



CHAPTER 613

February 2024

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Message from the Chapter President by John Fitzgerald

Greetings all, wow February already! Super Bowl, Valentines Day and a little January thaw gets me excited for our summer fun. I don't have much to report this month as, but I am looking forward to a great summer. We have just a few more items to complete at the Aviation Center, then we can move forward with our aircraft build project. I will see you all at the pancake breakfast next week. Thanks again for a great 2023. 2024 here we come!

John



IMC Club Meeting – Sunday, February 18th, 11:00 AM!

Thanks to Miguel Marin, Chapter 613 will be hosting an IMC Club immediately following our February Pancake breakfast. Through IMC Club meetings, pilots can network and share knowledge and experience. IMC Club meetings use real-world scenarios to engage members, and allow a free exchange of information that improves awareness and skills. The intent is to create a community of pilots willing to share information, provide recognition, foster communications, promote safety, and build proficiency.

Join us for our Pancake Breakfast—Sunday, February 18th!

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

When: Sunday, February 18th, 9:00—11:00 AM

Who: Chapter 613 members, guests and friends are warmly invited to join us

What: Pancakes (with or without blueberries and/or raspberries), sausage, bacon, maple syrup, scrambled eggs, coffee, orange juice.

Prices: Breakfast: \$8.00,

50/50 Raffle Tickets: \$1.00 each or Six for \$5.00.

Note: Chapter 613 can now accept either cash or credit card payments!



Minutes of the January 18th Board of Directors Meeting

Chapter 613 held a Board of Directors Meeting via Zoom on January 18th. Meeting minutes may be accessed by clicking on the **"Meeting Minutes"** folder on the Chapter 613 website ([Chapter 613 \(eaa.org\)](#)) or by clicking on the following link [Meeting Minutes \(eaa.org\)](#)

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

*****Welcome New Member!!!*****

We would like to welcome Leif Johnsen as our first new member of the year. Leif is from Alburgh and has his pilot's license and many ratings, including CFII. Leif has his A&P and IA certifications and works at Heritage Aviation at BTV as their Chief Inspector. In his spare time, he is working on the restoration of his Piper Arrow and he still needs to install the brakes and bleed the system. Leif is hoping to do this in the spring when the weather is warm.

Welcome to EAA Chapter 613!

January Pancake Breakfast Wrap-Up

By Marge Butterfield

There was a nice turnout for the first pancake breakfast of the season. Despite the frigid weather, there was quite a crowd. The cooks for the day did an amazing job. **Dave Witkowski** took charge of scrambling the eggs and **Steve Grimsley** and our new Secretary, **Susan Levaque** took up the stations making blueberry and plain pancakes and frying sausages. **Armina Medic** made up the pancake batter, helped with the setup and was busy in the background keeping up with cleaning the kitchen and washing the dishes. That is an important task as you can really get behind once the dishes start piling up! **Susan Levaque** also helped out in the post breakfast cleanup. **Marge Butterfield** brought bacon and a blueberry coffeecake. **John Butterfield** made that people were welcome with a warm cup of coffee. A big thanks to the whole crew! Our new Treasurer, **Bethany Fronhofer**, was kept busy the whole time **as people came in. After the breakfast, Vice President, Miguel Marin, called a short meeting, filling in for President, John Fitzgerald**, who was on vacation in Florida. He advised the Aviation Center now has good Wi-Fi service, thanks to the new mesh repeater system that has been installed.

Following the meeting, **Miguel Marin**, hosted a VMC club meeting upstairs, which was well attended. Miguel had a couple different scenarios, which we all watched and discussed options on what we might have done in that situation. It is a wonderful learning experience for all of us, whether you're a seasoned pilot or a beginner. *I hope the youth scholar pilots don't feel intimidated to attend. You can be assured that Miguel wouldn't put you on the spot! You can give input only if you want to. The main takeaway is that by going to the VMC meetings you are able to experience yourself in a particular situation. Discussing and reviewing the different options is a great way to expand your aviation knowledge.*

Thoughts for Aging Aviators (thanks to Bill Wetherbee for sharing!)

Inside every older person is a younger person wondering what happened." (Stevie Wonder)

"Old age is like a plane flying through a storm. Once you are aboard, there is nothing you can do about it." (Golda Meir)

"The older I get, the more clearly I remember things that never happened. (Mark Twain)



"The older I get, the better I used to be." (Lee Trevino)

Scenes from our January Pancake Breakfast & VMC Meeting



AGENDA

- Welcome
- Introductions
- Scenarios
 - Snow everywhere
 - Getting Down in the Up

Master the Art of Aviation

Instructors' Corner by Ed Scott

PIREP about Apple TV Series, "Masters Of The Air"

"Masters Of The Air" is a World War II miniseries produced by Tom Hanks and Stephen Spielberg. They produced two other series, "Band Of Brothers" and "Pacific," and in "Masters Of The Air," they created a nine-part story of a B-17 Squadron flying daytime bombing raids over Germany in 1943.

"Band Of Brothers" and "Pacific" were authentic and gripping stories that portrayed real-life military figures, and they received great reviews. So when "Masters" came out, I was enthusiastic about another Hanks-Spielberg quality production.

I started the series, and I was surprised when the opening scene showed Elvis Presley romancing a pretty blonde. I figured I'd clicked the wrong button. I went out, then went back in, and sure enough, there was Elvis Presley romancing a pretty blonde. I've always figured that any movie that has to start out with a romantic scene was covering up a lame plot, so I said, "nope," and sent "Masters Of The Air" to the trash heap.

However, all the hype on Facebook pulled me back in, and I started over. While not the actual Elvis, who had been in the Army and made Army movies ("G.I. Blues"), the lead actor in "Masters" had played Elvis in the movie, "Elvis," and was a dead ringer for the real Elvis Presley. I guess if you can play a rock and roll star, you can play a B-17 pilot flying raids over Germany.

I should have trusted my first impression and given up on "Masters." Pretty Hollywood actors reading a script they don't understand could not credibly portray the terror and the horror of flying through flak and enemy fighters while seeing your friends blown out of the sky. And, aside from the shallowness and lack of heart in the acting, there were so many inaccuracies and so much stupidity, that it was offensive to anyone who'd ever been in an airplane or served in the military. Here are a few examples:

In the first combat scene, this line: "We've lost our fourth flap!" Then, all enemy fighters came in at "12 O'clock high" (clearly the writers had seen that great movie). "The left flap is locked up, I can't compensate" (They're at 12,000 feet, not landing, so I assume they mean that other thing on the wing that sort of flaps). "Ju 88's at 12 O'clock high." Ju 88's were bombers, not fighters. "Give the job to corporal Lemon," (who's wearing sergeant stripes.) An airsick navigator who, regardless of the vomit on his maps, is entrusted to lead a major bombing run, gets lost, and takes 5 hours to cross the English Channel. The most absurd among these absurdities occurred during a mission briefing when the briefer announces they were going to bomb U Boat pens in Norway, and the crews in the briefing room cheer and hoot and howl like teenagers at a pep rally.

I don't doubt these crews took satisfaction in bombing German installations, but I've been in mission briefings at another time and another place, and your gut is in turmoil, your knees go weak, and your mouth dries up like Death Valley. The last thing you want to do is cheer. These crews had seen their friends die, and they'd flown through German flak exploding all around them. They knew the risks every time they took off, and they didn't cheer.

Some of us have met B-17 pilots and crew who flew those day time missions over Germany in 1943. As a pilot, I am in awe that these airmen could fly those over-loaded, cumbersome aircraft under the most dangerous and challenging conditions. As a veteran, I clearly recognize the commitment and astonishing acts of bravery of the B-17 crews who took off and flew mission after mission, knowing the dangers they faced.

The series does not do justice to the B-17 air crews. The weak acting and poor script do a disservice to those brave airmen. But if you insist on watching, it's on Apple TV in nine installments. I only got through two.

Who is Attending Sun-n-Fun 2024? Chris Chicoine, Chapter Activities Director

I'm starting a chat forum for all things aviation in Vermont. It's called [Vermont Aviation](#).

There is a chat for people attending Sun N Fun 2024. [Link to Sun N Fun post](#) . I'm making a list of everyone attending according to their base airport. Anyone with an extra seat or a little extra cargo room can advertise and help the ones in need. I'll continue to update this link.



EAA Chapter 613
Youth Aviator Program Corner
February 2024



EAA Chapter 613 Youth Aviator Program

As we embark on a new year, it brings joy to share the remarkable Youth Aviation Program's accomplishments, thanks to the generous hearts of our EAA Chapter 613 aviation community. EAA Chapter 613 continues to be a beacon of inspiration, fostering the growth of future airplane mechanics, avionics specialists, and pilots. George Coy, an invaluable member of our community, is formally mentoring no less than four students and several adults, as they restore and build aircraft in his hangar and in neighboring hangars at Franklin County Airport. The collaborative spirit within our chapter is truly commendable. This week, I received a call from two more learners from Richford who expressed their keen interest in exploring aviation maintenance. This has prompted discussions about revitalizing the Zenair project. Additionally, Eric Manchester's wisdom and talent, generously shared several days a week, add to the wealth of expertise within our hangar. It is heartening to see our community thriving with passion and commitment.

We are proud to announce that at the start of 2024 we have 13 youth aviators actively pursuing their private pilot's license, and notably, 46% of them are women. This achievement is a promising step towards addressing the stagnant national and international statistical needle, currently fixed at 5% female participation in aviation. The hard work of our youth aviators is palpable with several youths preparing for check rides and even more of them turning wrenches in the hangar. Hearing updates from those who were recipients of our EAA Chapter 613 family's generosity and are now pursuing aviation careers or attending college is a testament to the lasting impact of our community. Their success stories are truly a gift that continues to inspire us all. Happy New Year and may 2024 bring continued connection and joy – and tailwinds, of course!

Scholarships Available

Sugarbush Soaring's [Youth Soaring Camp](#). [Sugarbush Soaring](#) is offering up to \$15,000 in full and partial camp scholarships for youth aged 13-18.

Textron Aviation announced today (Jan. 24) that [applications for its summer high school internships](#) are **due by Feb. 12**. The internship opportunities will run from June 3 to July 12 and are open to students aged 16 to 19.

[99th.org Scholarships](#)

[EAA: November 1-March 1](#)

[Make-A-Pilot.org](#)

[The Southwest Airlines® Community Scholarship: Applications](#) **Now Open until April 2!** This scholarship is open to students who are pursuing higher education and have career interests in the airline industry—whether that interest is in frontline operations, maintenance, finance, communications, or the many positions in between. Recipients of this scholarship are eligible to receive \$5,000 per year for up to four years – a total award of \$20,000!

[Captain Sax Foundation Scholarship](#) open til May 15, 2024

EAA Chapter 613 Youth Flyers: Reflections from Flight Training

Miranda Gallagher, High School Aviator

This month I've been able to work more on the Women's RANS S-21. We've been able to get much further on the horizontal stabilizer and elevator. I am currently figuring out my plans for the summer and whether or not I apply to work for an aviation company like BETA or Heritage. Outside of that I've been working on getting back into flying and preparing for my solo.

Abby Demar High School Aviator, Mechanic-in-Training

This month I have made great progress in my flight training! Soon I will have my first 10 hours. I recently have made great strides on my landing and I am feeling much more comfortable with them. I am excited to continue my flight training and am overall just excited for the future. Our Women's Build has been a highlight every week. I absolutely love going there and not only do I enjoy the amazing company but the process is very interesting and rewarding as well. I hope that within the next few build days we will be finishing up with the tail pieces and moving on to the next major section. I look forward to what the next few months have in store!

Calla Senasac, High School Aviator, Ray Scholar

I completed my XC with my instructor and by myself! It went pretty well, but I'm going to fly it again to get all 5 hours of XC time. I also just did my night flight to Ticonderoga and Burlington and the perspective at night when landing was WAY different than in daylight. It was also very hard to tell where the trees are under you, and I realized that I would not want to have an engine failure at night because it's difficult to tell what's what. I only have a couple more things to do before I go to take my test, and I'm excited, but also really nervous.

Spencer Levi, High School Aviator

I haven't flown much this past month. I was focused on wrapping up the semester at school. I also finished and submitted applications for college. I was able to do some studying for my oral exam and check ride. I hope everybody had a good month. Hopefully I will be able to do some more flying in February.

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

After a long and dreary "winter break" I am pleased to report that I passed my instrument check ride! It was a struggle to squeeze it in with the weather, and the pressure of an impending deadline certainly didn't help with check ride stress. Fortunately, it felt a lot more straightforward than my private pilot check ride and went smoothly. Throughout my instrument training, I particularly got to make use of a gift I received in my early private pilot days and I've been very thankful to have it – a used kneeboard I got from Beth White, a member and youth coordinator of our chapter.



While certainly well-loved, this kneeboard dutifully accompanied me through my instrument training, holding my various papers and checklists strong through turbulence and wind shear. I would also like to thank the countless others who have supported me through my flight training. Whether it be for flight instruction, financial aid, or driving in to fly off fuel for me while I'm in the ground portion of a check ride, I would like to sincerely thank you. I know I wouldn't have accomplished everything I have today without your help, so thank you, from the bottom of my heart.

I'm now in commercial training! I'm in the process of getting a complex endorsement while learning the maneuvers which certainly isn't an easy task. Luckily, after dealing with task saturation from instrument training for months, learning to pull a few more levers and switches hasn't been too difficult. I'm at just about three hours in a Piper Arrow and feel confident flying it, I only need to learn its emergency procedures and then I hopefully will get endorsed. With that being said, I have a whopping 80 flight hours to squeeze in by May with 17 credits of college courses on my plate. It's certainly going to be a busy semester, but no one said it would be easy! I'm excited to possibly put my new rating to use when the weather gets warmer and it gets to be a cross-country season. But until then, let's hope for more blue sky!

Memphis Everest, High School Aviator

This month has seen me getting back to work on reaching my aviation goals. I wish I could have been more in the air, but I have moved far enough through the stages of grief into accepting that the weather in Vermont will nearly always be the worst case scenario in the wintertime. However, when I did get the chance to fly, I was able to develop a lot more confidence in my abilities. The prime example of this was my steep turn maneuver. I was really stressed because I hadn't realized you had to keep a stable air-speed when doing the maneuvers, so it was a very pleasant surprise to find out that if you do the rest of the maneuver correctly you don't have to worry about it. Once I feel adequate, I am looking forward to taking my check ride and getting my PPL! I can't wait to continue my path forward after I do so!

Owen Mongen, Aviator and Mechanic-in-Training

Unfortunately due to less than ideal weather, my flight training has been limited the past month, but on the other hand I have been doing more ground training using Sporty's learn to fly course. Recently, I have been working alongside George on the planes, learning more about aircraft maintenance, and gaining hands-on experience. As my knowledge in aviation and experience grows, I continue to share my experiences and love for aviation to friends and family. After hearing about my experiences, it sparked an interest in one of my friends for aircraft maintenance and I brought him up to the airport to meet people and find out more about learning opportunities at Franklin County Airport.

Adel Medic, Ray Scholar

These past 2 months and especially all of January have been rough when it came to flying, the weather has not been on our side. The most exciting thing that happened to me this month was getting the chance to solo! When my instructor left the Cessna 172 and told me to do 3 full stop landings the feeling of freedom and achievement filled my blood and I was smiling the entire time through the experience of being alone in a plane for the first time.

Once I did my final full-stop landing, I taxied the plane to the fuel pump and pumped fuel on my own, which was an experience since I forgot how to use the fuel pump. I called my parents and sister and told them the news that I soloed and they congratulated me, which made me feel even happier. Soloing was always on my mind because I was so nervous. Now I look forward without worrying knowing that if I keep putting in work and tell myself "I can do it", I know everything will be alright and that there is nothing to worry about.

I've been thinking about the future a lot and how I will give back to the community that has done so much for me from the start. Kyra and Ryan have been inspiring me so much throughout this whole process. Every time I doubted myself, they always filled me with hope and confidence.

Sam Longstreet, Grade 8

This past month I enjoyed working on different projects with George like installing a wing spar and preparing the windshield frame of an airplane for painting. I have also picked up some new skills including wiring and engine timing. One thing that I am working on in particular is running wires for the autopilot servos through the tail and wings of the airplane. The wings have been particularly challenging because there is not much access into the wing. This past month has felt productive and I have enjoyed it very much.

Silas Scheckel, Aviator

Lately I've been working on studying the commercial pilot oral exam guide book which has been a little difficult to focus on but I am most of the way done. I'm now flying half of my flights, half of my flights with my instructor, and the other half flying alone practicing the maneuvers. I fly about twice a week with the intention of flying more as the check ride approaches. Luckily the workload this semester is a little lighter which allows more time. I look forward to becoming a commercial pilot in the next couple months!

Emma Cornett, High School Aviator, Mechanic-in-Training

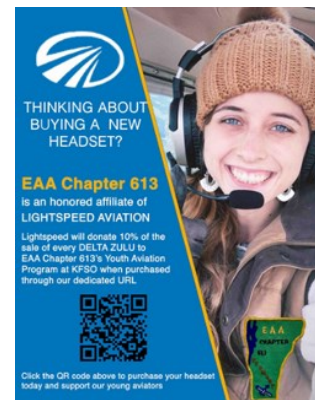
I have been interning for George since August 2023. My main goal is to become a licensed A&P mechanic and an aerobatic pilot. I am earning hours working on planes towards my certification by doing many different and interesting things like inspecting planes, doing annual and 100 hours, working on an AN2 learning how to install fabric on wings, rebuilding engines, and much more. All of these experiences with him have widened my knowledge of planes and the necessary experience to know how to work on them.

Before I came to KFSO I knew next to nothing about planes, how to work on them and how to fly. When someone would ask me to do something or grab specific tools I would always have to double check that they were the right ones. However, now I am able to get things with more confidence, having to double check less and less as I get even more experience.

I have also been flying with Ed. Scott, working on getting my pilot license. While weather is a tricky thing to work around, causing us to cancel a lot of flights, I have grown so much in that area as well. I still have a ways to go to complete my goals, but thanks to the people at the airport I'm getting closer every day.

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>)



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John Butterfield—Newsletter Editor

EAA CHAPTER 613

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FIRST CLASS MAIL

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