



Home of Squadron 534 Youth Aviation Program

CHAPTER ACTIVITIES

- 01/21/23 – Young Eagles
- 01/26/23 – VMC @ 7:00 PM ZOOM
- 01/28/23 – Monthly meeting 9:00 Admin bldg.
- 02/18/23 – Young Eagles



03/25 – Radio Control flying at Southern Eagle Squadron
For our Youth program

ATTN URGENT : Need volunteer for Treasurer! (See Tres report)

New Officers & Directors

- President-Mike Hage
- VP-John Weber
- Treasurer-Greg Nilsen
- Secretary-Judie Betz

- Directors- Paul Adrien
Marty Harris
Ted Luebbers.

OFFICERS

PRESIDENT Mike Hage mikehage@hotmail.com
VICE PRESIDENT John Weber ransfly@aol.com
 + VMC ZOOM (Visual Meteorological Conditions)
SECRETARY Judie Betz judiebetz@gmail.com
TREASURER: Greg Nilsen teg1mi@yahoo.com

DIRECTORS

+ PR Ted Luebbers floxin64@gmail.com
 + Activities Paul Adrien ezalpha@aol.com
 + Newsletter Marty Harris mh5474566@gmail.com
 + Youth steering committee

WEBSITE: Laura Vaughn ljv3660@hotmail.com

MEMBERSHIP Marc Morel marcmorel@embarqmail.com
 Ray Scholarships Gretchen Crecelius gcrecelius@cfl.rr.com
 + Young Eagles Jodie Soule jsoule@ix.netcom.com

+ PR-city affairs Joel Hargis jhargis@parksite.com

President's Message

As we turn to the New Year, it's that time that we reflect on where we are and plan out our next 1 and 5 years. Thanks to Elon, the new MBA trend is the 1000 year plan, but looking around the chapter, I don't think anyone will be around for another 1000 years.

I have to admit; I generally live my life by waking up, figuring out which way the wind is blowing and heading that way. My business partner is wired completely differently and walks around with a Franklin Planner under his arm. We seem to work well together, as the largest medical companies in the world routinely call on us to solve the impossible. I'll swoop in with my team, prototype the instrument and identify all the design risks. Tony will come in and come up with a delivery plan that nails things down to the day and the dollar. Together we make a good team, apart, we would both fall flat on our faces.

This past weekend, a couple buddies of mine from Minnesota flew my Cessna 172 down. On paper, it's so easy. Fill with gas, take off, stop every few hours for gas and personal relief and get there in time for supper. In reality, severe Hoar frost prevented the first two attempts and freezing fog delayed the departure. During the latter parts of March or April this wouldn't be a problem, but in early January we are only gifted 7-8 hours of daylight. The limited daylight, coupled with a storm system that didn't want to leave the southern states as predicted, ended with a much shorter than expected first day. The hopes were to only have 4 hours or less for the second day because one of them had a couple critical meetings they had to call in for. As fate would have it, they had to settle for a remote airport in Mississippi, that was completely locked down when they arrived and hotel accommodations that weren't exactly as rosy as the Yelp review lead them to believe.

The next day, they were delayed by IFR weather, two 'meeting' stops and we were able to get in just as the KLEE controller was about to announce transition to CTAF. In the end, they made it, my plane is down here for the winter and we were still able to get to a restaurant to eat before they closed. Just goes to show that while a good plan is nice, the ability to deviate is what makes the trip memorable.

Sometimes the trips are a little bigger than most of us could ever dream of taking on, but there are a few daredevils out there that do it every day. For our February meeting, I was able to convince (technically I told him I'd buy him a couple beers the next time I come home) Kerry McCauley to speak for us. In case you haven't heard of him, he is an international ferry pilot, top selling author and was on the show 'Dangerous Flights' on the Discovery Channel for two seasons.

Check him out at <https://kerrymccauley.com/about.htm>

I wish I could have got him down here in person. He's one of the best speakers I've ever experienced. There will be an opportunity to purchase his books at a reduced cost and he will personally sign them. I'll let you know the details as we get closer to that date.

Mike Hage

Inspirational Quotes:

"I fly because it releases my mind from the tyranny of petty things."

Antoine de Saint-Exupery



SQUADRON 534 Youth Aviation Program updates!

I am pleased to report that the steering committee which includes our Ray Scholars, has made great progress refreshing the wonderful legacy of our youth group.

Unique Identification: New logo, shirts, hats and name badges with new colors. *(Shirts have arrived!)*

Recruiting: Focused on Lake County schools and existing youth organizations. *Recruiting & info fliers are printed with copies on 534 website*

Workshops: We all agree that aviation is a collection of disciplines for future aviators to absorb, including systems, assembly and building, tools and techniques. Youth will have planned presentations and hands-on workshops. in their own space.

Simulator: Formal flight planning and pilot instructor communications with headsets with potential for flying the flight-plans in a real plane.

Maria DeStafano one of our future SIM instructors getting the hang of it!



Food service: committed crew for preparation, cooking and clean-up headed up by David Hopkins.

Young Eagles: First-time YE will get priority front seat flying A non-flying plane will position in front for hangar for sample pre-flight demo for kids and parents! Our Youth group and members will engage visitors, kids and adults.

Ray Scholarships: Hoping to pick-up more qualified youth as we grow the Youth population back next cycle.

Admin: Need help with keeping Youth member's attendance and logbooks.

Funding: We have monies in our treasury previously donated for Youth group. This will be earmarked for activities and materials needed for the above.

A debt of gratitude to John Weber and all the volunteers who will turn these words and ideas into reality. A special thanks to our **Ray Scholars** who bring brilliant ideas to the table with the important insight of their youth and experience.

Marty Harris
Steering committee chairman



Young Eagles – Jan 21, 2023

Pilots at 8:30

Ray scholarship –

Congratulations are in order!
Chloe, our Ray Scholar Zoomer has passed her Instrument check ride!



Treasurer Report -

I hope everyone had a nice holiday. As we start a new year, chapter dues need to be sent in. We show 32 members have paid their 2023 dues. Last month we had topped out at 102 paid members in 2022. Three ways to pay your dues - pay with PayPal on our website under the membership link, pay in person at a Chapter meeting or at the hanger on Thursdays or Saturdays, or send a check in the mail made out to EAA Chapter 534 to my address below.

The chapter received a portion of the Ray Scholarship money for Nick Hopkins and that was sent to Right Rudder Aviation for Nick fly training.

The chapter is still looking for a new treasurer as my replacement, as Theresa and I are planning to put our house on the market sometime this month and move back to Michigan (Yes I know it is cold up there). If interested please let one of the officers know

\$20 to:

Greg Nilsen
2856 Apache Ct
The Villages, FL 32163

SAFETY

KLEE pattern conflict!

Keep your **head on a swivel**, even when communicating with Tower or Ground frequencies. Three incidents in as many weeks with two traffic conflicts on downwind with planes busting into pattern without confirming communication with tower!

Then one potential conflict when I was taxiing on Alpha with ground freq and other plane entering alpha in front of me on tower freq.

What is the **biggest problem in EAA**, and also in general aviation? Ask ten pilots, and you will likely get ten different answers. I will give you my take on this topic. I feel that the advancing ages of the participants in general aviation is our biggest problem. Just this year two of my friends, much respected and well-liked, hung up their wings. Judie has been an inspiration to the young ladies who have been flying in our Young Eagles program. Paul's Long-EZ brought a "WOW Factor" to our flying activities. I am certainly proud of them for the decisions they made before a potentially bad occurrence. For many years (35 plus), I have been one of the younger members of the chapter. As I approach birthday number 63, however, it has given me food for thought.

I have a habit (good or bad?) of acquiring airplanes and airplane projects. Currently, I have 3 projects for which I have future plans. Last week, however, I made the decision to give away my Pitts project to a young man I met, and who is working towards a career in aviation. Realistically, by the time I would be able to finish the Pitts, would I still have the skills and abilities to fly it without hurting myself, or potentially someone else? Unfortunately, there is also the aspect of being able to get insurance to fly this plane.

The statistics for completing a plans-built aircraft indicate that about one in ten planes will get built. Certainly, one of the contributing factors is the fact that by the time one has the discretionary funds and the time, just the amount of hours the construction takes will make it impossible to finish/fly the plane.

This was the case for **Lou Larsen and his Pietenpol project**. Even with the chapter's help, we were unable to finish the plane before Lou passed away. The time commitment for a plans-built plane can discourage even the most enthusiastic builder. (Lou's plane was ultimately sold to a buyer at Old Rhinebeck Aerodrome.)

The advent of the "quick-build" and complete kits have certainly increased the numbers of aircraft that are built, and flying. I still feel that you can ask any builder about how long it took to build, and I think most will say it took longer than they thought it would. The odds of completing a kit project go up from a plans-built, but some sources say only about 30% of kits get finished and receive their airworthiness certificate.

SOLUTIONS!?! I certainly don't have all the answers. I feel strongly that if we as homebuilders aren't going to finish a project, perhaps it should be given to an EAA Chapter for a chapter project build, Youth Program project build, or just find a YOUNG person that has the desire to build and fly and give them the project! Some donations could be taken as a tax write off as to a 501 C(3) organization. Sometimes, we might just have to say that we paid for the privilege of education and recreation? We have to get younger people involved in flying before we all pass our "expiration dates" of safe flying. This is something that is coming for all of us - sooner or later. When will our skill levels decline? When will our cognitive faculties decline? When will we not be able to get insurance, due to our age?

YOUR THOUGHTS!. John

Lou and his Pietenpol



Project Updates

Pietenpol - Ted

Greg attaching recently welded landing gear (TNX Weber)



Murphy Rebel - Mark

On hold while working on C150



SeaRey - Dale



New logo

Cessna 150 - Steve



150 work team includes Steve, Wayne and Mark. Great progress being made!



New Youth member Mason teaching Wayne a few tricks





Chapter 534 Young Eagles



Our next Young Eagle rally will be January 21, 2023

- We will continue with our great **sign-up team** led by our chairman Jodie Soule.
- We will have **“Name tag stickers”** for all who are without our 534 tags. All members “adult and youth” will now help host and engage our Eagles and their families showing them the planes we are working on as well as flight SIM and chatting about the Youth Program.
- Our existing youth members will be wearing the new **“Squadron 534” T-Shirts.**
- Judie Betz and others will walk families around an **exhibition plane in front of hangar,** demonstrating a traditional walk-around and safety checks. This should save time for YE pilots.
- Starting Sept all **first time YE get front seat** for first flight.

We look forward to a great new season and many new youth members!