



CHAPTER 613

October 2022

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Message from the Chapter President by John Fitzgerald

Greetings all.

Another month in the books, and we are just days from our Potluck Lunch this Sunday. We are looking forward to seeing you all. Also, Pancake Breakfasts are just around the corner, which also means so is Old Man Winter.

Just a reminder to all of us, to remember that Ice and cold can be dangerous while flying. The extra few minutes it takes to make sure your airplane is 100% up to winter conditions could save your life! I hope you can all make this weekend lunch. There are so many new members that I am anxious to meet. See you all soon.

WE'RE BACK! - Chapter 613 Annual Fall Potluck Lunch

Please join us this Sunday for our Annual Potluck Lunch:

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

When: Noon—2:00 PM

What: Please bring your favorite food or beverage to share with everyone.



We look forward to seeing you there!

Chapter 613 Lunch and Breakfast Schedule for Fall 2022– Spring 2023

Here is our Potluck Lunch and Pancake Breakfast schedule for 2022-2023.

- October 23, 2022: Pot Luck Lunch 12-2 PM
- November 20, 2022: Pancake Breakfast 9-11 AM
- December 18, 2022: Pancake Breakfast 9-11 AM
- January 15, 2023: Pancake Breakfast 9-11 AM
- February 19, 2023: Pancake Breakfast 9-11 AM
- March 19 2023: Pancake Breakfast 9-11 AM
- April 16, 2023: Pancake Breakfast 9-11 AM

Please let us know if you have any further suggestions for events and/or schedules.

Minutes from the October 20th Board Meeting

Present: Marge & John Butterfield, Chris Chicoine, George Coy, John & Shirley Fitzgerald, Genevieve Gallagher, Steve Green, Miguel Marin, Ron Mitchell, George Thomas, Beth White

The meeting was called to order at 7:30 PM. The following was discussed:

Young Eagles Program

- Last Sunday's Girls in Aviation Young Eagle Rally, hosted at the BETA facility in KBTW went very well. A lot of positive feedback was given by parents and kids who attended. A total of 104 Young Eagles were flown.
- John Fitzgerald will send thank-you letters to BETA, BTV Operations, BTV ATC and Heritage Aviation for their support in making this event a success.
- The group reviewed aspects of the event that went well, as well as areas for improvement at future events. Beth is drafting an on-line survey to obtain feedback from volunteers, pilots and attendees. The Board has been asked to review the survey and provide comments before it is sent out on Sunday.

Treasurer's Report

- A copy of the Treasurer's Report is included in this newsletter.
- Chapter 613 is awaiting reimbursement from EAA, hence the negative Ray Scholarship balance on the report.

Taylor Aviation Center

- The Board approved the purchase of (20) new chairs for the upstairs classroom area. John and Marge will proceed with ordering the chairs from Exterus Office Furniture.

Chapter Social Media & Communication

- Genevieve has offered to assist the Chapter in expanding our use of social media. Social media has proven to be a very effective tool for reaching out to the community and announcing our events. Genevieve, Beth and Chris will take the lead on this effort.
- Attendees have had problems logging into both Zoom and Google Meet web-based meetings. Miguel has recommended that the Chapter try out Microsoft Teams, both for communication and file sharing.

Chapter Events

- Pancake Breakfasts: The monthly schedule is shown on Page 1 of this newsletter, as well as on the Chapter 613 website Calendar of Events.
- Chapter Meetings: With in-person events happening again, chapter meetings will be held at the monthly breakfasts rather than on-line.
- IMC/VMC Club: Miguel announced that IMC/VMC Club Meetings will begin in January.

Next Board Meeting

- The next Board Meeting will be held at the November 17th Pancake Breakfast.

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

Treasurer’s Report—George Coy, Treasurer

September 2022 Income:		September 2022 Operational Expense:	
Hangar Rent	\$200.00	Electricity	\$24.41
Ray Scholarship Income	\$2,000.00	Natural Gas	\$41.57
Membership Dues	\$25.00	Town of Highgate Taxes	\$2,0307
Total Income	\$2,225.00	Ray Scholarship	\$2,591.10
		Total Expenses	\$4,757.07
Ray Scholarship Balance	-\$1,723.70	Hangar Contingency Fund	\$14,506.48
General Scholarship Balance	\$15,109.63	Mary McGrath Fund	\$27,976.76
General Fund	\$12,351.80		
Checkbook Balance	\$24,846.07		

“As the Prop Turns” by George Coy

- Jason Doelger did his first solo on 10/10/2022
- Matt Giulianelli earned Instrument on 10/10/2022
- Ishir Agarwal, one of our Ray Scholars, passed his private pilot’s license on 10/16/2022

• This from Craig Martin:
Hi George,

I just wanted to say thanks for all good flying hours I’ve had at Franklin. My life took a turn for the worse in June. I was diagnosed with Brain Cancer, a nasty one called glioblastoma. I’ve been meaning to stop up but my chauffeur (wife) has been pretty busy. I had surgery late June, radiation, chemotherapy July and August. This has been followed by trial stuff at Dana Farber in Boston September - October.

I’m not sure how much flying is in the picture, but I still plan on supporting the EAA chapter. Feel free to share this with anyone. As my wife says we’ve stopped painting the pig’s toenails so family and friends are aware. All in all I’ve made in through radiation and chemo very well. I’m still boating, golfing and biking with no sickness at all. Feel free to share this with anyone.

Preliminary Assessment of the Girls in Aviation Young Eagle Rally

Here is an assessment summary of last Sunday’s Young Eagle Day at Beta Technologies (Burlington International Airport)

What Went Well

- Starting the event with a slow ramp-up allowed us to work the kinks out of the system before dealing with larger crowds.
- Having the observation area where attendees could watch the event without impacting the Young Eagle operations.
- Separating the Young Eagle greeting, registration, pilot assignment and post-flight areas in order to minimize congestion and confusion.
- Having the TV display and activities for people waiting for flights
- Having enough pilots and planes (Thanks to Beta!)
- Having new computer, printer and good internet service

Areas for Improvement at Future Events

- Flight delays due to high traffic at BTV
- Limited ramp access for those not possessing a BTV SIDA badge and requiring escorts.
- Pilots had limited time with Young Eagles due to high demand for flights.

Instructor's Corner—"The Child Is The Father Of The Man" by Ed Scott

Accidents don't happen because of one mistake. There may be other factors that play into an accident scenario, such as in the fatal crash that is the subject of an AOPA flight safety video. The retrospective in the video states that a hazardous attitude may have been the underlying reason for a crash that killed five people. I saw the video at a Montpelier Civil Air Patrol cadet safety briefing in October, and I thought it would be appropriate to write about it in the newsletter because of the Chapter's involvement training young aviators.

The video, "AOPA Case Study: Hazardous Attitudes," goes into the fatal accident of a twin engine Cessna 414. The pilot was experienced and instrument rated, yet he ignored a warning from ATC about extreme IMC conditions on his route of flight. He did not receive a weather briefing or file

IFR. The NTSB determined the probable cause was the pilot's spatial disorientation after flying into IMC conditions.

The pilot had a history of pushing the limits. He had twice earlier had his license suspended, once for lying to ATC and filing IFR before he was instrument rated, and another time for neglecting maintenance issues with his plane. His personal life as reported in the LA Times showed a "cavalier" attitude toward the truth.

The video discusses the five hazardous attitudes identified by the FAA. The one most relevant to this accident was "anti-authority." An anti-authority attitude is characterized by over-confidence and a belief that "rules don't apply." A pilot with an anti-authority attitude may "ignore advice of instructors or ATC," and may "justify" actions by making excuses and rationalizing. The case study implies that this pilot, through his personal history and this accident, exhibited all the characteristics of an anti-authority attitude.

The pilot's attitude was tragically revealed when the perfect storm of conditions came together that day. He crashed killing himself and four people on the ground. Given his history, he may have learned early in life that he could get away with anti-authority behavior. His attitude may have carried over into his early flight training to be then reinforced as he gained experience and survived other instances where he pushed the limits. "The child is the father of the man," and his early life set the stage for this accident long before he undertook this flight.

Thus the characteristics of an anti-authority mind-set were likely exhibited in this pilot as a youngster long before the fatal flight: disregarding rules, making excuses, rationalizing mistakes, ignoring advice, lying, all adding up to a dangerous attitude. His instructors may not have noticed these traits, or if they did, they did not see their significance. But being aware of hazardous behaviors means they can be confronted, and then hopefully another accident like the one that killed five people in Yorba Linda, CA, will be averted.

You can watch the video at: [Accident Case Study Hazardous Attitudes - AOPA](#) , or on You Tube at [Accident Case Study: Hazardous Attitudes - YouTube](#)



Reflections on Girls in Aviation Day at Beta by Steve Green

There have been several very memorable girls who visited my cockpit over the years...one, aged five, frustrated with our delayed departure to Disney World, leaned out into the aisle of our Metroliner and yelled up to the cockpit, "Hey Steve! When are we gonna get going?" Another, aged seven, who knew what practically everything in the MD-80 cockpit was ("You must have been up here before?" "Oh, yeah, like a thousand times...") With about three swipes of her fingers, she had reset my company iPad background to one she thought more suitable...it took me months to figure out how to change it back. Another nine-year-old boarded, sobbing with eyes red from tears of terror, her poor father rolling his eyes, and then bounded up the aisle at the destination with a big smile, exclaiming, "It was wonderful!", words no check airman has ever said.

And then there was today, Sunday, Girls in Aviation Day, in the Beta hangar. Manning the secure door at the hangar entrance, I saw two distinct types of facial expressions, both featuring open, O-shaped mouths. The first reflected sheer wonder and awe upon entering the hangar; suffice to say that nothing in their world, digital or otherwise, had come close to this. Some stepped closer to their parents, even behind them, as they took in their new surrounds. One excitedly pointed to the Alia, exclaiming "There it is!" to her parents.

The second expression, as they walked out the door, was the face you make as a kid while trying to clear your blocked ears.

I was eagerly interrogated by a sixteen-year-old who is determined to become a commercial pilot. Another ten-year-old, responding to my question of how people made such accurate maps before they ever flew, opined that they MUST have stood on top of mountains. Others worked hard to maintain a posture of cool disinter-

est suitable for teen years, but it was a real struggle to suppress a huge smile. Some just gave up and beamed away. Many were simply mesmerized into another world, their eyes a million miles away, as they followed their parents out the door. One girl announced that she was going to frame her certificate and hang it on her wall, while her younger sister meticulously counted the letters on her own certificate. Another was deep in a description of how the controls worked, her hands grasping an imaginary yoke and rolling it, as she described the rolling motion to her parents.

I'd say we got their attention. Job well done by all.



CHAPTER OFFICERS AND COMMITTEE MEMBERS

President	Phone	Address	e-mail
John Fitzgerald	802-249-1775	4345 West Shore Road Unit 1 Alburgh, VT 05440	popiou@aol.com
Vice President			
Miguel Marin	518-772-5460	3795 Ave. Gray, Montreal, QC H4A3NB	Miguel@emarin.org
Treasurer			
George Coy	802-363-5782	116 St. Albans Rd. Rd. Swanton VT 05488	George.coy@gmail.com
Secretary			
Marge Butterfield	802-878-6337	721 North Williston Rd, Williston VT 05495	airbear9fj@gmail.com
Youth Aviation Program Committee			
Beth White, Chairperson	802-598-6408	95 Eagle Mtn Harbor Road. Milton, VT 05468	vermontcarrot@gmail.com
Kyra Becker			kyratwin7@gmail.com
George Coy	802-363-5782	116 St. Albans Rd. Rd. Swanton VT 05488	George.coy@gmail.com
John Fitzgerald	802-249-1775	4345 West Shore Road Unit 1 Alburgh, VT 05440	popiou@aol.com
Frank Gibney	802-879-7419	1147 Sunset View Rd. Colchester VT 05446	gibneyf@gmail.com
Ed Scott	802-373-2078	8 Robbins Mtn. Rd. Richmond, VT 05477	alwaysoar@yahoo.com
Young Eagles Coordinator			
Miguel Marin	518-772-5460	3795 Ave. Gray, Montreal, Cc H4A-3N8	miguel@emarin.org
Activities Director			
Chris Chicoine	802-238-6035		chicoine51@gmail.com
Flight Advisor			
Hobie Tomlinson	802-363-3411	1130 Airport Dr. So. Burlington, VT 05403	hobietw@attn.net
Technical Counselors			
John Butterfield	802-878-6337	721 North Williston Rd, Williston VT 05495	airbear9fj@gmail.com
Clifford Coy	802-868-2822	629 Airport Rd. Swanton, VT 05488	cliff.coy@gmail.com
Bill Morelli	802-527-6318	105 Brick Church Road, Fairfax, VT 05454	billvt1@gmail.com
Newsletter Editor			
John Butterfield	802-878-6337	721 North Williston Rd, Williston VT 05495	airbear9fj@gmail.com
Chapter Web Site Editor			
John Butterfield	802-878-6337	721 North Williston Rd, Williston VT 05495	airbear9fj@gmail.com

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John Butterfield—Newsletter Editor

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721 North Williston Rd

Williston VT 05495

FIRST CLASS MAIL

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