



AUGUST 2021



Next Chapter Meeting
ZOOM Aug 28, 9:00 AM

VMC ZOOM – AUG 26th, 7:30 PM

PRESIDENT:	Steve Tilford	skyguy@stc-inc.net
VICE PRESIDENT:	John Weber	ransfly@aol.com
	+ Youth activities + VMC ZOOM (Visual Meteorological Conditions)	
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	+ PR	Ted Luebbers
	+ Activities	Paul Adrien
	+ Young Eagles	Jodie Soule
	+ Newsletter	Marty Harris
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President's Message

I could dress this message up but I'm not going to. You're all adults and can figure this out on your own. I do recommend you go to this link: http://ww11.doh.state.fl.us/comm/_partners/covid19_report_archive/covid19-data/covid19_data_latest.pdf

What you will find is the latest data from the Florida Covid site. The news is better in only one way, that fewer people are dying (but still dying unnecessarily) of Covid than during the last surge, but very bad in that the Delta variant is many times more infectious and Florida has about 20% of the new and breakthrough cases. Also bad: the age of those being infected is now decreasing sharply and impacting younger and younger people.

The worst? Only 60% of Floridians are vaccinated and anyone of any age can be infected and not know it.

The following story was told to me and I'll vouch for it being recent and truthful. I've edited it so no one is identified:

"I am learning how quickly life can change. I recently talked with friends about their experiences with the virus. A couple I know are hospitalized with Covid. One was fully vaccinated and the husband only had his first shot. The wife is doing much better than her husband. In another family I know, all four in the same family came down with breakthrough cases, all having been vaccinated last Feb. The 3 year old in the family brought it home from his daycare last month. It was traced to another child in the class from an unvaccinated household. Most of the kids and some of the other parents are sick. A few are in the hospital. Thankfully, the 3 year old is ok."

I'm going to recommend to the membership that we all continue to mask up when we gather indoors, distance as best we can, wash hands, sanitize as we have before, and get any of the three vaccines available when we can. I can't force anyone to do these things, but will rely on our members to be thinking, caring individuals that recognize what we're being asked to do is a way to help stop the virus spread and be considerate of others while we all protect each other and our children. If we don't learn how to do this, I believe we'll be facing another awful winter when the north goes indoors due to colder weather and more loved ones are lost.

Please note the calendar is being revised again due to Covid, and that our meeting on 8/28 will be via Zoom only again. Young Eagle flying will be delayed another month to see what happens with infections also. Sorry to do this again but the absolute worst-case scenario I can think of is having YE's get ill or making members ill due to spreading of the virus. There is nothing so important for us to do that justifies the risk of any member's or visitor's health. When numbers start getting better, we'll start opening-up more again.

Be courteous, be safe,

Steve

CHAPTER ACTIVITIES

- 8/26 VMC, 7:30 Zoom
- 8/28 Chapter Mtg, 9:00 AM ZOOM only
- 9/21 Chapter Mtg, 9:00 AM ZOOM only
- 10/16 **YE Flights (hopefully)**
- 12/11 Potential Chapter **Christmas party**/meal Admn Building
- 1/8/22 Mooney Lunch
- 1/22/22 Villages Aviation Club Lunch

Flying Quote:

"I'll spread my wings and I'll learn how to fly. I'll do what it takes till I touch the sky"

Kelly Clarkson

EAA Chapter 534 General Membership Meeting Minutes, JULY



NO MEETING

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. John Weber tells us about an easy way to help the chapter today. Any of us that shop through Amazon can help the chapter financially a little. Go to **smile.amazon.com** and search for **Mid Florida Chapter 534** Experimental Aircraft Association. Add this and shop through **smile.amazon.com** and the chapter will receive 0.5% of your purchase.
3. Chloe K has soloed! what a great milestone
4. **Flying Club** Stan says the Flying Club(Squadron Aeronautics) is now looking for commitments (call John or Frank)



John Weber ransfly@aol.com 352-406-9726 **Frank McCutcheon**
chiefnhang@yahoo.com 603-661-7035



Ho Ho Ho! to all Chapter 534 Members,

It's not Christmas in July, but it's time for thinking ahead a bit to the holidays and whether, or not, the Chapter will have a

Christmas party. The Chapter has reserved the airport admin building for Saturday, December 11th and needs to hear back from those of you that would like to get together. We're just in the beginning of planning but need to have an idea about how many people might attend.

Tickets would be in the \$20-\$25/person range and a seated dinner would be catered. Bring your own wine (no liquor please). Sodas, coffee and water would be provided. A \$5-\$10 max gift exchange is a possibility. Minimal Chapter business and a social evening. Estimate starting at 5 pm. As usual gentlemen, casual with long pants and collared shirts please. Ladies, as much dress up as you care to do.

So the question for all of you is: **'Do you want to have a Christmas party?'**

We'd like to get your responses by the end of this month, so we can continue planning.

Please send your 'yes', along with any suggestions back to John.

The Sound of Silence from the “Safety Seat”

John H. Weber, CFI-LS

Very few times in a pilot’s life can match the terror of when your engine quits. One of our members, Malcolm Morrison, was flying his Titan Tornado to Airventure this year and had a catastrophic engine failure along the way. Thankfully, he and the airplane are OK, after he made an emergency landing. This happens more frequently than we, as pilots, would like to admit. Just peruse the NTSB preliminary reports in the periodical, “Aviation Safety”. There are engine failures listed in EVERY monthly issue.

The most critical of these times is in the take off phase of flight. There are more fatal stall/spin accidents here than in any other area of flight. The base-to-final turn gets more lip service, but it is number two.

I am probably more sensitive to engine failures than most, after having had two in my flying years. One was a manufacturing defect, and the other was a maintenance issue that I had not heard about. To this day, I will not fly over water unless absolutely necessary. I will ask the tower for a 360 on downwind if the pattern is getting too wide/long and going far out over the lakes.



The study courses from Gleim (from which I borrow heavily) have the best engine failure “check-list” that I have come across. All you have to do is remember your “ABCs”.

- A. **Airspeed-** Quickly go to your best glide speed. If in cruise flight-pull up and you may get an additional couple hundred feet of altitude. If on take-off, forcibly get the nose down to get to your glide speed. With a high angle of attack, it is shocking how fast you lose speed. If you have time, **TRIM** to your airspeed.
- B. **Best Place-** Find the best place to put your plane and figure how you are going to reach it.
- C. **Check-List-** If you have just done something-UNDO it. Keep it simple-engines need 3 things-**Fuel, air, and spark**. Check your **fuel selector**, possibly switch tanks, use an auxiliary fuel pump. **Air-** use an alternate air if you have it. If you are just losing power, try your carb heat. **Spark-** try each mag separately if you have the time. Look at your aircraft’s emergency checklist and see how you might simplify it or memorize it. *KEEP IT SIMPLE.*
- D. **Declare an emergency-** If you have time, declare an emergency to ATC. If you are enroute, talk to your controlling agency. Use 121.5 if you have time and able to switch frequencies. Remember, they can possibly head you to an airport if you have enough altitude or can send help after you are down.
- E. **Exit the plane-** Plan your exit. You might want to wedge a door open with a shoe or something. Consider carrying a canopy breaker if you have a low-wing with a tip-up or sliding canopy. (One of our other members got trapped in his RV until help arrived.)
- F. **Fire-** Shut the fuel selector off and get away from the plane due to the potential of fire.

Please feel free to contact me with any questions, comments or concerns.

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