

Franklin County State Airport (KFSO)

Swanton, Vermont

June 2025

Message from our Chapter President – John Fitzgerald

Greetings, everyone!

THE SPIRIT OF AVIATION

It looks like summer has arrived, and I hope you're all finding plenty of ways to enjoy it. The airport is buzzing with activity as our young aviators fly day and night, working toward their licenses.

A huge congratulations to Abby and Kayla for passing their check rides! Ian, Maranda, and Mya are right behind them, and I'm sure we'll have three new pilots soon. In total, we have eight youth aviators in the pipeline, all working hard to achieve their dream of flight. A big thank you to Beth and our Youth Aviation Committee for your continued dedication and support—you make all of this possible!

Chapter Survey Results

In this issue, you'll find the results of our chapter survey. Thank you to everyone who participated! Your Officers and Directors carefully reviewed the feedback, and we truly appreciate all of your great comments. We'll continue working to provide what you're looking for in our chapter. Thanks again for your input!

Upcoming Events

Summer Barbecue – Sunday, July 13

Join us for a summer barbecue! It's a great opportunity to catch up and connect. This event is sponsored by our Youth Aviator Committee, so come meet the next generation of pilots!

Young Eagles Day – June 21

Our annual Young Eagles Day is coming up, and reservations are filling fast—we expect 100 kids to fly! We're looking for pilots to help make this event a success. If you're interested, please reach out to Miguel Marin or me, and we'll get you signed up. It's an incredible experience for the kids, and as pilots, you'll love it too!

Thanks again for your support, and I look forward to seeing you all soon.

Blue skies, John FitzGerald, Chapter President



Instructor's Corner – by Ed Scott

My Unplanned Trip to Smut Eye, Alabama Or What to do when you have no idea where you are.

I've long since given up trying to save face by making up stories to explain my mistakes. I used to talk about my landing in a corn field in Smut Eye, AL, by saying my engine iced up and I was forced down. In fact, I did make three landings in corn fields when I lived in the South during my Army years, but my explanations about two of them were fabrications. The third is the truth, but another story. The forced landing in Smut Eye was made up; there was no carb ice. I was totally lost, panicked, picked out a likely field, and landed. But I was too ashamed to admit I was lost.

I do have to say it was a good landing. I was flying a Luscombe 8E out of Ozark, AL, near Fort Rucker where I was stationed. Luscombe airplanes are high wing tail draggers that are built to withstand the high G forces imposed by incompetent student pilots who try loops and rolls and split S's that usually result in screaming, out of control, dives. Such was the case this day, as I spent the afternoon having a great time attempting aerobatics, when I suddenly realized I didn't know where I was. I panicked, landed in the corn field, ran to a nearby road, and was picked up by a guy on a Harley who ran me into Smut Eye. He told me I was 40 miles from my base at Ozark! I got on the only phone in town, and the airplane owner showed up to bail me and his airplane out of this predicament.

I could come up with excuses: I was a low-time student, the plane had no radio, no navigation, but the fact is, I had taken off with my head in the clouds, and had paid no attention to where I was going.

This story has a moral, several actually. Plan ahead. Know where you're going, and if you insist on flying upside down, keep known landmarks in sight. If you do make mistakes, own up: tell your flight instructor so he can use the opportunity as a "teachable moment" to help you understand what you did wrong, and how to avoid such a mistake in the future. Finally, learn and follow the "5 C's" to find yourself if you should get lost.

The 5 C's are **CONFESS, CLIMB, CONSERVE, COMMUNICATE**, and **COMPLY**. If you are lost, take a deep breath, relax, and:

Confess: Admit that you are lost and need assistance. This may involve contacting ATC or a flight service station. **Climb:** Gain altitude to improve radio reception, visibility, and to help with navigation and getting a better perspective of the surrounding terrain. You may notice familiar landmarks.

Conserve: Reduce power to conserve fuel and extend the time available for a potential landing or to re-establish contact.

Communicate: Attempt to contact ATC or an FSS to request assistance and provide your current location. If unable to contact ATC, try to establish contact with another aircraft and ask them to relay your call sign. **Comply:** Follow the directions from ATC or FSS.

Student pilots these days are more closely supervised than I was, and with Foreflight and other technology, it's much easier to keep track of your position. But total reliance on technology is not good piloting. Know where you are with reference to check points on the ground. It's safer, and more fun.

My landing was unplanned, but if you decide to fly to Smut Eye, and can find it, you will note that it's the setting for the last three chapters of *I am not Sydney Poitier* by Percival Everett. But getting there will be a challenge. It's not on a Sectional. I pulled out an old road atlas, and there it was, 40 miles north of Ozark. I have no idea how I got so far away from my home field. If you drive there, you'll see the Smut Eye Grocery where I made my phone call, but good luck finding that even by car.

There wasn't much in Smut Eye to begin with; except the location for this story, and now it's vanished.

Who Has the Right of Way in the Traffic Pattern?

IFR traffic does **<u>not</u>** have the right of way over VFR traffic.

Imagine you are on an ILS approach at a non-towered airport, and a VFR aircraft turns base right in front of you.

Who has the right-of-way? Which pilot is expected to adjust their flight?

According to FAR 91.113 and AC90-66C, aircraft already established in the traffic pattern have the right-of-way over aircraft making a straight-in approach, such as those on an instrument approach or executing a long straight-in final.

Contrary to popular belief, the FAA does not give priority to IFR aircraft simply because they are on an instrument flight plan.

Takeaway: IFR pilots are responsible for maintaining safe separation from VFR traffic already in the pattern. If necessary,

they should plan for a 'circle-to-land' maneuver to safely integrate into the pattern and follow preceding aircraft. IFR pilots should also make standard VFR position reports as they approach the airport to alert other traffic of their intentions.

With this said, the airplane turning base has the right-of-way over the pilot on the instrument approach.

Fly safe, friends 💥



Remembering Phil Beaulieu



PHILIP E BEAULIEU May 8, 1938 - March 12, 2025

AA Chapter 613 5/20/25 Dear John & Marge, Thank you 50 EAA Chapter 613 much for The lovely Card you have sent.

Phil has meant do nuch to me & I miss him so much. Dae big love of his upewas flying" & "plane" always. He did miss being around the guys talking plane talk & thought about them alox. plane talk & thought about them alox. plane talk & thought about them alox. some may want one in memory of Phil. some may want one in memory of Phil. gain thank you for your thought fullness...



EAA Chapter 613

Youth Aviation Program Corner

June 2025



Please Share with Friends and Family

FREE Flights for Kids!

EAA Chapter 613 is hosting a **Young** Eagles Rally on Saturday, June 21, 2025, from 10 AM – 3 PM at the Taylor Aviation Center (Franklin County State Airport, Swanton, VT).

Youth ages 8–17 can take a FREE introductory flight with a licensed pilot and discover the magic of aviation!

 $\$ Space is limited — registration is required.

Click this <u>link</u> or scan QR code below to register:





Beth White

We're thrilled to invite you to our upcoming Young Eagles Rally on June 21st at Franklin County State Airport—a special day dedicated to introducing youth to the magic of flight and our vibrant EAA Chapter 613 aviation community.

This event holds even more meaning as we prepare to celebrate a remarkable group of graduating youth aviators next month: Emma Cornett, Calla Senesac, Miranda Gallagher, Abby Demar, Mya Adams, Owen Mongeon, and Niko Cueno. Each of these young people began their journey with EAA Chapter 613 through a pancake breakfast, a plane wash, or a Young Eagles rally—just like this one—and are now headed to their next chapter – all connected deeply to aviation. Some will stay close to home, while others are venturing west and south, but all carry with them the skills, confidence, and community they've built right here.

We extend heartfelt gratitude to visionaries like Don and Earl Taylor, whose generous legacy gifts continue to fuel this work. Their remembrance in estate planning has allowed us to expand opportunities and welcome even more youth into the cockpit, the hangar, and the heart of our aviation family. Their impact lives on every time a young person feels the thrill of flight for the first time.

With EAA Chapter 613, our youth don't just fly—they become part of something bigger. A community. A movement. A lifelong passion.

Join us June 21st to witness it in action.

If you'd like to help us keep growing this work, there are many meaningful ways to contribute:

Make a tax-deductible donation by check or donor-advised fund.

Include Chapter 613 in your legacy planning.

Donate an aircraft, kit, or valuable aviation item—we even offer a 4–5% commission resale service to benefit the program.

Every gift helps launch another dream.

Scholarships Available

Capt. Sax scholarships, given in honor of Capt. John J. Sax, USMC: <u>https://captsaxfoundation.org/</u> Due June 15th

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! <u>https://tinyurl.com/EAA613Lightspeed</u>

EAA Chapter 613 Youth Flyers: Reflections from Flight Training

Calla Senasac, High School Aviator, Ray Scholar, Mechanic-in-Training

Hi everyone! I hope you are all doing well and having a fun start to your summer. After much contemplation, I made a decision regarding what I will be doing next year. My original plan was to attend an aviation college, but there were some hang ups and I will be attending CCV next year because I get a second free year for participating in early college this year. I am going to continue flying in Swanton and soon I will be starting to work on my instrument rating! Although my plans changed, I'm very excited for what's to come this year!

Sam Longstreet, Grade 9, Mechanic and Pilot in Training

This past month I helped out my flight instructor with working on his airplane in exchange for flight training. I installed some brackets onto his VP-2 to make blind bolts on the inside of the firewall so that the engine would be easier to remove with one person. It took longer than expected because it required some modifications to the airplane and the brackets to make them fit. Then after that we did a bit of a test flight in his RV-6 making sure that an oil gasket would not leak. I got an intro to flying tailwheel aircraft as that was the first tailwheel I have ever flown in. Compared to the Cessnas that I am used to flying it is way faster, more agile, and quicker to respond to input. It was really fun to fly and I'd love to do it again.

Ian Bradette, High School Aviator, Mechanic-in-Training

This month has been fabulous! As school comes to an end, I've been able to spend a bit more time at the airport flying and working with George. So far, I've been able to get over half of my solo hours, with only one or two solo flights left to go before my checkride! I have flown the route from Franklin County-Massena-Saranac Lake for my long cross-country flights, and have also done some practicing at Plattsburgh and Morrisville to tidy up my skills. In the hangar, I've been helping George on the next C150 restoration project, doing some of the wiring for the instrument panel. I've been excited to have the chance to work with George for quite a few days in the last month, which is more than school has allowed me to do this whole year. Overall it's been a really good month, and I can't wait for the fun events that are coming this Summer!

Ishir Agarwal, Ray Scholar, Aviator, UND Student

Wow. My second year of college flew by WAY too fast. Haha get it? Flew by? Because I fly here? Yeah I know, these jokes are truly amazing. It is so interesting to say that I am all done with sophomore year, and now it's time to make my way towards becoming a multi-engine pilot this summer! When people say "Double the engines, double the fun!" I never used to believe them, however, when you are just casually cruising over the ground at 230 knots, you start to wonder why all planes aren't just strapped with two engines.

I have absolutely loved my time flying the Piper Seminole, as I feel like I am starting to fly airplanes that I would be flying at the airlines really soon! Cycling the gear, engaging the autopilot, and practicing one-engine inoperative maneuvers has got me understanding the world of aviation at a much deeper level. Although I started the multi-engine training only two weeks ago, I am almost done with it and ready to take my check-ride to get the add-on. It's been way too fast at times, but also way too slow at times, as I've been trying to come home to Vermont for as long as I can remember now. However, I was extremely fortunate to be back in Vermont for 49 hours this past weekend. Seeing my family, working the food truck, and enjoying the beauty that is Vermont energized me so much and motivated me to get my multi-engine flying done thoroughly and efficiently.

I'm hoping to be back in a few weeks to enjoy the 613 pancake breakfasts and get togethers once again! I've truly missed hanging out with everyone up in Franklin Country and I hope to get some high-wing flying in. It's going to be a true change of pace flying airplanes that don't have glass cockpits and just ride the dials the entire way!

Kyra Becker, Ray Scholar, Instructor, Commercial Pilot

Hi everyone, I'm checking in because I'm long overdue for a newsletter update. As of today (06/03/25), I am officially Phenom 300 PIC type-rated!



I completed all my training at CAE in Dallas Fort Worth. It started with six days of ground school, focusing on systems, and was followed by a written exam. After the ground school, I had seven simulator sessions, with a check ride on the last day.

The first simulator day covered normal operations and wasn't too overwhelming. However, the subsequent flights all included single-engine approaches, V1 cuts, and maneuvers, which were very challenging. We experienced a cold day and a hot and heavy day in the simulator. The simulator was incredibly accurate. The technology is amazing!

The Phenom 300 is a light jet and has been the best-selling business jet for 13 years running. The automation is unmatched.

I have been hired by an insurance company out of Lebanon, NH (KLEB). They own two Phenom 300s and have a total of 8 pilots, including myself. The schedule is great, and I've already met the whole crew—everyone there is wonderful.

I feel extremely blessed that EAA Chapter 613 helped me build the foundation of my training. Their constant support throughout my career milestones have been invaluable in helping me reach where I am today. Every day, I am grateful for my health and the opportunities that aviation has brought me. Thank you for your support!

Miranda Gallagher, High School Aviator

This month I've gotten to work on the struts of the Habitat for Aviation Women's build. I've been flying but I'm having trouble finding someone to take my check ride with. For now I'm getting ready for graduation and setting myself up for next year.

Abby Demar High School Aviator, Ray Scholar, Mechanic-in-Training

This was my last month as a high school student! I graduate this weekend from Bellows Free Academy and will officially be onto the next chapter. I've achieved a lot over my four years and it will be missed.

As for aviation, I took my first passengers up! I took my mom and my dad up, both were beyond proud of me and it was a very special moment, my mom even cried. Soon I'll be taking my best friend up who has never been in a plane before which I'm super excited to do. It will be a special moment for her.

Yesterday I attended the senior sports banquet for my school. I only played volleyball this year and didn't expect to get any awards or scholarships because I'm not nearly as applied in sports as my pears are. But I was beyond thrilled and shocked to have received a \$10,000 scholarship from a former student athlete at BFA. It was a huge honor! I will be putting the money towards my flight costs at Florida Tech this fall.

Mya Adams, Pilot and Mechanic-in-Training

This month I ended up taking my written exam and passing. This month I am also doing my solo cross-country flights hopefully and finishing up the remaining requirements that I need before my check ride for my private pilot license. Something that happened in this last month that I am excited about is that my cousin took his first Young Eagle flight and now he is excited to learn more about aviation and potentially taking more flights in the future.

Meeting Minutes from the May 29, 2025 Chapter 613 Board Meeting

Attendees: John & Marge Butterfield, Chris Chicone, George Coy, John Fitzgerald, Susan Levaque, Miguel Marin, Disa Tatro, Beth White.

2025 Chapter 613 Membership Survey Discussion

- John Fitzgerald distributed the survey results prior to the meeting
- 55 members responded to the 2025 Chapter Survey
- Overall, the survey results were very positive.
- Accurate interpretation of the survey results was questioned at the meeting.
- John Fitzgerald will reach out to EAA Headquarters to see if they have any guidelines for interpreting Chapter Survey data.
- Susan has offered to develop a Chapter Survey summary using AI tools.
- John Fitzgerald and John Butterfield will develop a survey summary for inclusion in the June newsletter. The summary will include a link to the complete survey document.

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Treasurer's Report

• Bethany distributed the Treasurer's Report prior to the meeting. Bethany was unable to join the meeting, and there was no further discussion.

Youth Aviator Program

- Beth reported that the Youth Aviation Program was proceeding well.
- A Youth Aviator Awards Ceremony and Barbecue is planned for July 12th from 11 am to 1 pm. Seven Youth Aviators will be graduating from high school this year. They are: Emma Cornett; Calla Senesak; Miranda Gallagher; Abby DeMar; Maya Adams; Owen Mongeon; Nico Cueno.

Young Eagle Update

- The following Young Eagle Rallies are planned for this summer:
 - June 21st: Franklin County Airport (FSO)
 - June 24th: "Girls on the Rise" at FSO
- September 13th: Plattsburgh International Airport (PBG)
- Miguel informed the group that the new Young Eagle Registration System is now active. Miguel will work with EAA National to see if legacy data can be imported into the new system.
- Marge will send out emails to prospective Young Eagle Pilots and Volunteers for upcoming events.
- Beth will contact BETA for Young Eagle Pilots

Chapter Activities

• Chris reported that the Poker Run is scheduled for August 16th, with a rain date of August 30th.

November Chapter Officer Elections

- Upcoming November elections: John Fitz asked the officers to confirm whether they want to continue or discontinue their present chapter leadership roles prior to the November elections.
- Youth Board Representation: Beth proposed adding a youth member to the board as liaison. She agreed to draft a role description.

Next steps

- Contact EAA National for survey interpretation guidance and chapter benchmarks.
 - o John FitzGerald
- Prepare Al-generated summary and visuals of survey data
 - o Susan Levaque
- Draft and review newsletter article summarizing survey; include link to full survey.
 - o John Fitzgerald, Susan Levaque, John Butterfield
- Import past pilot list into Young Eagles registration portal
 - Miguel Marin
- Send personalized pilot recruitment emails for June events
 - Marge Butterfield
- Design/post posters for Young Eagles events; coordinate Facebook announcement

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- Beth White
- Hold chapter barbecue/award ceremony on July 12 (save date)
 - o Beth White & Officers
- Promote poker run (Aug 16)
 - Chris Chicoine & Officers
- Draft board-youth-rep role description
 - o Beth White
- Solicit nominations for November elections
 - o All officers

Members are encouraged to review the minutes and reach out with any questions. Decisions made will be final unless further discussion is requested at the next meeting.

Green Mountain Poker Run

Chris Chicoine, Chapter Activities Director

Happy June everybody! I was just reading an article about the lovely weather Vermont has been experiencing on the weekends and I'm shocked. We haven't seen a completely sunny weekend since mid-December....shocking. I'm optimistically making plans for this summer and fall with good weather in mind.

My big announcement:

- 🔀 2025 Green Mountain Poker Run
- Saturday, August 16th rain date August 30th
- Check-in: 8:00 AM 11:00 AM
- 🕈 Starting Location: Rutland–Southern Vermont Regional Airport (KRUT)

Join the Vermont Aviators Association for the 2025 Green Mountain Poker Run—a thrilling aviation adventure across Vermont!

Start your day at Rutland Regional (KRUT) with bagels, donuts, coffee, and other essential breakfast goodies.

• The poker run begins at 12:00 PM, when participants will receive their first playing card and take off for a scenic and fun-filled journey:

1. 🞇 Middlebury State Airport (6B0) – Pick up your second card

2. 🞇 Caledonia County Airport (KCDA) – Grab a quick snack and your third card

3. 🞇 Northeast Kingdom International Airport (KEFK) – Collect your fourth card

4. 🞇 Franklin County State Airport (KFSO) – Finish strong with your fifth and final card, hang around for the BBQ

😢 Best hand wins! Prizes and bragging rights await.

Bring your plane, your poker face, and your sense of adventure!

Sugarbush Soaring June 28th Spring Fly-In

Join the Sugarbush Soaring community on Saturday, June 28th for our annual Spri ng fly-in!

We'll have the BBQ fired up with proceeds to benefit Flight Experience for Youth, and glider rides will be available by advance reservation, or on a first come basis.

The Warren-Sugarbush airport (0B7) is located in the heart of the beautiful Mad



River Valley in central Vermont, with 2,575' paved and grass runways.

Pilots, note that there may be multiple gilders over the airport and in the pattern, and that gliders and gliders on tow have the right of way. Please carefully read our visiting pilot info sheet and diagrams for arrival procedures.

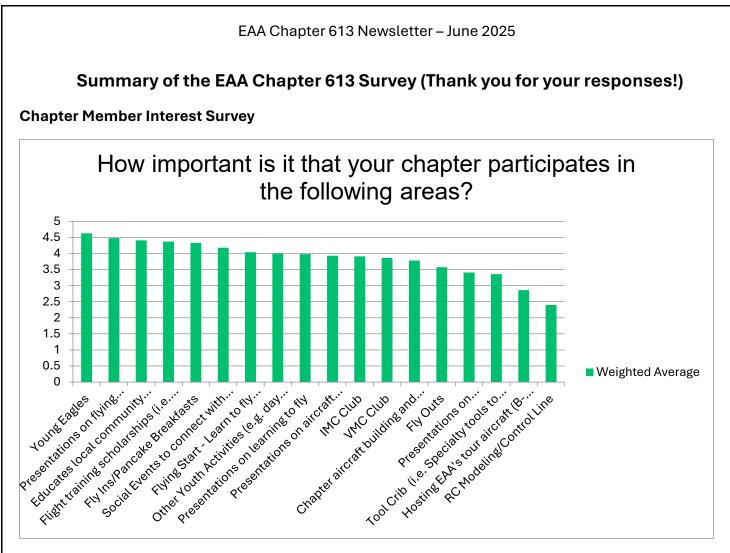
Please help us spread the word and we look forward to seeing you!

For more information, please visit the following link: Spring Fly in — Flight Experience For Youth

Items for Sale

Portable Sigtronics 4 place intercom for sale. Retail price \$399 - Asking \$200. Pilot blue tooth adapter for head phones retail \$132 - Asking \$70. David Clark 10-30 head set retail \$300+ - Asking \$150.

Please contact Joe Monaco, Email: jmonaco4121@gmail.com, Land: 802-273-2919, Cell: 802-236-0231.



Comments from Chapter 613 Members

- I feel like the group is so focused on advancing special interest groups and are not supporting most members.
- There's a dedication to community outreach and support of any and all to bring people to their passion.
- For a very small chapter, this group has helped so many young aviation enthusiasts learn to fly via the Ray Scholarship program & the Young Eagles. And now the push for more young women building, repairing & flying planes via Beth White's "Habitat for Aviation "program.
- Great chapter, well managed
- The chapter is very focused on youth activities. I am not a child nor do I have a child. It would depend on what that person is looking for.
- The chapter is very focused on youth activities. I'm not a youth nor do I have sons or daughters. It would depend on what the person I'm recommending it to is looking for.
- All great people and wonderful facilities
- Absolutely fantastic group
- All chapter events are nicely done, and connect pilots and non-pilots alike.

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- great people & programs
- I am a long time Chapter 613 member who is very loyal to the chapter.
- Our chapter had grown tremendously since I joined in 1989. We are so active with youth through our YE program and the Youth Aviation program. We also have a chapter build project and VMC and IMC meetings
- We are a very friendly, welcoming, active chapter.
- This is the place to be if you want to meet other aviation enthusiasts.
- Great group of friendly, knowledgeable, enthusiastic group of aviators
- It's an amazing group!
- This is a great chapter and friendly to new members.
- Variety of aviation expertise and experience
- Very active chapter.
- Very good chapter to work with.
- Well run chapter with great group of people to share an interest in aviation.
- They are extremely supportive and have helped me be able to afford my training
- Chapter 613 has an excellent program for young people with an interest in aviation.
- It is a great resource!
- I'm not sure how to get involved with the chapter
- Active Membership
- Our EAA Chapter is very active in promoting youth aviation participation and education, and is very active in supporting social events for EAA members and other aviation enthusiasts.
- It's a welcoming and active community with interesting events and projects.
- EAA is a positive force for GA!
- Fellowship and education
- Great organization, Youth oriented. Helps old pilots like me to keep in touch etc.
- they are a great group of people who are very enthusiastic about helping other aviation enthusiast. With a great youth program as well it's an amazing community.
- well run
- Great leadership, great people
- It is still as expensive as paying for it yourself but with some added perks. There are better deals to get flight training
- Aviation Community is full of friendly people and the love of aviation
- I'm a long time EAA and Chapter 613 member who is very connected to the chapter.
- Very active Chapter

CHAPTER OFFICERS AND COMMITTEE MEMBERS
President
John FitzGerald
Vice President
Miguel Marin
Treasurer
Bethany Fronhofer
Secretary
Susan Levaque
Youth Aviation Program Committee
Beth White, Chairperson
Kyra Becker
Zoe Brosky
George Coy
John Fitzgerald
Ed Scott
Disa Tatro
Young Eagles Coordinator
Miguel Marin
Activities Director
Chris Chicoine
Flight Advisor
Hobie Tomlinson
Technical Counselors
John Butterfield
Clifford Coy
Bill Morelli
Newsletter & Website Editor
John Butterfield

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