



CHAPTER 613

Franklin County State Airport (KFSO)
Swanton, Vermont

January 2025

Message from the Chapter President by John Fitzgerald

Greetings all from sunny Florida and Happy New Year to all at Chapter 613.

Last week I joined the ranks of “everyday is a Saturday”. Yes, I retired after 42 years of selling Chevrolet's, it's been a great career for me, something I always wanted to do. The other goal was Aviation, I learned to Fly in 1988 and now I will have more time to enjoy the spirit of flight. It will be nice to spend more time at the Franklin Co Airport, so much going on that I haven't had time to enjoy the many activities and projects going on. I started out last Sunday checking out the all-girls build project and wow that is really moving along. I also crashed their lunch and got to meet all the girls and coaches for more than 2 minutes. I look forward to seeing more of the activities like the Zenair 701, Youth Aviation and other fun activities this summer.

Shirley and I attended an EAA Chapter Leadership Boot Camp at Spruce Creek Airpark just outside of Daytona Beach sponsored by EAA Chapter 288. We met a lot of Chapter leaders and guest from Florida. It was nice to see Charlie and Serena from EAA Headquarters. I have been to a couple of Leadership Meetings in the past, but this was a first for Shirley and one of the interesting things she said to me during the training was John we really have a great chapter! Yes, we do!

Wrapping up 2024 I want to say thank you to all of you and all our volunteers that made 2024 another fun year and I have no doubt our Chapter will be EAA Gold again. I look forward to and exciting 2025.

John FitzGerald



Pancake Breakfast & VMC Club Meeting—Sunday, January 19th!



Please join us for our Chapter 613 March Pancake Breakfast.

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

Time: 9:00—11:00 AM

Who: Chapter 613 members and guests 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,

Breakfast with Three 50/50 Raffle Tickets: \$10.00.

Raffle Tickets only: \$1.00 each or Six for \$5.00.

Following the breakfast, Miguel Marin will be hosting a VMC Club Meeting. If you haven't been to a VMC Club Meeting before, check it out, it's a great scenario-based learning experience!

We look forward to seeing you there!!!

December Pancake Breakfast

By Marge Butterfield



The last pancake breakfast for 2024 went out with a bang! There was an amazing turn out and everyone was having fun enjoying their breakfast and catching up with friends. John and Shirley Fitzgerald generously bought a new Christmas tree with lights for the Chapter. Thank you so much! After John set it up, he and Marge Butterfield decorated it. Marge also decorated the dining area. It looked very festive when everyone came for the December 15th pancake breakfast.



The success of these pancake breakfasts is in the volunteers. Disa Tatro did a fine job of making scrambled eggs, with the help of youth scholar Aubrianna Mayette. Steve and Maria Grimsley cooked up the sausages and made plain and blueberry pancakes and Marge Butterfield cooked up some bacon and brought that. Danny Handy brought a box of Dunkin Donuts. There were also cakes and coffee cakes brought by Maria Grimsley, Shirley Fitzgerald and Marge Butterfield. Gabi Moye also brought her signature puddings in small jars which everyone enjoyed. Everyone was pleasantly full during their stay! We are grateful to the cleanup crew: Disa Tatro, Aubrianna Mayette, Shirley Fitzgerald and Greg "Papa" Adams, who is the grandfather of youth scholar Mya Adams.



Following the breakfast, President, John Fitzgerald held a short meeting. Youth scholar, Quentin Burton and his father Bjorn Burton were introduced and welcomed. Susan Levaque, Miguel and Claudia Marin volunteered to be the cooks at the January 19th pancake breakfast. Steve Green was the winner of the 50/50 raffle and donated his winnings to the chapter. Thank you, Steve! We also had a presentation by Col. Brian Benedict and two of his colleagues from the CAP. The CAP is interested in establishing a squadron at KF50.



Beth Schiller, Chapter member, and owner of Champlain Urgent Medical Care, briefed the group on the new Basic Med requirements. The new requirement addresses pilots who hold both Basic Med and an FAA Medical Certificates. Under the new requirements, the pilot's Basic Med certification becomes invalid during any period where the FAA Medical Certificate is on-hold, pending approval by the FAA for any health-related issues. Previously, pilots were able to fly under their Basic Med while the FAA reviewed and approved any medical issues.



The new chapter stove was hooked up in time for the pancake breakfast thanks to John Butterfield and John Fitzgerald. They also installed the new exhaust hood. Your efforts are greatly appreciated!



Instructor's Corner—Ed Scott

Beware The Gefahrlich (*i.e.*, *Dangerous!*) Whirly Bird

Just as I was starting up on the south tie down at Montpelier, an Army National Guard Blackhawk helicopter hover taxied down the taxiway in front of me heading for the departure end of runway 35. A hover taxi is a slow hover, and like a dark, ominous cloud, it went slowly by at about ten feet off the ground and about 100 feet away. Aside from the absurdity of a helicopter hover taxiing on the taxiway when it has the entire airport at its disposal, the rotor downwash almost blew my Cessna 150 on its back. The empty weight of a Blackhawk is about 12000 pounds, and loaded it can gross out at 22000 pounds, so hovering in the vicinity of light fixed wing airplanes is irresponsible and dangerous. I sent a few choice words over CTAF, and pulled out for an intersection takeoff well away as the Blackhawk came to a hover at the hold short line thus further endangering landing aircraft with its downwash. Downwash from a hovering Blackhawk can generate wind speeds up 50 knots in all directions, so in a light aircraft like a Cessna 150 that takes off at 50 knots or less, downwash can lift it off the ground or blow it over.

Student pilots are taught early in their training about the dangers of wake turbulence caused by heavy, fixed wing airplanes when taking off and landing. Spiraling motions called vortices that resemble mini tornados can upset a light aircraft with potentially fatal crashes as a result. Helicopters pose the same dangers. As a helicopter gains speed on take off, translational lift is created. Translational lift is increased lift that is created as the helicopter rotor disc moves forward into undisturbed air, and it is effective at anywhere from 10-20 knots, depending on the helicopter. So wake turbulence created by a helicopter taking off can upset light or even medium size fixed wing aircraft with potentially disastrous results. The FAA says: "Pilots should avoid helicopter vortices since helicopter forward speeds are often very low which generates a strong wake turbulence."

The effects of downwash and wake turbulence vary with each aircraft. Light helicopters such as the Robinson R 22 can have less effect than other medium size helicopters and large helicopters like the Blackhawk or large Sikorskys, but each pilot of a fixed wing aircraft needs to be aware that the effects can be disastrous if they don't follow simple guidelines:

In general, just be aware of the dangers of rotor downwash and wake turbulence when you're taxiing or flying in the vicinity of a helicopter of downwash and wake turbulence.

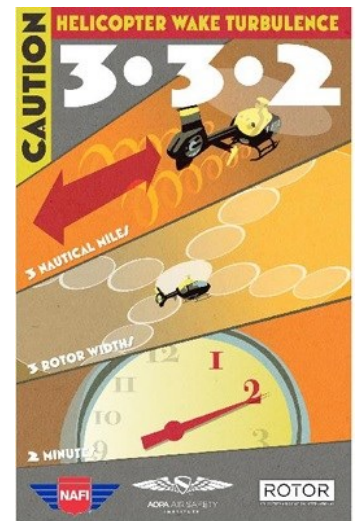
More specifically, apply the 3-3-2 rule.

First, Avoid flying closer than 3 times the rotor diameter of the a helicopter. The Blackhawk has a rotor diameter of 53 feet, so don't get closer than 150 feet of a hovering Blackhawk. Obviously, smaller helicopters like the Robinson R 22 have shorter rotor diameters (25 feet) so that the 3X's rule means the effects of downwash are, in this case, only 75 feet.

Second, Stay 3 nautical miles behind a helicopter landing or taking off to avoid wake turbulence

Third, Allow 2 minutes time span behind a helicopter landing or taking off.

Everyone flying in the vicinity of helicopter should follow this 332 to avoid what are potentially dangerous winds generated by helicopter rotors.



Minutes of the December 19th 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:

[241219 EAA Chapter 613 Meeting Minutes.pdf](#)

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.

Online Chapter Membership Application and Renewals Made Easy!

Yes, you can renew and apply for, Chapter 613 membership online with our new easy-to-access links found on our website.

Simply click on the following link: [Join or Renew Your Chapter Membership](#) and it will take you to the “Join or Renew Your Chapter Membership” page on our Chapter website. On this page, you will see three links which are:

- ⇒ Join EAA Chapter 613 as a new member: [Join EAA Chapter 613 - Google Forms](#)
- ⇒ Renew your existing membership: [Renew Your Chapter 613 Membership - Google Forms](#)
- ⇒ Pay your dues, and optional flight training device fee, via credit card: [EAA Chapter 613 - 2025 Dues - Cheddar Up](#)
- ⇒ There are also instructions on how to pay via check or cash.

Thank you again for supporting our Chapter through your membership!!!

Cabin Fever Frolic is Back for 2025!

When you visit EAA Chapter 613's Taylor Aviation Center you'll see the collection of photos on the wall from past Cabin Fever Frolic events. Cabin Fever Frolic was an annual event where we all got together to celebrate during the long months of winter.

EAA Chapter 613 and The Vermont Aviators Association are co-hosting Cabin Fever Frolic 2025 in a slightly different format than the traditional banquets that we have had in the past.

Cabin Fever Frolic 2025 will be a more informal event where people purchase their own food and drink while enjoying friendship and planned activities (described below) in our own dedicated space at the Burlington Beer Company.

There is no additional charge (other than your own food, drink and tips), but our group does have to spend a minimum of \$300.00 to cover the cost of the venue.

When: March 1st, 2025, 5:00 PM to 8:00 PM

Where: The Burlington Beer Company, [BBCO | Burlington Beer Company - Where Fermentation Meets Imagination](#) 180 Flynn Avenue, Burlington, VT

What:

Come together for an evening of food, drinks, and laughter as we celebrate the aviation community and welcome Evan Robinson and Mike Sturges, our new Vermont Aviation Administration leaders.

There will be an aviation-themed slideshow running throughout the event, showcasing the best moments from our community. Feel free to share your favorite aviation photos by emailing them to Chris@VermontAviators.org

And don't miss the exciting aviation-themed Jeopardy game—test your knowledge and have some fun!

Reserve Your Space: If you plan to attend, please send Chris Chicoine an email (Chris@VermontAviators.org) or text (802-238-6035) so we can save a spot for you.

The event will be limited to 50 people, so reserve now!

Electric Drill Powered Towbar For Sale

Go-Tow towbar, powered by a 20V electric drill (not included). Towbar has enough power to move a Cessna 182 on reasonably level surfaces.

This towbar retails for \$1,995, asking \$100. Proceeds will be donated to Chapter 613.

Contact Marge or John Butterfield for details (airbear9fj@gmail.com)



Aircraft Icing Podcast with Chapter 613 Member Steve Green

Fellow Chapter 613 member Steve Green recently did a podcast with Dr. Scott Dennstaedt on aircraft icing, for his Who's Who in Aviation Weather series. You can access Steve's podcast at the following link:

[Who's Who in Aviation & Weather with retired airline captain Steven Green](#)

Steve, thank you for sharing this!



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>)



John and Shirley Fitzgerald attending the January 11th EAA Leadership Workshop at Spruce Creek Airpark, FL

Free EAA Webinars

If you haven't checked them out, EAA offers a number of free webinars throughout the month. These webinars cover a wide range of aviation topics. Click on the following link to see the January/February Webinar Schedule.

[EAA Webinars | EAA](#)



EAA Chapter 613

Youth Aviator Program Corner

January 2025



Beth White

Starting 2025 Strong! We're kicking off the new year with exciting momentum in EAA Chapter 613's Youth Aviation Program. Currently, 25 youth aviators are actively pursuing their aviation dreams, with many preparing for postsecondary journeys into flight training programs or aviation mechanics. We're thrilled to continue our partnership with the EAA National Ray Foundation in 2025, allowing us to provide even greater support to these aspiring aviators.

Our dedicated committee of volunteers has been hard at work, logging countless hours to ensure our youth thrive. From one-on-one check-ins with each aviator to revising procedures, sharing scholarships, exploring grants, developing fundraising strategies, and responding to daily inquiries from interested families—this team has been unstoppable.

Special thanks to George Coy, Disa "Granny" Tatro, Ed Scott, Zoë Brosky, and former youth aviator Kyra Becker, whose efforts are helping us build a brighter future for aviation in our community. Thanks to their hard work, the word is getting out, and opportunities for local youth are soaring. Here's to an incredible 2025 filled with flight, discovery, and growth!

EAA Chapter 613 Youth Flyers: Reflections from Flight Training

Brody Hammond, College Aviator, AOPA Ray Scholarship Recipient

During the early hours of Friday, the 18th of October, I arrived in Burlington for my CFI checkride. After three years of training, studying, losing sleep and probably some hair too, I was ready to make the leap to the other side of flight training as a licensed instructor. I nailed the oral portion, teaching mostly everything in the new ACS in just under 3 and a half hours. The flight went great, and after 2 hours in the air, I was watching the ink dry on my new temporary airman certificate.

CFI training was an awesome challenge. It was an extreme amount of work, especially for getting it done in just a month and a half. One of the questions I asked another CFI at the beginning of the semester was, "How on earth am I supposed to do everything to prepare for the checkride in half of a semester?" What followed was the phrase that got me through it. "Well, how do you eat an elephant?" His question stumped me, and he eventually replied matter-of-factly, "One bite at a time."

For some reason, the phrase stuck with me, and "One bite at a time," I worked through it. I enjoyed the amazingly beautiful weather we have had this fall and it allowed me to knock out the flying in a jiffy. The ground portion was a great opportunity for me to polish all aspects of my knowledge, and I found preparing the various lesson plans to be very rewarding. I would like to give a shoutout to my wonderful mother and grandmother, they were the best practice students that I could ever ask for.

In terms of the flying itself, I got extremely lucky. I was given one of the first checkride dates and got to fly with Robin, the program director of Professional Pilot Technology. Although almost every single flight was at 6 AM, it was still a good time flying with her.

I'm now on my way to building experience as an instructor. I'm really looking forward to teaching and I'm sure that I'll find it to be extremely rewarding. If any experienced flight instructors are reading this and have any advice for me, please reach out! It would be great to know some useful tips and tricks as I get my feet under me. Until then, I'm looking forward to enjoying the rest of fall and starting CFII training in the spring!

Mya Adams, Pilot and Mechanic-in-Training

This month in Habitat for Aviation we are preparing to skin the wings for the plane we are building which is really exciting! I am also preparing for my first cross-country flight, the plan is to fly to Albany. We are going to take the 172 on that flight and bring Papa along with us which I am really excited for as well! We planned the cross-country flight a couple of times a while ago but they keep getting canceled due to weather, so I am hoping that I get to do that soon!

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

I hope you're all well! After having a couple of weeks off from the Habitat for Aviation WOMEN BUILD PLANES build, I'm excited to jump back into it this Sunday. Before Thanksgiving, we finished the flaps, and soon the ailerons. Every time we finish a part; we're getting one step closer to the final goal and I'm looking forward to working on the fuselage because that will mean we can combine all the separate bits and pieces we've built so far. Other than that, I'm working on finishing up school finals because we're coming up on the end of the semester and winter break (YAY)! I've also been planning some college visits to get a feel for the different schools and ultimately pick one.

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

This past month has been full of fun. I had a great time celebrating the holidays with my family and I got an iPad which I'm so excited to use during my flights. It's super easy to use Foreflight with. Aside from that, I have been filling most of my time studying for the oral exam and finding college scholarships. I am so excited and still in shock at the amount of schools I have gotten into and how much they are offering me in scholarships. This next month will be stressful as I race to apply for as many scholarships as possible before their deadlines. I'm super excited to see where I end up next year and I can't wait for my check ride and being able to fly for fun!

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

This last month has been really good for me. I was able to travel to Florida for the holidays to see my father, and it was really nice to be able to spend Christmas with him and do some fun activities like mountain biking and kayaking in the warm Florida climate. Similar to last time, my cellphone faced an untimely demise in a body of water as my kayak flipped when a twig dangling from a thread of spider web came in close proximity to my face — I thought it was a spider. Besides that, I had a great vacation free of homework and returned to Vermont's blizzard climate excited for a trip to Plattsburgh with the 'Antonov crew.' While Sam and I worked on changing the flying and landing wires, Chris, Mark, George, Cassidy, Melodi, and Carly worked on separate projects. While I anticipated being very lively and productive, I was just on the starting edge of a cold which took me out of school for a couple of days, likely caught from my trip up from Orlando. Overall, Saturday was great though, and I look forward to participating in the next Antonov work day!

When it comes to flying, I am still waiting on my medical certificate, which has now been an ongoing situation for more than a year. While it is a bit discouraging, there is no reason for me to have my application denied, and I am still very excited to get back into a regular flying groove and get my license, which I am currently 2 months away from the legal age to do so. As for my Bede project, temperature has been a big player in making my fingers want to run away from me, so a space heater has come up as one of the possible solutions. I intend to replace the sheet metal floor and firewall to give myself a clean, undamaged area to work on, and fit in the new landing gear box which has yet to be assembled in the near future. In all, a great start to a fantastic new year, and I wish you all the best!

Sam Longstreet, Grade 9, Mechanic and Pilot in Training

Recently I did some more flying working on sim IFR navigating and approaches, more landing, as always, and flying into Burlington for more experience with busier bigger airports. I also later on went back to working on the Antonov changing out the flying wires for the new replacements it turned out to be more work than expected considering they had to be partially disassembled to put some more parts on them. It has been a more relaxed month but I'm starting to get back into it.

Munroe Swift, High School Aviator

Hi, My name is Monroe. I am a high school Junior that attends Twinfield Union School located in the tiny corner of sub-kingdom central Vermont known as Marshfield. I live on my parents farm, a good five minute drive from civilization in any direction, where I have developed a good work ethic, and even helped my dad build a barn from scratch. Rural roots aside, I hope to pursue a career in Aerospace Engineering. The barnyard is littered with years and years of experiments, projects, and other evidence of my past learning, and passion for all things air and space. I am proud to be born and raised a Vermonter, and would really appreciate a chance to see this lovely state from the skies.

(Continued on the next page)

Munroe Swift (Continued)**Why Aviation Though?**

I have loved planes for as long as I can remember, and it has always been a dream of mine to become a pilot. In fact, I have done a lot of personalized learning through Twinfield's personalized learning program, called Renaissance. Many of the learning experiences I've pursued reflect my desire for a career in Aerospace Engineering. Specifically, I have done a lot of work with the scientists at Northern Skies Observatory in Peacham VT, learning about astrophysics, stars, and so much more. I spent two years with the NSO and made telescopes, learned some basic relativity, developed photos of far away galaxies, and studied everything from the biggest black holes to the smallest subatomic particles. but that just covers the space half of aerospace.

The air half always seemed so less attainable, and some more rational parts of my brain always would say, "that's not a practical skill" or "you should focus on something more attainable," but with a scholarship, I could actually start training. This would quite literally be a dream come true, and while I currently have only started my journey, hopefully with a scholarship I can start logging some hours.

My Path So Far

Thanks to the support of a couple people I realized that this dream could actually become a reality, so of course my immediate next question was, when do we start! I got my start through EAA's Young Eagles introductory flights. It was literally the coolest thing that I have ever done, and I've done a lot of stuff for a seventeen year old. I have since completed Sporty's online video training and I have been working on practice test after practice test for my student pilot license. That's not the only thing I have worked on though, I spend hours a week making connections in my local aviation community, whether that's at my local airport (MPV, Montpelier), or discovering people in my own backyard at VT62 (almost literally my backyard, Cabot is under ten minutes away). I am excited to devote as much energy and time as I can possibly spare into this, and while my exact next steps remain unclear, it is only a matter of time before I'm up in a plane getting hours.

Kyra Becker, Ray Scholar, Instructor, Commercial Otter Pilot

Happy New Year, everyone!

As we step into this new year, winter is in full swing, bringing with it the charm of snowy landscapes and the crispness of cold air. While the beauty of the season is undeniable, it's essential to be mindful of the weather conditions as we go about our daily tasks.

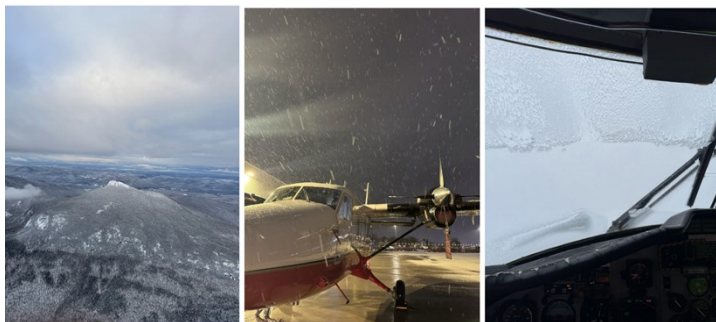
With the snowy and windy conditions we've been experiencing lately, I want to take a moment to remind everyone about the importance of dressing appropriately for the weather. Staying warm and comfortable is crucial, especially for those of us who

spend a lot of time outdoors. I often find myself waiting on the ramp for my airplane to be loaded, and I've discovered that layering my clothing helps tremendously. A good combination that works for me is wearing a heated vest under a winter jacket. This not only keeps my core warm but also allows me to adjust my layers as needed, ensuring I stay comfortable throughout the day.

Additionally, I encourage everyone to take some time to read up on icing conditions. Understanding these weather phenomena can help you prevent any sticky situations, both literally and figuratively. By being proactive and informed, we can navigate winter's challenges more safely and effectively. Stay warm, stay safe, and embrace this winter wonderland!

Owen Mongeon, Pilot and Mechanic-in-Training

Recently, I haven taken a break from flight training to focus on early college. I just recently finished my classes along with finishing Sporty's. I completed all of my high school classes along with college credits so that this next semester is set for flight training. I am excited to get back to flying! I want to thank everyone in the EAA Community for supporting me and making it possible for me to pursue my pilot's license.



Taylor Bushey, High School Pilot and Mechanic-in-Training

This month I received a scholarship from SkyQueenKing for my flight training and I am so grateful. This enables me to set up a schedule for flying that can keep me on track to accomplish my goal of getting my private pilot's license. This also lets me add relevance to my learnings on Sporty's by continuing to fly. I am looking forward to flying with my instructor Ed Scott on the 12th. I am planning on doing my first preflight and I'm very excited.

Niko Cueno, High School Aviator

Hello folks! For me lately I can say that I've been consistently on the schedule, not consistently in the air. Yesterday afternoon, however, turned out to be a beautiful time to fly, despite cancelling our morning lesson due to low ceilings. We worked on maneuvers and landings. My landings are a work in progress since I'm now learning to land without excess energy; my energy management skills are needing some work! Although maneuvers are looking solid, examiners are scurrying away from my request for their services. Nothing new to report on the scholastic side-things are a bit hectic. Come weather cooperation I will be soloing soon hopefully with proper energy management and an exam date coming up!

Miranda Gallagher, High School Aviator

This month has been a difficult one for flying because of the weather. That being said, I got to fly out of KBTV and work on my radio calls with a tower earlier this month. The next step for my flight training is my night cross country. The Women's Build has been going well. We're working on our wing right now. We have to finish going over the insides of them before we start skinning them. Hopefully my next newsletter post will be about working on the wing skins.

Ishir Agarwal, UNC Aviation Student

I couldn't have asked for a better end to 2024 than the past few months! With such a busy way to close out the year, a dream came true when I was accepted into the United Airlines Aviate Program! I am extremely fortunate to be a part of this program, and I am proud to have laid a clear path to my goal of becoming an airline pilot. The interview process was definitely a rough one, however. United started out with sending 5 multi-page documents that I had to meticulously review. I then spent 1 whole week solely dedicated to studying for the HR and Technical parts of my 1.5 hour interview, practicing "tell me about a time..." questions, instrument regulations, and airliner stabilized approach criteria for hours straight. As the interview date got closer, the study nights got longer, however, I was determined to work hard and stay prepared for an opportunity I've longed for. One of the best ways I had prepared for the interview was with someone else. We were able to bounce ideas off each other, practice answers for the HR questions, and give each other strong feedback that made us successful. The part of the interview that took the longest time to prepare for was the technical cross country planning. We were given some basic parameters and were told to thoroughly plan a cross country, just like you would in a checkride. I really wanted to make sure that I was strong with my technical knowledge and that I was ready for anything, so I decided to make a 40 page flight plan that laid out all of my planning. Although it was a lot of work, the interviewers were extremely pleased to see my passion for flying and United, and we're excited to see an applicant who was extremely prepared. I learned so much from this experience, the most important lesson being to always be prepared. Being eager to succeed and be a part of the program motivated me to put in countless days of work, and I am so happy to be here in the end!

Scholarships Available

- AOPA FOUNDATION AVIATION SCHOLARSHIP High School Students: The AOPA Foundation has earmarked 80 scholarships of \$10,000 each for students ages 16-18 to earn their private pilot certificate. **SCHOLARSHIPS CLOSE FEB 7, 2025.**
<https://www.aopa.org/training-and-safety/learn-to-fly/aviation-scholarships>
- Capt. Sax scholarships, given in honor of Capt. John J. Sax, USMC: <https://cptsaxfoundation.org/>
- Lyons Aviation Scholarship: <https://lyonsaviation.org/application/> **SCHOLARSHIPS CLOSE JANUARY 18, 2025**

Homebuilders Week – Online Event Starts January 27th

30 online sessions to expand your knowledge of building your own aircraft

By Charlie Becker, EAA Homebuilt Community Manager


Homebuilders Week is an online opportunity to carry on the founding mission of EAA by sharing as much knowledge and information about building your own aircraft as possible in five days. We start on Monday, January 27th, 2025, and end on Friday, January 31st, 2025. Each day, we offer six live webinars running back-to-back, starting at 11:30 am central time and running every hour and a half until the last session at 7pm central. The sessions are live and allow time for questions. To sign up for the sessions, visit www.EAA.org/HomebuildersWeek

The topics cover something for everyone, whether you are just considering the idea of building an aircraft, are knee deep in a project or getting ready for test flying. We even have EAA president Jack Pelton lined up on, January 30th, to talk about EAA's Advocacy efforts on behalf of the homebuilt members.

EAA Homebuilders Week follows immediately after the anniversary of the founding of the Experimental Aircraft Association on January 26th, 1953. I can't think of a better way to recognize our organization's founding than to spend 5 straight days learning about homebuilding.

EAA Homebuilders Week is made possible through the generous sponsorships of Aircraft Spruce & Specialty Co., Dynon, Scheme Designers, and Van's Aircraft.

Visit www.EAA.org/HomebuildersWeek to sign up.

 Homebuilders Week Schedule January 27 - 31, 2025					
To sign up: EAA.org/HomebuildersWeek					
Time CST	Monday 1/27/25	Tuesday 1/28/25	Wednesday 1/29/25	Thursday 1/30/25	Friday 1/31/25
11:30-12:45	Building an Aircraft: What You Need to Know - Charlie Becker	Wiring Basics - Dick Koehler	Flight Testing 101 - Paul Dye	EAA Advocacy Update: Top Homebuilding Issues and the Impact of MOSAIC - Sean Elliott, Rob Hackman, & Jack J. Pelton	Staying Alive: Analysis of Homebuilt Fatal Accidents - Dave Nelson
1:00-2:15	Sheet Metal Basics - Mike Dooley	TIG Welding - Charlie Becker & Shaun Walker	Composite Construction - Mark Forss	Amateur-Built Aircraft Certification Process - Joe Norris	Liability of Selling Your Homebuilt - Kathy Yodice
2:30-3:45	Fabric-Covering Basics - Nate Hammond	Getting Your Project Finished and Flying - Vic Syracuse	Buying a Used Homebuilt - Vic Syracuse	Sonex Highwing Update - Mark Schaible	Zenith Aircraft Kits & Plans - Sebastien Heintz & Roger Dubbert
4:00-5:15	The Need for Speed: Kitbuilt Options - Dave Forster	Hardware for Homebuilts - John Cox	Advanced Flight Systems - Rob Hickman	Garmin Experimental Avionics Solutions - Brad Brensing	Weight and Balance - Joe Norris
5:30-6:45	Panel Planning and Wiring - Marc Ausman	Dynon Avionics - Michael Schofield	Engine Selection Basics - Dick Koehler	Gas Welding - Budd Davisson	Working With Wood 101 - John Egan
7:00-8:15	Rotax 9 Series Installation & Operation - Phil Lockwood	Designing the Perfect Paint Scheme and Its Impact on Budget - Craig Barnett	Data-Driven Diagnosis of Engine Issues - Mike Busch	Van's RV Aircraft Kits - Greg Hughes	Common Builder & Maintenance Errors - Vic Syracuse

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

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 Editor

John Butterfield

Chapter Web Site Editor

John Butterfield

Visit us Online!***Email:*** eaachapter613@gmail.com***Facebook:*** <https://www.facebook.com/ea613kfso>***Instagram:*** <https://instagram.com/eaachapter613>***Website:*** [Chapter 613](https://chapters.eaa.org/ea613) (<https://chapters.eaa.org/ea613>)

John Butterfield—Newsletter Editor

EAA CHAPTER 613

721 North Williston Rd

Williston VT 05495

FIRST CLASS MAIL

January 2025

