

SEP 2020



Next Chapter Meeting
Sept 26th 9:00 AM Zoom

VMC see below

www.eaachapter534.org

| | | |
|------------------------|---------------------------|--|
| PRESIDENT: | Joel Hargis | jhargis@parksite.com |
| VICE PRESIDENT: | John Weber | ransfly@aol.com |
| | <i>+ Youth activities</i> | |
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| | <i>+ Young Eagles</i> | |
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| | <i>Ray Scholarships</i> | |
| | Gretchen Crecelius | gcrecelius@cfl.rr.com |



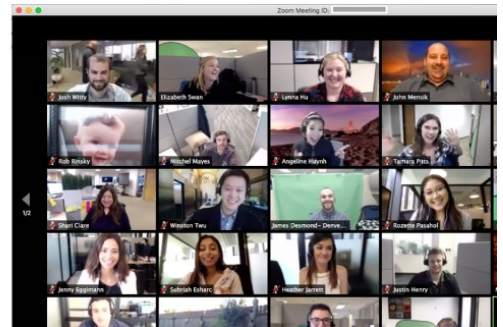
President's Message

September is here and we all await some cooler weather and the return of many of our members from cooler climates. Though we still have not had a face to face meeting since the beginning of this pandemic, I hope to do that soon. If not this month maybe in October. I am also going to poll Pilots and Volunteers to see if in October we can fly some Young Eagles. I know I am anxious to get some kids in the air!

We also have a new plane in the hangar which should fast track to a flying club. I will leave that story to other members closer to this project. I am glad to see many members back in the hangar working on projects and helping out. We have a great chapter and I am proud of how we have held together through these trying times.

Joel

VMC WORKSHOP: We will have our VMC ZOOM workshop
Thursday Evening, 7:30, September 17th



Flying Quote:

“Learn from the mistakes from others as you won’t live long enough to make all of them yourself!”
unknown

CHAPTER ACTIVITIES

Due to Corona Virus, all Youth Meetings are cancelled

- 09/17/2020 – VMC meeting on ZOOM 7:30 PM
- 09/26/2020 - Monthly meeting ZOOM at 9:00 AM
- September Young Eagles – Cancelled



Welcome — Meeting was called to order by VP John Weber. Mark Banus stated he needs help w/ loading a project to its buyer on Saturday, September 12th. A message will be sent out w/ details.

Treasurer report – Mark Banus reported that our various accounts have a nice positive ring. He noted that our income/expenses were related to donations and payments for Youth members flying activities. A MMAS accepted the report.

C-150 report – John Weber noted that Steve Tilford was still working on getting confirmation on cylinders, main bearing and other parts from Don George in Orlando. The cylinder purchase will be significant but has been factored into the planning.

Gretchen Crecelius - youth ground school – not sure of the future as school has started. They worked on the tail feathers of the Air Camper.

William McCarthy report – on Monday (8/31) he will take his checkride at Sunair starting at 12:30 PM. He passed his written and worked on weak points w/ his instructor.

Related: Gretchen Crecelius was in touch w/ David Leiting @ EAA regarding a headset for William. Hopefully, William will be eligible to get a NEW Lightspeed Zulu 3 for passing his written and having completed his solo. David is changing jobs at EAA. He told Gretchen that the number of Ray Scholarship pilots was approaching the 100 mark.

Hangar activities – SeaRey work – Wayne noted that the starter was not working, and flap motor was not working. Mark Banus has continued work on the Rebel. Flaps and ailerons are coming together. Wayne noted that 4 people will need to assist the mounting of the wing skins over the fuel tank area to avoid having Proseal everywhere in the hangar and wing.

Youth program - still on hold

Outstanding old business – John Weber stated he was happy w/ VMC meetings and would appreciate any input on how to improve them. Marty Harris noted that the plan to get more of our members in the air had a fair number of pilots offering seats, but few potential passengers. When things get back to “normal” we’ll try to come up w/ a plan for Thursday flyouts.

New business – John Weber reported that two potential new members – Ed & Jennifer Croughwell – may join. Marty Harris referred to possible parts from another C-150 that were possibly available from Flying Colors (John Francis). John Weber noted we need cables for the C-150 and Jim Goodspeed stated that there is a company they use that makes cables. John Weber tried to get speakers for this meeting w/ no success. One was willing, however, to set up a visit to his hangar when things get back to “normal” to view/discuss his project.

Ted – Paul Griffin a/c for sale – Aeronca and PA-28 (These are in Maine, however).

Chapter video – EAA’s Charlie Becker – discussed reopening of the museum, new Ray Foundation challenge grant, upcoming webinars, and the TIG welder contest (we’re entered in the contest); 2nd video was about unusual early aircraft variations/attempts.

Meeting ended at 9:56

Submitted by Stan Carpenter

Chapter Highlights:

Ray Scholars: Congratulations as William McCarthy passed his FAA Check ride. We now have two Ray's Scholars and counting



Squadron 534 Aeronautics Flying Club: Stan Carpenter has stepped up to help create the flying club as he seems to have good experience in these matters. **We are looking for interested pilots and support members** to get a sense of how grand this will be. Continue to let Stan or John Weber know of your interests. Stan is working on potential start-up fees, annual fees and hourly rates. Stan hopes to have this in a rough draft in the next few weeks.



The flying club will need four officers and at least three directors. Officers may serve as directors. Per EAA they can be Chapter Officers but cannot hold the same positions. (Stan is willing to serve as an officer/director.)

Thanks to John Weber and Wayne Broadfield who appear to have solved the "hot mag" issue on Thursday. Found out Saturday that the engine does indeed have a "slipper clutch". This is a good thing to have. Found what may have been the issue with the radio and Jim Goodspeed is planning on bringing home the appropriate snap ring pliers to fix that for us.

The 701 was tried on for size by our 2 Ray Aviation Scholars (both Mateo and William came out to help load up the Rebel Kit with Mark). 2 of our lady pilots-Gretchen Crecelius and Maria Distefano made themselves at home as well.



Loading Mark's plane: Thank you to all the members that showed up to help Mark Banus load his Rebel kit with the new owner from Maine. I think we had 13 members show including Mateo, who we haven't seen in a while and potential new member Craig Timm. I think we got the job done in about 45 minutes. John & Mark



Covid Masks: Jodie Soule had about 40 of these clever masks made for the chapter-her treat!. They are in the hangar office for the taking if you would like one.

Prime Rib Christmas dinner party: Sadly, due to the many dangers of the Corona Virus, Paul and Barbara Adrien feel that it would be impossible to socially distance in their home, so they are reluctantly canceling the December 5 Chapter Holiday Party. *"We're sorry to abandon this happy tradition after so many years, but our members' health & safety come first" says Paul.*



Safety comments from the Editor: STALL-SPIN AGAIN!

I learned to fly near where this accident occurred in upstate VT. Yankees can be a stubborn bunch and do not like coaching. Obviously, this pilot was lucky for many years, **till he wasn't.**



NTSB: The private pilot was landing his PA22-150 at his home airport at the conclusion of a local flight. The airplane was last seen flying normally on the left downwind leg of the airport traffic pattern, and the wreckage was subsequently discovered in a location consistent with a turn from the downwind to base leg of the traffic pattern. The airplane and engine sustained extensive impact damage and postimpact fire damage; however, examination revealed no discrepancies that would have precluded normal operation. A friend of the pilot, who flew with him often, said that the pilot tended to turn from the downwind leg onto the base leg of the traffic pattern "quite steep" (about 40° bank) and slow (62-63 knots). The friend said that he shared his concerns about stalling with the pilot, but the pilot did not share the same concern. The airplane was not equipped with a stall warning horn or angle of attack indicator.

Given the amount of fuel onboard and the duration of the flight, it is unlikely that the airplane ran out of fuel. Although there were no witnesses to the accident, given the location of the accident site, lack of preimpact mechanical anomalies, and the pilot's reported habit of conducting traffic pattern turns at a slow speed in a steep bank, it is likely that the pilot exceeded the airplane's critical angle of attack while maneuvering for landing, which resulted in an aerodynamic stall and subsequent impact with terrain.

Probable Cause: The pilot's exceedance of the airplane's critical angle of attack while maneuvering for landing, which resulted in an aerodynamic stall.

A shame really, how many of us have flown past the centerline turning to final and just added a little bottom rudder to redirect the plane, then add some opposite aileron to retard the bank? Hopefully not you! If you are low and slow this pilot-induced situation can get you inverted really fast. (GO AROUND)



CLASSIFIED Ads: None at this time

AME list for 1st thru 3rd Class FAA physicals

| | | | | | | |
|---------------------|---|----------|---------------|----|-------|--------------|
| Stacy J. Berckes | 111 WATERMAN AVENUE | LAKE | MOUNT DORA | FL | 32757 | 352 735-3313 |
| Bruce M. Weaver | 3631 WEST BURLEIGH BLVD., US HIGHWAY 441 | LAKE | TAVARES | FL | 32778 | 352 742-0025 |
| John Hocutt | 280 FARNER PLACE | SUMTER | THE VILLAGES | FL | 32162 | 302 475-7800 |
| Carlos Rodriguez | 2230 SW 19TH AVENUE RD | MARION | OCALA | FL | 34474 | 352 237-4133 |
| Thomas Chambers | 1150 Spinner Lane | Seminole | Sanford | FL | 32773 | 407 585-3756 |
| Anita Gupta | 3300 W. LAKE MARY BLVD. , SUITE 220 | SEMINOLE | LAKE MARY | FL | 32746 | 407 321-7111 |
| Scott J. Redrick | 582 SE 7TH AVE | CITRUS | CRYSTAL RIVER | FL | 34429 | 352 564-8245 |
| Thomas J. Gallagher | 4701 NE 40th Terr | Alachua | GAINESVILLE | FL | 32609 | 352 494-5336 |

FLY-OUT ACTIVITIES & places to eat

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

Fly-out Restaurants: ALWAYS CALL FIRST

- Ocala **OCF** – New restaurant to open in new terminal
- Bartow **BOW** – Re-opened (strange breakfast buffet \$\$)
- 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** – FBO (800) 840-1995 -buy gas get courtesy car
- Williston **X60** – Pypor 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

Review your POH for the correct approach and stall speeds especially in various bank angles

| =Power Off= | | STALLING SPEEDS | | | | MPH = CAS |
|---------------------------|--|------------------------|-----|-----|-----|-----------|
| | | ANGLE OF BANK | | | | |
| | | 0° | 20° | 40° | 60° | |
| Gross Weight 1600 lbs. | | | | | | |
| CONDITION | | | | | | |
| Flaps UP | | 55 | 57 | 63 | 78 | |
| Flaps 20° | | 49 | 51 | 56 | 70 | |
| Flaps 40° | | 48 | 49 | 54 | 67 | |

→

Look at the dangerous shift in stall speeds as the bank angle increases

Fly Safely