



CHAPTER 613

Franklin County State Airport (KFSO)
Swanton, Vermont

April 2025

Update on Our Chapter President

Editor's Note: Chapter President, John Fitzgerald is currently driving back to Vermont from Florida. So, he send his regards, but is not able to include an update for this issue of our Chapter 613 Newsletter. John will be back in Vermont for a few days, and then he is headed to Oshkosh, WI to attend the EAA Chapter Advisory Board Meeting.

We wish John and Shirley safe travels, and we look forward to hearing about the April Chapter Advisory Board Meeting being held in Oshkosh.



Aviation Center Spring Cleanup and Barbecue—May 10th

With Pancake Breakfast Season wrapping up in April, we like to kick off Chapter 613 summer activities with our annual Taylor Aviation Center Spring Cleanup, followed by a barbecue.

Many hands make light work, so if you can join us and lend a hand, please let Marge Butterfield know at air-bear9fj@gmail.com. Your help would be most appreciated.

When: Saturday, May 10th

When: 9:00 AM to 12:00 PM followed by a barbecue at noon.

What: Spring cleanup typically includes vacuuming upstairs area, moving the tables/chairs from the downstairs area and washing the floor, cleaning the windows and dusting. You are welcome to bring your own cleaning supplies, but we generally have everything available at the Aviation Center.

At noon, we gather and enjoy a barbecue together. If you would like to bring any side dishes, salads or dessert, that would be most appreciated. We will provide the hot dogs, hamburgers, chips and drinks.

Pancake Breakfast — Sunday, April 13th!

Please join us for our Chapter 613 end-of the-season Pancake Breakfast on April 13th!. 9-11 AM

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

What: French toast, pancakes (with or without blueberries), sausage, bacon, maple syrup, scrambled eggs, coffee, orange juice.

Prices: Breakfast: \$8.00,

Breakfast with Three 50/50 Raffle Tickets: \$10.00. Raffle Tickets only: \$1.00 each or Six for \$5.00.

We look forward to seeing you there!!!

March Pancake Breakfast

By Marge Butterfield

We had a great turnout for our St. Paddy's pancake breakfast. In addition to sausages and bacon, we cooked up some corned beef hash for the occasion, which everyone enjoyed. Much to Dave Witkowski's and Marge Butterfield's amazement, this took over an hour! First Lady, Shirley Fitzgerald, made her delicious scrambled eggs, which were cooked to perfection. Dave Witkowski and Marge Butterfield made blueberry and plain pancakes. Youth scholar, Aubrianna Mayette was the jack of all trades, or should I say, "Jane of all Trades". She was constantly busy making up pancake batter, helping to fry the extra corned beef hash, helping out cooking pancakes, and cleaning up. Thanks to our volunteers, we are always able to have such fantastic chapter breakfasts. Our volunteers for the April 13th breakfast are: new member, Jacob LaFramboise, who recently got his CFI, Shirley Fitzgerald, and youth scholars, Ian Bradette, who recently soloed, and Aubrianna Mayette. For our final pancake breakfast until the fall, we always have French toast, in addition to pancakes.

Following the breakfast, President, John Fitzgerald had everyone tell a little something about themselves. That was interesting and fun as we had a lot of new members and guests.

Cliff Coy, manager of the FBO also talked about what is going on at FSO. He highlighted:

- ◆ The FAA should be conducting a check flight to certify the runway numbers and PAPI approach lights in the next month or so.
- ◆ VTrans is working to replace the entire AWOS system. Until then, we will be without a ceilometer.
- ◆ The grass landing area is taking longer than expected with negotiations on who and when to repair the traditional grass landing area and re-establishing the future grass landing area removed from the Airport Layout Plan.
- ◆ The water & sewer project should restart in a week or so.
- ◆ VTrans will be meeting with Joe Flynn to work out access through the gate. Joe and the previous management team were very insistent on a high security individually monitored access system involving key cards like Burlington. Cliff has met with Evan to ask if this level of security is actually necessary considering the expense of installing the infrastructure, maintenance of the system, and the logistics of card processing and training.



More Photos from our March Pancake Breakfast!



Chapter Activities Director Update —Chris Chicoine

Greetings fellow aviators and enthusiasts! April is finally here and so is the beginning of an event packed season. This year is going to bring a variety of different activities. This will include everything from our popular Young Eagle flights to a Poker Run and possibly our first STOL competition! Something that is a little different from past years will be our fly-outs. Many of our neighboring airports are having BBQ's, flings, and gatherings and we need to support those events.

Our Taylor Aviation Center Spring Cleanup and Barbecue is scheduled for May 10th. There will also be a celebration for all Youth Aviators who are graduating/going to college.

The first fly out will be on May 3rd to support EAA 968 (KRUT) and their Spring Fling. This event typically brings pilots from several EAA chapters from neighboring states. Here are the details:

Spring Fling Fly-In Breakfast

Saturday, May 3, 2025 -- 8:00 til 1:00

Rutland-Southern Vermont Regional Airport (KRUT)

Modern Aviation hangar (FBO)

Join EAA Chapter 968 for our Spring Fly-In Breakfast!

All-you-can-eat pancakes (many flavors) with real Vermont maple syrup,

plus bacon, eggs, home fries, and all the fixings.

Donation \$15 adult, \$7 youth 8-15, under 8 free

And for your airplane! A \$0.40/gallon discount off the fuel truck is available for the event.

Instructor's Corner—"The Good Old Days" by Ed Scott

Flash back to 1965, and a Young Aviator is getting ready to fly her first solo cross country from KFSO to KLEB. She is prepared with Sectional charts, a pencil ready in her headset, and an E6-B computer in her shoulder strap. What you can't see is her Narco Omnigator with whistle-stop tuning in the panel for VOR navigation.

She takes off, but 40 minutes into the flight, she is faced with a pilot's worse nightmare: she is lost. She did careful preflight planning, but once over the forests between Montpelier and Lebanon, she lost her bearings. With no good check points, she wandered off course. It doesn't take much of a heading error to find yourself lost. One degree off heading is a full mile in a 60-mile trip, and it's impossible to maintain a compass heading that closely. She even tuned in the Lebanon VOR on 113.7 on her Narco Omnigator, but all that showed was a red flag in the To-From window.

She did everything her instructor, Ed, had taught her to do. She'd drawn a course line on her Montreal and New York Sectionals, marked her check points, used her plotter to figure the true course and distance, got winds and weather by calling 800-WX-BRIEF, and used her E6-B Computer to figure wind correction angle and ground speed. She factored in variation and compass deviation, noted the time, and took off.

The flight went well to begin with, and after getting over initial jitters on her first solo cross country, she began to relax and enjoy the flight. She checked off her first check points, cruised past Morrisville, passed Montpelier to her right, and was enjoying herself immensely.

About the time Lebanon should have come into sight, she snapped out of her reverie and looked for the airport. But there was no airport in sight. Just miles and miles of green forest. Panic set in. Her heart raced; pupils dilated; beads of sweat appeared on her brow. What should she do? She thought about landing in a field and asking directions. She'd heard of others who'd done that, but that had obvious drawbacks. She thought about turning around and going back to FSO, but if she didn't know where she was, how would she find FSO?

After a few minutes of agonizing panic, she remembered what Ed had told her. A very wise and experienced pilot, he'd told her he'd been lost many, many times, and what she had to do if she got lost was to take some deep breaths, relax, then climb and circle around a point. Climbing will give you altitude so you can look for check points, and turning around a point will maintain your current position without getting further off track. At a higher altitude, her Narco Omnigator will better be able to pick up a signal. So, she picked out a point on the ground, an abandoned farm silo, and began her turn around a point. Thanks to Ed, she had learned to correct for wind in her turns, and to maintain control of the plane while she climbed and looked out for one of her check points.

But flying the plane while looking at her map and searching for check points was more than she could manage. She tossed the map aside and just continued to climb, hoping to see the airport.

Up she went, and finally, off in the distance, she saw the runway. She levelled off, put the nose down, and called Unicom on 122.8. Back then, Lebanon was an uncontrolled airport, but someone on the ground replied with runway and winds, and she could finally take a deep breath and relax. She entered the pattern and made a perfect landing. She'd never been to LEB before, but she confidently taxied up to the main building and shut down. Completing her check list, she looked out and saw a sign on the airport building: Claremont Municipal Airport elev. 544! In her rush to end this anxiety-ridden flight, she'd flown right past Lebanon to the first airport she saw.

She hurriedly checked her chart to see where she was and panicked again as she thought of telling Ed of her embarrassing mistake. But after taking a break and collecting her thoughts, she refueled and plotted a course back to FSO. She never landed in Lebanon.

Taxiing up to the hangar, after an uneventful flight back, Ed was waiting. "How'd it go? Any problems?" "Nope, it was a great flight!"

Flash forward to 2025 and the Five C's. When lost: Circle, Confess, Climb, Conserve, Communicate. Stay tuned for the next edition of the Instructor's Corner in our Chapter 613 Newsletter.

Footnote: One of my students, long ago (back in the 70's), flew to the coast and couldn't find the airport. He landed at the first strip he saw, and ran out of gas taxiing in. He didn't tell me until 40 years later!



EAA Chapter 613
Youth Aviator Program Corner
April 2025



Beth White

At EAA Chapter 613, our Youth Aviation Program is more than just a pipeline to pilot licenses—it's a starting point for young people to discover careers, build skills, and develop lifelong mentorships. Every month, our Youth Aviation Committee — George, Disa (aka the Scholarship Wrangler), Ed, Zoë, Kyra, John, and myself — gathers twice to dive deep into the progress of our 15 active youth aviators. These meetings are packed with purpose: we assess each student's milestones, troubleshoot barriers, and coordinate support strategies from ground school tutoring to scholarship searches.

Behind the scenes, we're constantly connecting with flight instructors, helping youth prepare for oral exams, coordinating Young Eagles flights (we get 1–2 new inquiries a week!), and writing the many letters of recommendation needed during college and scholarship season. We also monitor and stretch our budget with care, always brainstorming new ways to sustain this vital work — from selling planes (yes, really!) to launching fundraising campaigns. If you have expertise in fundraising or stakeholder engagement, we'd love to hear from you.

With the power of Vermont's Act 77 Flexible Pathways to Graduation, many of our youth aviators are also earning academic credit for their out-of-school learning. We work with local schools to ensure that the rich, real-world learning involved in pilot training counts toward graduation—and toward a future in aviation.

One of the most powerful examples of this work in action is the story of Emma Cornett.

Spotlight: Emma Cornett's Flight Path to Avionics

Emma's aviation journey began in 2023 when she and I met at a BETA Technologies' Summer Fest. Her interest in aviation was immediate and genuine, and when I invited her to visit our hangar at Franklin County State Airport, she was hooked.

We nominated Emma for a Big Picture Learning Harbor Freight Fellowship, where she completed 120 hours alongside her mentor, George Coy, servicing and maintaining general aviation aircraft. During a hands-on session restoring a vintage Cessna 150, Emma and George encountered an issue with the instrument panel. They called Bill Hanf of Green Mountain Avionics for troubleshooting — and that call changed everything. Emma's curiosity was piqued.

A week later, after a build session with our WOMEN BUILD PLANES team, George and I pitched an idea to Emma: would she be open to shadowing Bill at his avionics shop? She said yes.

What happened next was pure magic. Emma completed a second 120-hour Harbor Freight Fellowship at Green Mountain Avionics, resulting in a \$1,000 scholarship and a part-time job offer. She accepted. Eventually, as summer rolled around, this led to a full-time position—an incredible achievement for someone still in high school. Emma made the bold decision to accelerate her education through Act 77 and graduate CVU a year early.

Next fall, she's heading to Nashua, NH, to begin her FAA Airframe and Powerplant (A&P) license program—a clear step on a flight path she has worked hard to chart. Her technical skills, leadership, and dedication continue to inspire everyone around her.

Emma is proof of what's possible when young people are connected with mentors, tools, and real-world opportunities. She's redefining what aviation looks like and leading the way for other young women to follow.

As we look to the future, we are more committed than ever to keeping our youth aviators flying high — **and we can't do it without you.** Whether you're a donor, mentor, community partner, or just someone who believes in the power of hands-on learning, your support fuels this program.

Have a plane to donate or sell for a tax-deductible gift? Want to help us expand our scholarship fund? Interested in joining our committee or mentoring a young aviator? Reach out — we'd love to connect.

Together, we're building more than planes. **We're building futures.**

EAA Chapter 613 Youth Flyers: Reflections from Flight Training

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

Hi everybody! This month has been a busy one for me, with working my 4 am shift as a ramp agent and keeping up with school-work. I'm in four online classes, and only one in person, so I can complete my work most anywhere, although the rhythm of online classes has gotten a little boring by now. They are mostly made up of discussion post responses, replies, and reading, with little variability. In other news, today I flew for the first time in a long while! It was great to be in the air, and I'm glad I got back into the swing of things because after not flying for a bit, I was nervous to pick it up again. Another thing I'm excited about is using my flight benefits to travel to new places. I flew to North Dakota, but I want to go to so many new places, so hopefully in the coming months I will have time to do just that!

Sam Longstreet, Grade 9, Mechanic and Pilot in Training

I haven't done too much working on airplanes considering this sudden sickness that has been going around, but earlier last month I did do some flying. I have been flying less frequently, but once I start getting close I plan on prepping for solo by getting in more practice. I have gotten really far with my training with some pretty solid flying. There are always things to polish and improve and definitely a whole lot more to learn, but I have made important progress in my flying journey. One other thing to add on is I applied for an internship with Beta Technologies with some help and motivation from Beth. She is always there to help, give advice, and find amazing opportunities for everyone interested in aviation, and I am very grateful for all she has done for me. Even if the month was a bit uneventful I got some progress done. I am working on my Sporty's course. I also am planning a flight lesson coming up soon which will be a bit of a review because it has been a little while since the last time that I flew. Now that I am getting closer to 16 I am getting ready to solo and I am really excited for it.

Miranda Gallagher, High School Aviator

This month I finally finished all of my night flight requirements. Now onto solo xc. In the build we've made some progress on the wings. We're getting ready to rivet our spars so we can move onto the bottom skins using the wing jigs we're building. It's been good progress and I look forward to warmer weather for better flying and so we can reopen the hangar doors during build days.

Kyra Becker,

Ray Scholar, CFI, Commercial Pilot

Congratulations to Kyra Becker, who is wrapping up her contract with Grand Canyon Airways shortly, and will be moving on to a Corporate Pilot position in New Hampshire. Well done Kyra, we wish you much success in your new job!



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>

Minutes of the March 20 Chapter 613 Board Meeting

Minutes of this meeting are posted on the Chapter 613 website and can be accessed by clicking on the following link:

[250320 EAA Chapter 613 Meeting Minutes.pdf](#)

Scholarships Available

- Capt. Sax scholarships, given in honor of Capt. John J. Sax, USMC: <https://captisaxfoundation.org/> **Due June 15th**
- NOTCH Scholarship/Located in Vermont – Even if you're only 15 you can apply to this one! **Due April 18th** <https://notchvt.org/notch-scholarship-fund/>
- Franklin County Field Day scholarship \$500 Deadline **May 1st, 2025** <https://www.franklincountyfelddays.org/scholarships>
- Vermont Federal Credit Union Scholarship \$2,000 **Deadline April 25th, 2025** <https://www.vermontfederal.org/scholarships>
- Sallie Mae Scholarship Amount: \$2,000 **Deadline April 25th, 2025** <https://www.salliemae.com/about/scholarship-opportunities/>
- SEAPLANE SCHOLARSHIPS - The Katahdin Wings Chapter of the Ninety-Nines is excited to announce that the ALF Girls Seaplane Scholarship.. Up to six members of the New England Section of the Ninety-Nines will be selected to receive a full seaplane rating with DPE fees included. Deadline is April 30th, 2025.. All training will take place in Maine. https://mcusercontent.com/39b97c5a60f6f4ff93b0706bb/files/g818e269-f1bb-adee-dc42-74bffd4dd358/ALF_Scholarship_Application_2025.pdf

Plastic Modelers' Show in Williston, VT—April 12th, 9am—5 pm



CAN-AM Con 2025 is once again hosted by IPMS/Champlain Valley and the Mount Mansfield Modelers Association. The show will feature added categories for Vignettes and Real Space this year.

Location: The Williston Armory, 7846 Williston Road, Williston, VT 05495

Date: Saturday, April 12th

Time: 9am—5pm

Who: IPMS/USA is the United States Branch of the International Plastic Modelers' Society, whose roots can be traced to the startup of the first IPMS National Branch during the 1960's in Great Britain. In 1964 a US-based modeler applied for a charter to start the US Branch. In the ensuing 4 decades, IPMS/USA has become a 5,000 member, all-volunteer organization dedicated to promoting the modeling hobby while providing a venue for modelers to share their skills in a social setting, along with friendly but spirited competition in the form of local, regional, and national contests and conventions. IPMS/USA maintains one of the largest and most-visited public websites in the modeling community (ipmsusa.org). A members-Forum allows discussion of specific topics of interest amongst our membership.

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John Butterfield—Newsletter Editor

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April 2025

