



Next Chapter Meeting
Apr 24th, 2021
VMC see below

APR 2021

PRESIDENT:	Steve Tilford	skyguy@stc-inc.net
VICE PRESIDENT:	John Weber	ransfly@aol.com
	<i>+ Youth activities + VMC ZOOM (Visual Meteorological Conditions)</i>	
SECRETARY:	Joan Luebbers	joanluebbers@gmail.com
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	<i>+ PR</i>	Ted Luebbers
	<i>+ Activities</i>	Paul Adrien
	<i>+ Young Eagles</i>	Jodie Soule
	<i>+ Newsletter</i>	Marty Harris
		Dale Cornelius
	<i>+ PR-city affairs</i>	Joel Hargis
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	<i>Ray Scholarships</i>	Gretchen Crecelius
		gcrecelius@cfl.rr.com

President's Message

Another month and ZOOOM! Not the meeting kind, the date kind! As we approach summer the months are moving faster. Or maybe it just seems that way? We've had a busy month so far with our hangar projects moving ahead, Emily Lininger starting flight training for her Ray Scholarship soon, couple of flat tires on the chapter flatbed, re-opening of runways 13/31 at the end of the month and our new simulator getting a workout from Squadron 534 youth and adults. With the increasing activity and better weather on the way, the board has put together a tentative schedule for re-opening that will allow us to head back towards more normal activities. Please take a look at these dates and let us know what you think. All of them are subject to change at this point due to fluctuations in the number of Covid infections rising again in a number of States, including Florida, so we will still have to take steps with masking, distancing and sanitizing to open. If the numbers come down and we get more confident that we can make these dates work. If the numbers continue to climb, then we'll have to re-think the dates and adjust accordingly. I cannot stress how important it is as a chapter for us to remain vigilant and protect each other as we pursue our work, and how proud I am of everyone being able to work together safely so far. Please keep up the good work.

Tailwinds
 Steve

VMC WORKSHOP: We will have our VMC ZOOM workshop Thursday Evening, 7:30, APRIL 22nd
 Contact John Weber to get invited and receive WINGS credits with FAA

Flying Quote:

"If you push the stick forward, the houses get bigger. If you pull the stick back, they get smaller. That is, unless you keep pulling the stick all the way back, then they get bigger again."

Flight instructors teaching about using power to climb not elevator



EAA Chapter 534 Minutes, no March meeting! Joan D. Luebbers, secretary

CHAPTER ACTIVITIES

Due to Corona Virus, some programs may be altered or cancelled*

- VMC meeting – 04/22/2021 @ 7:30 PM ZOOM
- Membership meeting – 04/24/2021
- *Squadron 534 – 05/01/2021 start-up (youth program)
- Tavares Seaplane splash-in breakfast, NOW– 05/02/2021 (was rescheduled from April)
- BOD meeting – 05/ /2021 @ 7:30 ZOOM
- *Young Eagles – 05/? Limited to one Eagle per plane
- Membership Meeting – 05/22/2021 @ 9:00 AM, ZOOM and in person
- * Mid-May pancake breakfast – TBD
- *International YE day – 06/13/2021

Notes:

1. **2021 dues are due** - \$20 make check out to EAA Chapter 534
Mail to: Greg Nilsen, 2856 Apache Ct, The Villages FL 32163

2. EAA Chapter 534 Awards \$ 10,000 Ray Aviation Scholarship

By
Ted Luebbers

The Experimental Aircraft Association Chapter 534 on April 8, 2021 announced that EAA National has selected this chapter to award a \$ 10,000 Ray Aviation Scholarship for the third consecutive year.

EAA Chapter 534 is located at the Leesburg International Airport in Leesburg, Florida.

The Chapter’s board of directors had named one of their Squadron 534 aviation youth members, Emily Lininger of Fruitland Park, FL, to be the scholarship recipient.

Emily took her first flight as a Young Eagle way back when she was 12 years old and after that she knew she wanted to fly. These flights are given at local EAA chapters to acquaint young people, eight to eighteen years old, with the wonders of flying. Since that time, she has taken advantage of every Young Eagle flight event the chapter had.

She joined the aviation youth program about four years ago and has been actively involved in learning to repair and build aircraft working alongside her chapter mentors.

Now at age 17 she will be using the scholarship to help pay for the dual flight instruction she needs to become a licensed Private Pilot, her first step in realizing her dream of becoming a missionary pilot.

The Ray Aviation Scholarships are administered by the National EAA organization in Oshkosh, Wisconsin. The Ray Family Foundation provides \$1 million dollars annually for 100 young people to finance dual flight instruction. The scholarships are awarded through qualifying EAA chapters at local airports across the country.

EAA Chapter 534 has awarded two previous Ray Scholarships to deserving young people who were active in their youth program and they are licensed Private Pilots today.

Emily has had the support of her parents Marty and Jeanine as well as the many adult chapter members that have been teaching her the intricacies of aircraft construction.

Getting her Private Pilot’s License is just the first step in her quest to become a missionary pilot. She will continue on to acquire a Commercial License, Instrument rating and an Airframe and Power Plant mechanic license. This young lady has a goal, and she has the personal drive to realize her dream.

EAA Chapter 534 interrupted a Saturday work session in the hangar In March to announce the fact that Emily was selected by the chapter for the scholarship. Her family attended the affair along with many of the chapter adult and youth members.

Since that time Emily, her mentors and other chapter members have been anxiously waiting the official announcement from National EAA. On this day, the word was passed to the chapter president, Steve Tilford, that Emily had won a Ray Scholarship.

This chapter is proud of the fact that the Ray Scholarship program and National EAA has honored them and three of their deserving Squadron 534 aviation youth members.



3. **Texas Museum new RV12 Raffle** - Tickets \$100
 Proceeds benefit our ongoing "Kids in Aviation" scholarships
 We will draw the winning ticket when all 2500 tickets are sold,
 or on 10/1/2021. We will be marketing the ticket sales
 aggressively, and its our hope to announce a winner by early
 spring 2021.

www.wherelddogsfly.org <https://rafflecreator.com/pages/41866/vans-rv-12>
 Jim Baker. President, Texas Barnstorming Museum (361)772-6434



4. **Aircamper** - Fuselage repositioned to allow wing building to start soon.
 John has finished most of the landing gear welding.



From the Cheap Seats!

John H. Weber

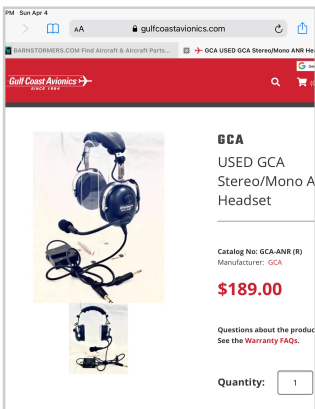
Once again, I am trying to find ways to save money and support my flying habit. One thing that I will NOT do is fly without using an active noise canceling headset. I will admit that I am spoiled, in that I really enjoy using my Lightspeed Zulu 3 headsets. I use them in the Rans that I have. I had the opportunity to purchase 2 Bose A10 headsets from one of our former members, and I use them as my "instruction" headsets. I keep one in the Kitfox and one in my truck.

A good headset can make a flight much more enjoyable, comfortable and safer. It will allow you to hear the radio calls better without all the background noise.



I recently stumbled upon this ad from Gulf Coast Avionics, whom I have dealt with in the past, and have been satisfied with the results. I went ahead and purchased one of the refurbished "pre-owned" headsets, and have been flying with it in the Kitfox. With the 2-stroke engine, I feel that the noise reduction is about the equivalent of the Bose A10. It is far more comfortable than one of the old Dave Clarks, but not as comfortable as my Zulus. If you are not flying for hours, or are looking for an inexpensive headset for passengers, I feel that this is a definite consideration. It uses two AA batteries, and I have about three hours of use on it at this time. I will continue to be used in the Kitfox.

Feel free to contact me with any questions! **John**



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

SAFETY CORNER:

Busting through an ILS approach

As a strictly lifelong VFR Pilot, I never concerned myself about ILS or Instrument landing systems much less a GPS Approach offered to today's pilots. So picture these two scenarios. Yours truly flew from Chicagoland to NH to visit relatives. So many nieces and nephews wanted a ride in my 79 Bellanca Citabria. So I decided that rather than flying many circuits in Manchester with tower and airlines, I would fly out of Concord a nice small town airport without tower. After flying several of the kids, I have my sister to go. Now remember I have been announcing all these flights and positions in the pattern every time. So on this flight with my sister, as I announce my downwind for "36" and I hear a pilot on same frequency announce 5 mile ILS, Hmm doesn't say where or what runway, I keep going. As I turn and announce base for 36 he announces 3 mile final on ILS.. I announce and turn to final he announces a go around so I land as planned..

Well as it turns out the ILS was on "36". So lots of blame to go around here. While the sectional image for Concord does not show ILS, I'm sure it says so in the margins. Clearly when I heard the call on down-wind I should have asked him what airport and what runway. He probably assumed that local traffic would know about the ILS...

So fast forward to Ocala who has an ILS approach for 36 as well!

If you depart runway 5 from Marion County Airport direct to Woods and Lakes you will fly just outside the 5 mile airport boundary and intersect the ILS approach glideslope at about 1700 feet. Hmm... I always listen to Ocala Tower when flying in the vicinity and several times had to stay clear of ILS traffic.

This is crucial for towered airports without radar separation, including **KLEE!**

