



Chapter 534 - Mid-Florida

Next Chapter Meeting

August 31, 2019

9:00AM KLEE Admin Building

www.eaachapter534.org

AUG 2019

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VICE PRESIDENT:	John Weber	ransfly@aol.com
	<i>+ Youth activities</i>	
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President's Message

As the heat of the summer is upon us, we find many of our Chapter members traveling to cooler climates and attending the largest airshow in the world, Oshkosh.

Last month we were in a great search for new projects for our hangar and the Youth Group. Mission accomplished! Thanks to Arnold Holmes and family we now have a Cessna 152 project, our first certified airplane!

We also were very fortunate that Mark Banus has also donated a Murphy Rebel kit under construction



As fall approaches, we look forward to seeing more member around the hangar and meetings.



Joel

<p>CHAPTER ACTIVITIES</p> <p>08/31/19 - Monthly meeting – John Weber <i>OSH Youth report</i></p> <p>09/28/19 – Annual Fly-in breakfast</p> <p>10/19/19 – Young Eagles</p> <p>10/26/19 – Monthly meeting - Bob Lincoln (developer) discusses ADS-B update</p> <p>11/23/19 – YE Scout troop (tentative)</p>



Famous Quotes:

“Most aviation accidents are caused when someone does too much too soon, followed very quickly by - too little too late.”

— Steve Wilson, NTSB investigator

EAA Chapter 534 Meeting Minutes

No July meeting / no minutes”



Treasurer report: *Mark Morel 8/18/2019*

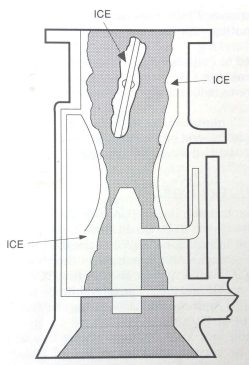
- Primary Shares - \$262.22
- Project - \$1,796.76
- Money Market - \$6,253.52
- Checking - \$5533.25

SAFETY COMMENT:



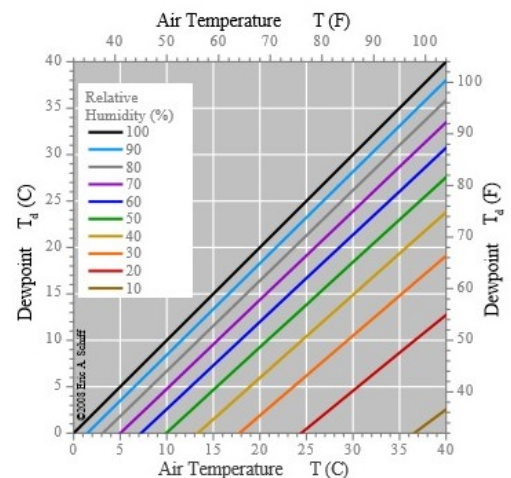
THE ICEMAN COMETH - **Carburetor Icing:** (source Aviation Safety)

For years we have heard about carb icing and the reduction of power that follows, when neglected. This is still a current event!



As you may know, atomized fuel and air mixture drawn at high velocity through the venturi of the carburetor creates a low pressure and super cooling of the metal carb body. Water vapor in the intake air can transform to ice on the throttle plate and metal body, restricting and possibly obstructing fuel to the engine.

Application of carb heat, blends heated air from the exhaust heat muff to the fuel mixture, which melts the ice. The ice may enter the engine and cause some interesting fluctuations in power. But once cleared up all is good again.



Our training teaches us that **carb icing** may occur when the following conditions prevail:

- *Temperature between 20-80° F with matching dew points or high relative humidity. It can even form at higher temperatures depending on aircraft type and water vapor content.*

Certain aircraft with a reported propensity for ice, may include: (* Continental engines)

C-150*, C-170*, C-172*, C-180*, C182*, GA AA-1, PA12, PA18, PA23, PA28-151, PA28-160

When to use Carb Heat:

1. When reducing RPM's for landing (Usually at downwind)
2. Every now and then when at cruise power on humid days or when dew point matches temperature
3. During pre-flight run-up (don't just pull and push! Keep on for a few minutes to ensure you haven't developed carb ice while taxiing)
4. Anytime you seem to be losing RPM when flying steady state

CLASSIFIED



- **Must be aviation related**
- Photo helpful
- Brief description
- Price
- Contact name/number/email
- Send to harpaq@hotmail.com

Note from Newsletter Editor:

There has been some interest in my posting Classifieds in the newsletter and I am happy to do so with the following guidelines:



T-Hangar available @ FreeFlight 2FA6

Nice enclosed T-Hangar for rent
Includes electricity, water, 3 electric outlets, lights, ceiling fan, personnel door, daylight panels - best slot on the runway

Rental price - \$450/month includes electricity and water

contact:

Frank B. Arenas

P.O. Box 600

Coleman, FL 33521-0600

freeflight@cfl.rr.com (352) 748-6629

Get info to me by the second weekend of the month to ensure posting and always let me know when sold.

FLY-OUT ACTIVITIES & places to eat

(Always call to be sure of event or to make reservations)

Reoccurring Events:

1st Sat – Albert Whitted Airport (SPG), St Petersburg. Airport Preservation Society fly-in pancake breakfast. 727-822-1532 or awaps.org.

2nd Sat – Space Coast Regional Airport (TIX), Titusville. Valiant Air Command Warbird Museum ramp. Pancake breakfast with omelet station, 8-11 a.m. RSVP at least 2 days prior with number in party. \$8 free museum admission for fly-in pilots and passengers. 321-268-1941 or vacwarbirds@bellsouth.net.

2nd Sat - Sebring, FL – EAA 1240 Pancake breakfast (863) 273-0522 or jhr@strato.net

3rd Sat - Valkaria Airport (X59). EAA and airport association-sponsored breakfast. 8 -11 a.m. \$5. Steve Borowski: 321-952-4590 or steve.borowski@brevardcounty.us.

3rd Sat – Flying W Air Ranch (9FL1), Bushnell. 8-11 a.m. EAA Chapter 1489 pancake breakfast. Steve Bensing: 352-235-9598 or foolzinfo@flyingfoolz.org.

3rd Sat – Live Oak Airport (24J). Regular 2nd Saturday fly-in breakfast. 8:30 a.m.

Fly-out Restaurants:

Ocala **OCF** – Tail Winds Café (352) 873-3211

Bartow **BOW** – **Re-opened** **NEW**

Cedar Key **CDK** – call cab on 122.9 (Judy) many choices for dining

Crystal River **CGC** – Olive Tree Restaurant (352) 563-0075

Everglades **X01** – Triad Seafood, great stone crabs (239) 695-0722

Deland **DED** – Airport Restaurant and Gin Mill (386) 734-0722

Flagler **XFL** – Highjackers (386) 586-6078 (lunch and dinner)

New Smyrna Beach **EVB** – Airgate Café (386) 478-0601

Ormond Beach **OMN** – River Bend Golf Club (386) 675-0893

St. Augustine **SGJ** – Call FBO (800) 840-1995 -buy gas get courtesy car

Williston **X60** – Pyper Cub Restaurant (352) 528-0376

Winter Haven **GIF** – **Great food**

Tampa North **X39** – Happy Hangar Café (813) 973-3703

<http://www.funplacestofly.com/Fun-Places-To-Fly-In-Florida>

SAFETY NOTE

Carb Ice

When we picked up our new/old C172 near JAX, had a quick check ride with a young Cirrus CFI who leapt from one plane to another.

During my (2) stop and go's, with force of habit, I put the carb heat on when I reduced power on downwind, he says *"You don't need carb heat it's 75°!"*

I of course ignored him. This is a common misconception and could be very problematic. It was a very humid day as well.

(I assume Cirrus is fuel injected?)

Fly Safely