



EAA Chapter 613
Youth Aviator Program
Corner



November 2023

Scholarships Available

The Lyons Aviation Foundation: Now-January 13, 2024. <https://lyonsaviation.org/>

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

ENE 99s Scholarship: Now-December 15th,
https://www.womenpilotsene.org/05_Scholarship/2024ScholarshipApplication.pdf

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

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

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), applications open,
<https://www.tuskegeenext.org/tuskegee-next-apply>

Multiple AvFuel Scholarships: <https://www.avfuel.com/AVTRIP/Maximize-AVTRIP/Scholarship-Opportunities>

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

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

EAA Air Academy Preliminary Participant Registration Form

The EAA Air Academy is a fun-filled aviation camp experience for youth ages 12-18. Since 1984 experienced instructors and dedicated staff have shared the knowledge and lore of aviation through hands-on workshop, classroom, and outdoor experiences.

The registration fee includes all instruction, materials, meals and lodging in the beautiful EAA Air Academy Lodge, located at Pioneer Airport on the grounds of the EAA AirVenture Museum at Oshkosh, Wisconsin. Participants will share a bunkroom with three other campers and bathroom facilities centrally located on the same floor. High standards of safety, appearance, and cleanliness are an EAA tradition and backed by American Camp Association accreditation.

Transportation to and from Oshkosh is the responsibility of the participant, with free pick-up provided from Appleton, Wisconsin airport. All necessary Oshkosh area transportation is

provided in EAA vehicles.

EAA AIR ACADEMY CAMPERSHIP APPLICATION FORM

- The campership funds can only be used toward the camp tuition fee.
- Camperships are awarded not as a cash award, but as a reduction in camp fees.
- Camperships awarded may not be the amount requested.
- Camperships are available up to the following limits: Advanced Air Academy \$1200, Basic Air Academy \$1000, Young Eagles Air Academy \$750.
- Camperships will not be awarded until mid to late March of 2023.

To apply for an EAA Air Academy Campership, submit your completed [Air Academy application](#) and submit your completed Campership application below.

EAA Chapter 613 Youth Flyers: Reflections from Flight Training

Miranda Gallagher, High School Aviator

This month I've had the opportunity to work with a group of women on a RANS S-21 build. As far as we know this is the first all-women's aircraft build since WW2. It's been great getting to talk to and work with girls my age who are interested in aviation and maintenance. So far we've started the rudder. This had included bending the aluminum skin so we can attach the rudder frame we made to the inside. Aside from that, my "Special Topics in Aviation: Electric Aviation" class has been going really well. We recently toured BETA's new manufacturing hanger. It's probably about half the size of our entire airport. I'm still waiting on my medical to process but until then I'm continuing to fly with Ryan Roberts. It's been a good month and I'm looking forward to the next one.

Calla Senasac, High School Aviator, Ray Scholar

This month the Habitat for Aviation airplane build started and it's been good so far. I've met a lot of new people and we've started building the rudder. Since a lot of us are new at building planes it takes a lot of explaining and teaching on the experienced person's part. We've used a lot of clecos so far and I'd like to say I got the hang of them. This month I need to study for the SATs and also do oral test prep, so it's going to be a busy month! I've had a couple lessons, at the last one we practiced crosswind landings at the Burlington airport, and I was surprised to see how quickly the plane would drop as we got closer to the runway, so it makes sense why we don't add flaps in. I also practiced steep turns for the first time and they were surprisingly fun!

Ian Bradette, High School Aviator

Hello wonderful aviation community. Already November, wow! This month flew by really quickly, but it was a good one. I was happy to start making a plan with George on how I could rebuild the bent landing gear box in my BD-4, which has been a surprisingly not-as-simple-as-it-looks situation, as well as getting out and helping out with some aerial photography for the all-female Habitat for Aviation Rans S21 build. The airport has been a highlight of my

month as always, and I have plans to try to get a lot done in the coming weeks, both on my BD-4 project and my flying, with a flight coming up soon on the 12th. I've been excited as ever to fly since time just warped for me, and I'll be able to solo in a few months! All in all, another great month, with an abundant amount of things to look forward to in the future. Thank you again to all of the community members that make coming to the airport such a wonderful experience.

Spencer Levi

This past month has been fairly uneventful for me as far as my flight training goes. I haven't been able to fly because of poor Vermont fall weather. I have, however, been busy with my ground school. I have finished my online course and am now ready to take practice tests for the FAA written test. I hope to be able to take the test sometime this winter. I hope everybody has had some opportunities this month and will have many more as we move into the winter. Fly safe!

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

As of writing, I'm planning my first instrument cross-country flight. I'm planning to head with my instructor to Lebanon. It's been a crazy ride so far, and after only two short months I'm now in the 'endgame' of my instrument training. Last month, I was able to obtain a little over an hour of actual IMC time, but the ceilings weren't low enough to log any instrument approaches without switching back to simulated IMC. I'm just happy that I got to log some actual IMC time before it became impossible due to icing. I'm hoping to be instrument rated by early December, however examiner availability and weather conditions may not permit that. The next step in my training is for a commercial license, so I'm looking forward to being able to fly visually again. Let's hope for a reasonable winter!

Kyra Becker, Ray Scholar, Instructor, Commercial Otter Pilot

I am back in the East coast and have started my new job. It's a fast-paced environment, but it keeps me on my toes. The Manchester and Syracuse routes have their own unique challenges, but I enjoy the variety.

Flying at night with Instrument Flight Rules (IFR) has really sharpened my scanning skills. It requires me to pay close attention to my instruments and maintain situational awareness. It can be challenging, but it's also exciting to navigate through the dark skies, relying on my training and instruments to guide me.

The Manchester route involves flying from Plattsburgh to Burlington, where UPS loads our plane with packages. Then we continue our journey to Manchester, New Hampshire, where UPS unloads the packages. We spend the night in Manchester and return to the airport in the morning. UPS loads us up again, and we head back to Burlington to unload. The cycle repeats.

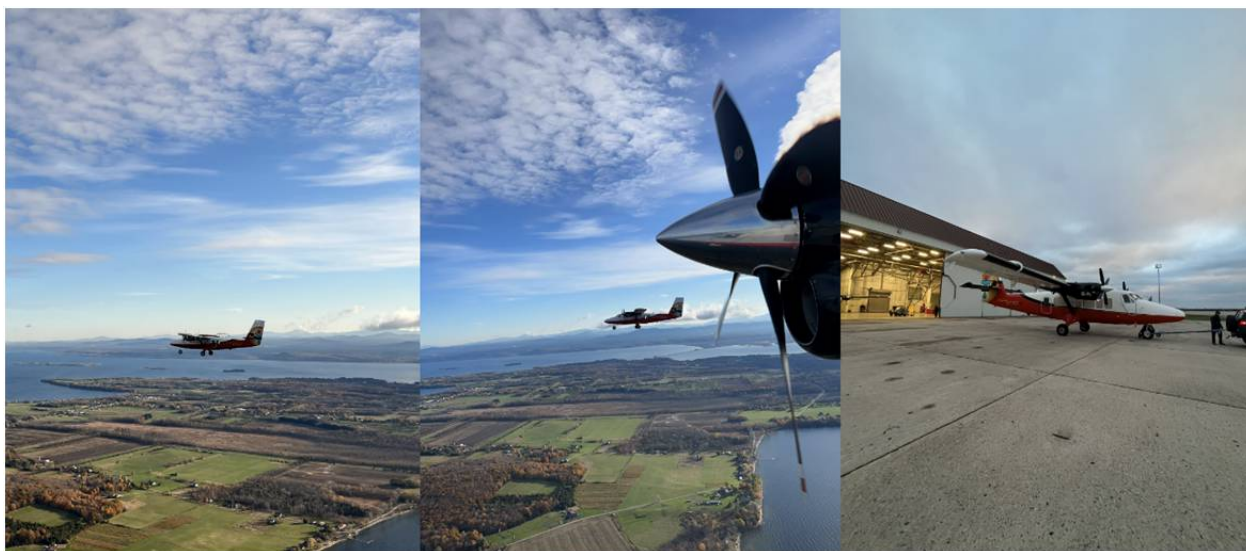
On the Syracuse route, we start in Plattsburgh, where UPS loads us up. From there, we fly to Syracuse, unload the packages (mostly medical equipment), and then load up again in the morning for our flight to Potsdam, New York. After unloading in Potsdam, we finally make our way back to Plattsburgh.

Time is of the essence when working with UPS. Their tight schedule means that we have to be quick once the UPS truck finishes loading us. We only have eight minutes from the time

they're done to the moment we need to take off. It's a high-pressure situation, but it keeps us efficient and focused on meeting the deadlines.

Overall, these routes and experiences have been invaluable for my growth as a pilot. The combination of challenging night flights, time-sensitive tasks, and different destinations has allowed me to expand my skills and adapt to changing circumstances. I'm grateful for the opportunity to learn and improve with each flight.

As the Fall season draws to a close, I hope to make the most of these last few days. The East coast has a unique beauty during this time, with the vibrant colors of the changing leaves. It's a great time to explore the outdoors and enjoy nature's display before winter sets in.



Ian DeVries, Aviator

November is here; winter is coming! I've whipped out my heavy jacket, hat, and gloves and am ready to fly in the cold. 'Tis the season to freeze your toes off while you wait for your plane's cabin heat to start working. It's been a sad thing to slowly watch the fall foliage disappear, but I look forward to seeing our beautiful state covered in a blanket of white as December approaches. In the past month, I've been happy to get up in the air whenever the sun decided to peek out of the clouds now and then. The skies have been grayer than I would have liked recently, but I was lucky enough to spot a rainbow in the midst of the gray a couple of weeks ago. Here's a picture!



On the weekend of October 14th, I had the opportunity to fly some of my family down to Rutland airport for a "Leaf-Peeper Fly-In Breakfast" -- courtesy of EAA Chapter 968. We had a great trip down and met the rest of my family at the airport. My siblings, parents, grandparents, aunt, and cousin all took turns going up in the plane with me! It was a fun time, and we wouldn't have made it happen if it weren't for EAA!

Meet our Newest Aviator and Mechanic-in-Training, AJ Dennett

Hi! I'm AJ Dennett and I currently live in both Franklin, VT. (when with my father, Jacy Dennett) and Swanton, VT. (when with my Mother and Step-father, Melissa and Paul Rainville). I am 16 years old and currently a Junior at Missisquoi Valley Union High School. I am also a second year student enrolled in the Cold Hollow Career Center's Forestry and Natural Resources Program. I classify myself as a sports enthusiast and an individual who enjoys being outside. I currently play Ice Hockey for the Vermont Junior Catamounts U16 Elite Team. At MVU I play Ice Hockey and Baseball for their varsity programs. Aside from sports I enjoy hunting, fishing, camping, working on our farm, logging (a trade taught to me by my grandfather), riding ATV's, being outside, and spending time with my family and friends.



I come from a family of hardworking men and women who have taught me so much about how grit and perseverance will lead you to your goals and dreams. My family consists of a few different pilots and because of this I have always had an interest in flying myself. In fact when I was on vacation once with my family (I was approximately 10 years old) I convinced them to charter us a ride with a private pilot in a helicopter. That was my first ever experience

flying and I loved it. My grandfather had his pilot's license and flew as a hobby in his spare time. My great grandfathers also had their pilot license. One was a combat pilot in WWII and flew Hellcats and Corsairs. The other one owned his own plane and was a hobby pilot too. My uncle was also a pilot. I have been surrounded with stories about flying from my family for as long as I can remember. I am very interested in obtaining my pilot's license. I am undecided at this time if I will join the military to fly or if I will seek the traditional college route to pursue aviation.

I was excited to hear about the opportunity to have some exposure to flying, gaining my private pilot's license, and learning about aviation through the Young Eagles Program. This program will afford me the opportunity to meet my personal career goals of becoming a pilot and will also allow me to earn some of my High School credits for graduation. I am looking forward to the work I will do with EAA Chapter 613, my instructor Gerald, and others associated with this program.

Silas Scheckel, Aviator

Recently I started easing my way into the flying part of commercial training. I'm hoping to have a checkride at the beginning of next semester before classes get difficult. Juggling a checkride and finals is probably not the best idea. Some of the maneuvers can be a good challenge especially with the lower commercial tolerances for altitude airspeed bank angle etc. I look forward to getting this done and going onto CFI!

Ishir Agarwal, Ray Scholar, Aviator

If there is anything I learned from the month of October, it's that there is genuine love in every community, whether it's big or small, out in the country, or even within your own college campus. The fact that our community is able to come together in times of need truly redefines my perspective on life and it empowers me to forge my own path in fostering the same kind of love. One way I realized this was when I moved to North Dakota for college. Coming from Vermont, there was a lot to be missed and initially I really didn't like the idea of moving to the state of North Dakota. However, as I've gotten to know this area, I am stunned by how society can come together, whether its food drives, healthcare systems, and community involvement. There are all the things that make up home for me over here in Grand Forks and I am truly fortunate to be in another place I enjoy while still being by myself. Another way I learned this was by watching leaders at UND do what they do best. Every week in the main building at UND, there is a leadership lecture that is run by faculty from UND and every single week I pick up on something new. This week in order to celebrate Veterans Day, we had Anthony Drees come and talk about his experience as a wounded army veteran. He explained how early on in his life his parents didn't approve of him and wanted him out. He served in Saudi Arabia and suffered through cancer in his right thigh after having a bomb explode next to him. And finally, he got his leg amputated because of the cancer and has been living ever since. He mentioned that when people say he has a "tough life," he immediately corrects them and says that it's a beautiful life he has lived and fought for. He talked about people that count the bad things that have been done to them and the people who count ON the bad things people have done FOR them. This really changed my perspective, as it shined light on the fact that with a given set of circumstances, it is our responsibility as humans to make the best out of them. You may be asking why I went on this whole tangent in the first place, but I just wanted to share that Tony Drees clarified that I am in the same boat, in that I was not necessarily happy to be in North Dakota so far from home. However, I can safely say that it is

a decision I will never regret and the memories I have started to make over here will stand the test of time forever.

Unfortunately, I did get sick with the common cold that has affected more than half the student population at UND and my flight training progress has been stalled for a few weeks. I was two lessons away from taking my first stage check at UND, and even though I am now feeling better, it is currently the time of year known as "NO FLY NOVEMBER!" You heard that right! The weather gets so bad during the month of November that no one is allowed to fly, primarily due to low cloud decks and super gusty winds. Hopefully the icy season in December allows a few days for me to get my last couple of lessons done!

Adel Medic, Ray Scholar

This recent journey has been one of the most productive ones so far. I started recently flying Cessnas instead of previously flying a piper Cherokee. The plane that I am planning on doing my solo in is a Cessna 172 and just recently I have flown it for the first time and I felt the most comfortable I have ever felt when flying. This gives me hope in the future to fly solo for the first time without feeling nervous or unfamiliar with the plane. Also my mother and I volunteered to assist in guiding young eagles to their planes for chapter 1576, it was great to see young children interested in aviation and It gives me hope that more kids will pursue aviation.