ply their culinary talents in style.

Featured here are the new aprons, emblazoned with the Montreal VFR Sectional. Franklin County State Airport, our Chapter 613 home base, is prominently displayed front and center.

Thanks Marge, this will help everyone navigate to the next Pancake Breakfast!



December Pancake Breakfast Wrap-Up

By Marge Butterfield

December's pancake breakfast was very festive, thanks to John and Shirley Fitzgerald putting up and decorating the Christmas tree and setting up the tables with poinsettias. Armina Medic did a great job of making scrambled eggs and youth scholars, Cala Senesac and Miranda Gallagher cooked up the sausage and made blueberry and plain pancakes. It was their first time cooking and they took to it like pros. Marge Butterfield cooked up the bacon and made cranberry orange nut bread. It is greatly appreciated getting cooks to volunteer each month! The cooks for the January 21st pancake breakfast will be Dave Witkowski, Steve Grimsley and Susan Levaque. President, John Fitzgerald, welcomed and thanked everyone for coming. He also gave an update on the improvements to the chapter hangar.

After the pancake breakfast, Vice President, Miguel Marin and President John Fitzgerald installed Wi-Fi repeaters so now we have improved Wi-Fi reception throughout the Aviation Center. Thank you Miguel and John!



Income and Expense Statement for 2023 by George Coy, Treasurer

INCOME	
General Scholarship	\$52,341.01
Ray Scholarship	\$7,600.00
General Fund	\$10,205.00
Miscellaneous Income	\$10,556.18
50/50 Raffle	\$673.00
Hangar Rent	\$3,800.00
Breakfast Income	\$2,396.00
FTD Fees	\$575.00
Membership Dues	\$2,034.55
Total Income	\$90,180.74

EXPENSES	
Business Expenses	\$919.28
Accounting Fees	\$108.81
Improvements & Repairs	\$26,663.93
Property Taxes—Highgate	\$2,021.51
Electricity	\$382.15
Postage	\$72.66
Natural Gas—Heating	\$1,362.22
Supplies	\$1,615.20
Land Lot Lease from VAOT	\$456.10
Insurance	\$984.00
McGrath Scholarship	\$512.91
General Scholarship	\$30,371.13
Ray Scholarship	\$12,675.95
Total Expenses	\$78,145.85

Treasurer's Wrap-Up for 2023 by George Coy

- We took in more than we spent, despite making significant improvements and upgrades to the Taylor Center building.
- We have a new treasurer now. It was my pleasure to serve as treasurer for the last six years. During this period, we experienced significant growth of our youth aviation programs. As you will see we are in a good position to continue serving the youth programs. I will continue to be the EAA representative on the spot here at Franklin County airport. I will pick up the mail as well as deal with hangar issues as needed.

Treasurer's Report for the Month of December 2023 by Bethany Fronhofer, Incoming Treasurer

December 2023 Income	
General Scholarship	\$1,000.00
50/50 Raffle	\$75.00
Breakfast Income	\$308.00
FTD Fees	\$50.00
McGrath Fund Transfer	\$10,506.18
Membership Dues	\$255.00
General Fund Donations	\$250.00
Total December Income	\$12,444.18

December 2023 Expenses	
Improvements & Repairs	\$21,257.81
Electricity	\$37.63
Gas	\$139.17
Supplies	\$103.11
Chapter Renewal	\$647.00
General Scholarship	\$1,768.45
Ray Scholarship	\$234.16
Total December Expenses	\$24,187.33

Ray Scholarship Balance	-\$6,540.09
General Scholarship Balance	\$40,854.75
General Fund	\$8,200.47
Checkbook Balance	\$12,225.56
CD #1	\$10,000.00
CD#2	\$10,000.00
Hagar Contingency Fund	\$15,262.70
Mary McGrath Fund	\$18,445.46

Why Build an Airplane? By Bob Turner

When it snows outside, and the sky is dim and gray, the fog surrounding me makes me feel as though I am the only one for miles sitting here in my kitchen. These long winters in Vermont, some may think them oppressive, become the catalyst for creativity, and down in my basement resides my outlet, my Pietenpol, my raison d'être since taking early retirement. And I have Vermont to thank for this decision.



Whatever the reason, we decide to take on a project that makes no sense. Why build an airplane? Why

do we do this when simply buying any one of the overpriced machines available today is far cheaper, and requires far less work and aggravation than building one? It is enough of a challenge to build one from a kit (they say that the finished product costs three times what the kit price is) let alone from scratch, as the Pietenpol is, from just a pile of wood, a saw, some sandpaper, and a hope and a prayer. Why take on this insanity?



Building a Pietenpol begins with procuring a set of plans charmingly drawn up in 1932, back when aileron hinges were gate hinges and instead of epoxy they used a glue that was derived from cow's milk. No doubt there

have also been some wings covered in bedsheets and chewing tobacco! It is up to the builder to figure out how to build a modern Pietenpol, with modern techniques, even if one doesn't have the foggiest idea how a modern

airplane is made. The snow is still falling outside. Though morning, the lights are on in my house. Through my window I see children down the street, now building a snowman. I sip my third coffee. It is because of this airplane (and after 800 hours of work, halfway through, I can now call it an airplane) that I have stumbled into the lives of fine people that I may not have



What the end result should look like!

ever met. What price camaraderie? Once a week I try not to get in the way of George Coy, and Eric and Mark, Bethany and Ariana and so many others in their skillful tinkering with the AN2,

in his hangar. I lend a hand in exchange for an education. These people, and many, many more affiliated with the EAA, and a few Pietenpol builder's forums, have steered me toward a strong, safe and light, modern Pietenpol. No model A Ford engine for me.

No duct tape and bailing wire. The wings are hanging in my garage, ready for fabric. Tail feathers, ailerons (with modern hinges) are hanging from basement walls, fuel tank and landing gear (ready for tweaking) are also there. My long bench awaits the delayed arrival of a new pile of wood from Aircraft Spruce that will hopefully be a fuselage summer 2024. Did I remember to measure the door from the basement to see if it will make it out okay? (What? Me worry?) A fine O-200 engine, some say overkill, is in boxes in my living room, under a sheet. When the time comes it will be spectacular! Whenever that time comes. And maybe, just maybe, perhaps a year from now, I may squeeze my Pietenpol into a corner of the Taylor hangar, attach wings, struts, tail, and engine--and turn it into a flying masterpiece, sharing credit and appreciation with those who took the time to share some good advice, and maybe a smile along the way. Thank you, Bob Turner

Our fourth annual EAA Homebuilders Week is almost here. Experts from every corner of the homebuilt aircraft community will bring their knowledge and information to builders everywhere through free and interactive webinars. We have topics that will appeal to any homebuilder, whether you're a newbie or a serial builder.



Check out the schedule of free webinars and save your spot today! You can register for any of the webinars through the following link: [EAA Homebuilders Week | January 22 - 26, 2024 | EAA](#)

Who is Attending Sun-n-Fun 2024?

Chris Chicoine, Chapter Activities Director

I'm starting a chat forum for all things aviation in Vermont. It's called [Vermont Aviation](#).

There is a chat for people attending Sun N Fun 2024. [Link to Sun N Fun post](#) . I'm making a list of everyone attending according to their base airport. Anyone with an extra seat or a little extra cargo room can advertise and help the ones in need. I'll continue to update this link.

Cessna 172 Ownership Shares Available



CESSNA-172M

Features

Airframe TT: 7,108; Tach Time: 6,110

About 1048 since MOH

Flown very regularly – lots of long trips

Fresh Annual

Fully IFR (Garmin 430 WAAS)

ADS-B Out

2 (OF A TOTAL OF 4)
SHARES FOR SALE

CHAMPLAIN FLYERS
INC.

BASED AT KBTV

NEW CHT MONITOR
(JPI EDM 730)

CONTACT FOR PRICE
OF EACH SHARE

VREF VALUE: \$105K

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EAA Chapter 613

Youth Aviator Program Corner

January 2024

EAA Chapter 613 Youth Aviator Program



As we embark on a new year, it brings joy to share the remarkable Youth Aviation Program's accomplishments, thanks to the generous hearts of our EAA Chapter 613 aviation community. EAA Chapter 613 continues to be a beacon of inspiration, fostering the growth of future airplane mechanics, avionics specialists, and pilots. George Coy, an invaluable member of our community, is formally mentoring no less than four students and several adults, as they restore and build aircraft in his hangar and in neighboring hangars at Franklin County Airport. The collaborative spirit within our chapter is truly commendable. This week, I received a call from two more learners from Richford who expressed their keen interest in exploring aviation maintenance. This has prompted discussions about revitalizing the Zenair project. Additionally, Eric Manchester's wisdom and talent, generously shared several days a week, add to the wealth of expertise within our hangar. It is heartening to see our community thriving with passion and commitment.

We are proud to announce that at the start of 2024 we have 13 youth aviators actively pursuing their private pilot's license, and notably, 46% of them are women. This achievement is a promising step towards addressing the stagnant national and international statistical needle, currently fixed at 5% female participation in aviation. The hard work of our youth aviators is palpable with several youths preparing for checkrides and even more of them turning wrenches in the hangar. Hearing updates from those who were recipients of our EAA Chapter 613 family's generosity and are now pursuing aviation careers or attending college is a testament to the lasting impact of our community. Their success stories are truly a gift that continues to inspire us all. Happy New Year and may 2024 bring continued connection and joy – and tailwinds, of course!

Scholarships Available

99's: Over 18 scholarships listed on the 99th.org website: <https://the99th.org/scholarships>

1Leroy Homer Foundation: October 31 - January 31, <https://leroywhomerjr.org/scholarships/>

EAA: November 1-March 1, 2024, <https://www.eaa.org/learn-to-fly/scholarships>

AOPA: September 5-February 9, <https://www.aopa.org/training-and-safety/students/aopa-flight-training-scholarships>

Tuskegee: January 31st Deadline! Tuskegee NEXT Summer Flight Program: a full-time, residential program in the Chicago area that runs from mid-June to mid-August (ages 18-20), <https://www.tuskegeenext.org/tuskegee-next-apply>

Flying Musicians Scholarships: Closes January 31, <https://flyingmusicians.org/fma-solo-program/>

Make-A-Pilot.org: <https://make-a-pilot.org/scholarship-requirements>

EAA Chapter 613 Youth Flyers: Reflections from Flight Training

Ella Newman, Ray Scholar, Aviator

Hey everyone, long time no see! So much has happened to me this semester! I think it was both the best and worst semester I have ever had. On 1/2/2024 I received my CFI. This was the hardest thing I have ever done in my whole life. Everyone told me how much work you need to put in on the ground but I was not expecting that much. It feels like I would constantly be making lesson plans, studying for the written exams, or practicing teaching all of my friends. It all started when I got my flight instructor, Charlotte. She was amazing, I love the way she taught and we connected so well. She has been my idol ever since I came to VFA so I was so happy to have gotten her.

Half way through my training she had to leave so I needed to find a different CFI which is easier said than done. We have a limited number of CFIs that can teach CFI candidates here but I ended up with Chris which was great, he really pushed me to be the best I can be. A struggle the CFI candidates at VTC have been faced with was the lack of DPEs that can give CFI rides. Almost all of the ones in New England leave for the winter.

Our class missed the DPEs and had to be put on flight hold until they found another. We found a DPE out of Keene, NH that could give us some dates so training started back up. I got the first date he gave us and flew every day I could to get ready for it. However it could not be that easy, I have done 85% of CFI training in N73345 and a week before my checkride it had to go under maintenance due to a 100 hour and a crack in the fuel tank. The maintenance team worked hard to try and get it back up for my checkride but the owner decided he wanted to sell it and I couldn't take it to my checkride. I was devastated it was my favorite plane in the whole fleet. I had to quickly get some hours and feel more comfortable in a different plane (the week of IFR weather didn't help). ***Continued on the next page...***

Ella Newman—Continued...

The next plane most like 345 is N783PV, which if you have ever flown at VFA you would know this is not necessarily the gem of the fleet. Saying I could have done this by myself is the biggest understatement I could have ever made, so many people helped me along the way. Everyone was here to help support me whether it was sitting down with the maintenance team for hours on end trying to help me understand systems or other CFIs staying after to help me make good lesson plans and explaining things to me. I also could not have done it without my friends and everyone in the CFI ground class. Another little fun thing that happened when I flew back into BTV from my checkride was one of the flap tracks ripping apart, let's just say the plane is grounded for the next week.

**Miranda Gallagher, High School Aviator**

This month in the Habitat for Aviation Woman's Build we were able to finish both the rudder and vertical stabilizer. We are currently getting the horizontal stabilizer frame set up so we can rivet it soon. I'm still waiting for the FAA to respond so I can get my medical. Until then I'm spending about half an hour on Sundays on the chapter flight simulator. In addition to everything at the airport I finished my "Service Thesis Project" for school. I presented on what has happened in the Woman's Build and other projects. I look forward to continuing the build in the coming months as well as flying more.

Calla Senasac, High School Aviator, Ray Scholar

This weather this month has NOT been good for flying. I need to complete my cross country with Ryan, and then I have to do it myself. I also have yet to fly in the dark! I had a flight scheduled, but the weather for that also was not good. Despite the bad weather in the air, I have been doing a lot of ground studying for the oral exam. There is so much information and I'm doing my best to study and remember all of it by reading the material, then rereading and quizzing myself as I go. I also submitted my ray scholarship essay for a lightspeed headset (see below), and I just got the email that they will be sending it to me! I can't tell you how excited I am to use it, because it truly makes such a difference than compression headsets. This coming month I want to tie up some of the loose ends I have with my training, like the cross country and night flight. Below is the essay I wrote:

Put simply, the Ray Aviation scholarship has enabled me to pursue my dream of becoming a pilot. Thinking about all that I have accomplished because of this support, I feel my heart pull a bit. Upon first hearing I received the scholarship I was frozen in place with excitement. It was a dream come true. Every time I fly I think about where I would be without this opportunity, especially for someone who is the first in their family to pursue aviation.

It is not lost on me that with only 5% of pilots being women, I am part of the cohort of females coming up that will start to make a significant impact on the industry. I am thankful to the Ray Family Foundation and EAA Chapter 613's generosity. This opportunity has truly changed my life.

I want to do what I can to make the Ray Foundation, EAA Chapter 613, and our aviation family proud. At each chance I can get, whether it is at a Girls in Aviation Day event, an EAA breakfast, or at one of our Habitat for Aviation's Women Build Planes airplane build days, I share my experiences with girls of all ages, spreading the magic of this wonderful world of aviation.

With my checkride on the horizon I feel the pressure, and I'm more determined to excel. This journey has simply been wonderful, and what is so exciting is that there is much more on my horizon as I work towards becoming an ATP pilot. I don't know what that journey will look like but I'm excited to find out. Perhaps I will someday fly private jets or work for the airlines or haul cargo – only the future will tell! I am also excited about thinking through my postsecondary options – will I attend aviation school, go directly into an ATP program or join the military? Time will tell. I never knew how broad the aviation world actually was until this scholarship opened up all these incredible doors.

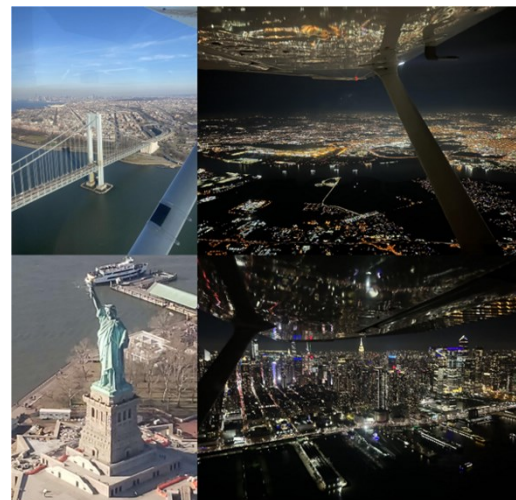
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Calla Senasac—Continued...

When I get my private pilot's license I will continue to spread my love for aviation and help other people who, like me, may not know where to begin, especially if they are first in their family to pursue this field. I will share all that I've learned about how to achieve the dream of taking to the sky, and pay it forward as so many role models from EAA Chapter 613 did for me during my initial training. I can't wait to use my new Lightspeed headset when I do my solo cross country training flights where I will be listening for other female student pilots. As their voices come into my ear phones loud and clear, I will be cheering them on, as we find ourselves together zig zagging across the sky, making a difference in aviation one woman at a time.

Ian DeVries, Aviator, Instructor

Over the past month I had the privilege of soloing another student, and I went on an unforgettable trip to Philly with two friends. We had a buddy driving back up to Vermont from North Carolina, so we planned to meet him halfway in Wilmington, Delaware (a city just outside Philly to the southwest). On arguably the most beautiful day of the entire month, we set out down the border of Vermont towards NYC. Upon arriving, we flew through the Hudson River Exclusion and saw the most breathtaking views of Manhattan you can get. After a circle around the Statue of Liberty, we flew along the Jersey Shore all the way to Wildwood, New Jersey where we stopped for some lunch at an excellent cafe on the airport. Finally, we hopped over to Delaware to meet our friend. There, we dropped off one of my passengers to accompany our friend back to Vermont. That left my best friend and I to take in all the views of Philadelphia and New York City ablaze at night on our way back to Vermont. The entire flight was a remarkable experience that I won't soon forget; not just for me, but my friends too!

**Spencer Levi, High School Aviator**

Hello everybody, December was an uneventful month for me. I have been studying materials for my oral exam and checkride. The weather has been bad and I have been busy in other parts of my life so I haven't had many opportunities to get out flying. I did however get a new Lightspeed Sierra headset for Christmas and I was able to get out once to test it out. It is an entirely different feeling to fly with active noise reduction. I also learned this month that I got into Embry Riddle Aeronautical University, in Prescott, AZ. I am very excited to go there next year to continue my flight training. Hopefully there will be more opportunities to fly this January. Happy New Year!

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

The holidays were certainly a welcome change of pace for me. It was nice to reconnect with friends and family after this busy semester. In the past month, somehow despite the bad weather, I have completed the rest of my instrument training. I passed the ground and flight portions of my end of course test and am now waiting patiently for my checkride which is scheduled for January 16th. I have exactly one hour of flight time to knock out before then to meet the minimum hour requirements but I am sure that I will be able to find a suitable gap before my checkride to get that done. This checkride certainly doesn't feel as scary as my first one did but I'm still making sure to brush up on every 'Gotcha!' there is. I'm hoping this trend continues as I start commercial training next semester!

Owen Mongen, Aviator and Mechanic-in-Training

I've really enjoyed my flight training this last month. Some things I've been working on have included traffic patterns, steep turns, and stalls. I was very excited to have my first non-assisted landing. I am continuing to spend time performing A&P work alongside George. I really enjoy working with my hands and the variety of work. I helped with a wide range of tasks from riveting to electrical. This is a busy time of year for me as I am on the Nordic team. I find myself hoping for good flying weather but at the same time wishing for more snow for skiing.

Ishir Agarwal, Ray Scholar, Aviator, UND Student

I am reporting to you live from the state of North Dakota, as our spring semester has finally SPRUNG into action! Don't worry these jokes will never get old I promise. After the end of the fall semester at UND, I was able to go home to Vermont for what felt like a very short three weeks. It was a true blessing to have been able to visit my friends and family back home and additionally just enjoy the beauty of Vermont once again. I went on a few drives through the state, going up towards Fairfax and Morristown on long, windy roads, while also exploring down south by Huntington and Bristol. My favorite part of the drive was probably driving up Route 17 while having the snow increase as I climbed higher all the way till I reached the head of the Appalachian Gap. Just standing outside marveling at the true gem that Vermont is made me miss all the natural landscapes. I tried to soak as much as I could in because when I got back to North Dakota, I knew there would be no mountains to gawk at. Other than that, I was able to celebrate Christmas and New Years with my family and we even parked our food truck at the Burlington Waterfront on New Year's Eve to celebrate 2023! I also had a chance to sit down and chat with Ed and hear about everything that he is doing and it was so cool to be able to catch up with a great friend again. Although my time back in Vermont was truly rejuvenating, I am eager to get the next part of my flight training underway and finally get that instrument rating added on to my license!

Meet our Newest Mechanic-in-Training, Sam Longstreet, Grade 8

I have really enjoyed working with George and have learned a lot about engines and how they work, installing avionics and wiring, and the different flying advice and ideas. I am really looking forward to taking my Young Eagles flight later this month and continuing to work with George.

Meet our Newest Mechanic and Pilot-in-Training, Taylor Bushey, Grade 8

I am 14 years old and I live in Swanton, Vermont near the Highgate Airport. I am in 8th grade at Missisquoi Valley Union. I enjoy working with kids, outside sports, volunteering, and being a part of the Women who Build Planes project. I have been a part of the program for four months and I love it. I am continuing to learn more and figure out how things work! I found out about this program through somebody who came to my school. I decided to give it a shot and I haven't turned back since.

I had my first Young Eagles Flight when I was 11, then at 12, and my most recent flight was this year. I felt so supported by every one of those flights. I have since been encouraged by other people at the airport to continue with this path. I hope to one day be a pilot and/or an aviation technician and may be end up teaching people or kids how things work.

For my Young Eagles Flight this year with Ed, we started off doing a rundown of the plane and made sure everything was running smoothly. We checked the elevators and the other parts on the wing. We also checked if there was no new damage. Then we got in, put on our headphones, and we started going down the roads to the runway.

Ed did an amazing job explaining everything and even let me take off. Once we were in the air he taught me how to check if the nose is straight and how to turn. He had me set up for landing and showed me how the throttle worked. It was a very eye opening experience that showed me how awesome and intricate being a pilot was. My mind is now set on being a pilot and aviation technician.

Meet our Newest High School Mechanic and Pilot-in-Training, Aubrianna Mayette

When I first heard about the Young Eagles flight from Beth during one Women Build Planes days, I thought it would be fun and useful to try out since I planned to work with planes. When I got there I thought I would be just observing like the kid in the back seat. So it was a total surprise when Ed had told me that I would be flying the plane.

Ed taught me how to taxi the plane to the runway. Then he instructed me how to take off. Take-off was an exhilarating experience, unforgettable, but that wasn't the end. With instructions from Ed, I leveled out and did left and right turns. We flew over St. Albans and saw the town from a gorgeous bird eye view. The Young Eagle's flight gave me an idea of what flying is through a hands-on experience – not reading about others opinions. It's an experience of a lifetime and I suggest it to anyone who has a passion for flying or planes.


Youth Flyers, Reflections from Flight Training—Continued..**Adel Medic, Ray Scholar**

This month's adventure has been going very well for me, fortunately I have been able to fly a lot more frequently and should be doing my solo flight within a couple weeks, despite the weather being terrible. I appreciate my instructor giving me as many days as he can to fly with me. I feel I have been progressing a lot more in my abilities to fly a lot quicker which has been increasing my confidence a lot more and has made my passion for flying a lot greater than it already was. I hope next month's journey comes with a lot more things to be thankful for and to also look forward to.

Lightspeed Aviation Supporting Chapter 613

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>




THINKING ABOUT
BUYING A NEW
HEADSET?

EAA Chapter 613
is an honored affiliate of
LIGHTSPEED AVIATION

Lightspeed will donate 10% of the
sale of every DELTA ZULU to
EAA Chapter 613's Youth Aviation
Program at KFSD when purchased
through our dedicated URL



Click the QR code above to purchase your headset
today and support our young aviators

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FIRST CLASS MAIL

January 2024

