



# THE TIMES

## CAP/EAA BLDG., LEESBURG, MUN. AIRPORT

8507 Airport Boulevard, Leesburg, Florida

MEETS- 9 A.M. EACH 4<sup>TH</sup> SATURDAY

President/Editor- Bill Schulz, 352.787.9526 [schulznotee@yahoo.com](mailto:schulznotee@yahoo.com)

Vice President- Mike Cannon 326.2906

Treasurer- Bill Howard 734.6347

Secretary- John Weber 787.5879

Telephone Chair- Charlie Schnitzlein

Membership Chair- Bill Conderman

Program Chair- Paul Adrien 483.4642

Flight Advisor- Paul Adrien 483.4642

Technical Counselor- Paul Adrien 483.4642

<http://groups.yahoo.com/group/EAA534/>

## NOVEMBER 2006

**OCTOBER** After a brief meeting, we broke into two groups with one going to the new LEE tower. The rest of us had a golden opportunity to engage in some good ol' jibber-jabber at the "occupied territory," the **Civil Air Patrol Lake Composite Squadron / Lake County Aviation Association / Experimental Aircraft Association Chapter 534 Building** about things aeronautical- or not- while the others are getting the "red carpet" treatment at the tower. Then we swapped locations. The Editor must have been deep in some really philosophical conversation because he missed the tower. Ah, well, see one tower and you've seen 'em all. (Betcha there's more traffic at Danbury [CT] Municipal! Leesburg *International*, indeed.)

**LOVE'S LANDING FLY-IN** Your editor had the good fortune to be at Love's Landing for another of the Washburn's fine and most hospitable fly-in chow-downs. Chapter VP Mike Cannon and member Harris Wiese were also there. The featured

aircraft were Van's RVs and the level of workmanship and sophistication of avionics and detailing- paint jobs and interiors- was truly something to behold.



The weather was astounding with an almost blindingly clear sky embellished with a garnish of small, puffy white fair weather "Q.." The only unfortunate aspect was an easterly wind which may have deterred some from flying in. The reality of the wind was not nearly as severe as WX forecasts had promised.



The day's highlight, as far as this observer is concerned, were the flyovers by a Consolidated-Vultee PBV "Catalina" and four North American trainers of the Harvard/SNJ/Texan type flying a fairly tight echelon formation on the "Cat" done up in the flat-black night bombing livery of the WWII "Black Cat" Squadron



of the Pacific theater. The first pass ran from south to north at about 1500' AGL. The second went west to east at about 1000' AGL. It was, however, the third pass which really got everyone's attention: North to south at about 25' AGL with both of the big 'boat's Pratts at full chat followed by a gentle pull-up and turn to the east as the courtesy show ended. 150 knots right on the deck with any plane is most impressive, but especially with a big ol' bird like the PBY. N287 is out of Miami.



**MINUTES- EXECUTIVE COMMITTEE MEETING** Your officers, present and ex officio, met to discuss the future of EAA Chapter 534. We discussed some really exciting upcoming meeting topics and the perennial "do we need someplace to hand our hats" thing. Probably the most immediate subject was how to contend with the current trend- not only among EAA chapters, but organizations of all sorts- of declining membership. Several ideas were bandied about including just living with it.

**NAT'L MUSEUM OF NAVAL AVIATION** The Editor and his wife recently meandered their way up to the coastal Panhandle and into Alabama, making stops at seafood eateries Maureen had researched. Seafood is health food, but the frying? Well, maybe it's a wash. The museum at NAS Pensacola is a "must see" even for a person like this writer who's not really all that much of a fan of military aircraft.

Only two criticisms cropped up. One, the outside exhibits are not "up-close-and-personal" visits which really is

understandable as they are located "within the fence" at the USN facility. However, somewhat offsetting the lack of "contact" that the editor experienced at the Warner-Robbins and Pima museums was the "trolley's" driver/guide, a former Navy fighter-driver with six 5-G carrier landings under his belt. He said he never looked forward to the next one as the stop from 125 knots in one hundred feet was absolutely brutal.

The other is that the inside exhibits could use a healthy dose of feather duster. The museum had been scheduled for an expansion until hurricane Ivan visited the Florida Gulf Coast and damaged many aircraft. The expanded building will be welcomed as the inside exhibits, in addition to being dusty, are jammed in cheek to jowl. But, where else can you see a "Yellow Peril," a



Coast Guard Grumman Mallard, a Coronado, Privateer, and one of my favorites, the Grumman Iron Works A-3 "Skywarrior" (below)? At 83,000 pounds max take-off weight, it is the heaviest plane ever to be carrier based. (My Army unit in Turkey had a detachment based in a YEA-3A) There was also a Lockheed-Martin C-130 which survived 25 carrier landings without the benefit of a tailhook.... they put the fans into "beta" prior to actual



touchdown! Go-arounds? I don't think so!

**NOVEMBER** This month we will have a surprise speaker with a presentation on an obscure aircraft design surrounded by intrigue, vindictiveness, and better than six decades of vengeance. An example of a good design killed by an innocent remark. Refreshments compliments of Don Mina.

**DECEMBER** We are trying to schedule a field trip to member Garry Paxton's for a look-see at his Cozy project. Tentatively either the 9th or 16th.

**Flying Tiger Airport 7th Annual Fly-In**  
**FREE**

Bar-B-Q featuring our signature Smoked Hog & much more!

Oysters

Candy Drop

Fun for the whole family!

Helicopter Displays and Demonstrations

**Saturday, December 2nd, 2006**

9AM - 3PM Worthington Springs, FL

**N29 56' W82 24' Freq. 122.9, FL54**

12 nm N GNV, turf 18/36 4000'

73.6 NM 336 deg. fr. LEE

**Contact: 352.538.7010, 352.339.6332**

**THIS IS YOUR CAPTAIN SPEAKING..." THE EDITOR ON**



**THIS 'N THAT...** When looking over the RVs at the Love's Landing fly-in, it is obvious that there are some truly fine and gifted mechanics building aircraft these days. It makes one wonder what percentage of each of these fine machines the owner/pilot had completed himself.

The Executive Committee realizes that there are many of you out there reading this who feel disenfranchised, disheartened, disgusted, or just plain "dis-something." We urge you to let us know what you like and what you don't. After all, this is YOUR chapter and your officers are here to try to please the greatest number of you. Drop me an email to give me a hint at your tastes. Remember, this is your group, help us all out and make yourself heard. Better yet, come on out to a meeting and buttonhole one of us with your concerns!

Finally, Maureen and I were visiting Fort Barrancas, located within the NAS grounds, when I heard definitely un-muffled military-type engines being spooled up. With the camera at the ready and zoomed to "max," I caught the following shot of a USAF B-1 departing NAS Pensacola. Impressive, indeed.

