

DEC 2021



PRESIDENT:	Steve Tilford	skyguy@stc-inc.net
VICE PRESIDENT:	John Weber	ransfly@aol.com
	+ Youth activities + VMC ZOOM (Visual Meteorological Conditions)	
SECRETARY:	Joan Luebbers	joanluebbers@gmail.com
TREASURER:	Greg Nilsen	teg1mi@yahoo.com
DIRECTORS:	Jim Goodspeed	jimgoodspeed@gmail.com
	+ PR - News	floxin64@gmail.com
	+ Young Eagles	ezalpha@aol.com
	+ Newsletter	j.soule@ix.netcom.com
		harpaq@hotmail.com
		jdcorneilus@live.com
	+ PR-city affairs	jhargis@parksite.com
	Mark Banus	mbanus@hotmail.com
WEBSITE:	Laura Vaughn	lvj3660@hotmail.com
MEMBERSHIP	Marc Morel	marcmorel@embarqmail.com
	Ray Scholarships	gcrecelius@cfl.rr.com
	Gretchen Crecelius	

President's Message

As we gather for Christmas this year, be sure to let others who are important to you know that you value them. Not just for the holidays but all year long for their love, support and respect. Be kind, be grateful and enjoy each other's company. I'd like to wish all our Chapter 534, Squadron 534 and Squadron Aeronautics members and participants a safe and Merry Christmas and New Year's holiday.

Blue skies and tailwinds,

Steve

Tailwinds,

Steve



CHAPTER ACTIVITIES

- 01/08/22 - Mooney Lunch - EAA Hangar
- 01/15/22 - YE Flight Day Yay!
- 01/22/22 - The Villages Aviation Club Lunch - EAA Hangar
- 01/29/22 - Chapter meeting - Admin Bldg



Call to Order: Steve Tilford called the meeting to order at 9 a.m. on ZOOM

Attendance: John Weber, Chloe, Marty Harris, Steve Tilford, Wayne Broadfield, Gretchen Crecelius, Linda Guthrie, Maria Distefano, Paul Adrien, Ted Luebbers, Andre, Bob Lincoln, David Hopkins, Greg Nilsen, Frank McCutcheon, Greg Sedbrook, John Tate, Marc Morel, Stan Carpenter.

Treasury: Greg Nilsen gave the report to date and announced that 40 members have already paid dues for 2022. Members who have paid for the Christmas Party are 19.

Minutes: The minutes for the October membership meeting were approved as submitted. M/S/P.

Projects:

- Zenith 701—This project is complete.
- SeaRey—Progress is being made.
- Pietenpol—Close to finishing the left wing.
- 150—No progress
- Rebel—Some progress
- Carroll Drake—The Arrow V engine for his kit plane is finished and the flaperons should be completed in a couple of weeks.

Young Eagles: A YE event is planned for Jan. 15, 2022. A list of 90 kids have indicated an interest in a Young Eagles flight. More pilots are needed.

Ray Scholarship: On Dec. 2, EAA National will have a webinar on the Ray Scholarship and Gretchen will participate. There is \$750 in Chloe's account.

Chloe: She is now working toward her cross-country flight and her instructor is preparing her for that flight which will be to Gainesville. Her solo cross country will probably be on Dec. 10. Following that she will have her check ride.

Flying Club & 701: Stan Carpenter has been unable to find any insurance company that is willing to write a policy for the 701 in a flying club. Therefore, the Chapter will sell the 701 and concentrate on the 150 which will be completed ASAP and donated to the club.

Programs: Paul Adrien announced that Christine Sealing will be the speaker for the Jan. 29, 2022 meeting. She is with NASA and completed an RV 9. The meeting will be in the administration building.

Lunch Events: The annual Mooney lunch will be Jan. 8, 2022, and the Villages Aviation Club lunch will be on Jan. 22, 2022. Both lunches will be in the Chapter hangar.

New Business: Steve Tilford is looking into ways to bring more funds into the Chapter. He also suggested that we sell excess materials from the hangar to get income for projects now underway.

- New Lights: Steve pointed out that the hangar now has new LED lights thanks to Tracey Dean.
- Compressor: The newly donated compressor is now fully wired according to code and is operating.
- Mike Smollen: Mike is donating PVC pipe to the Chapter.
- Marty: The inspection covers are now being field tested by pilots including Patty Wagstaff.
- John Weber: He recently visited Jack Hallett in a convalescent home and reported that Jack was doing better.

January 2022 Calendar:

- 1/8 Mooney Lunch
- 1/15 Young Eagles
- 1/22 Villages Flying Club Lunch
- 1/29 General Membership Meeting (in person)

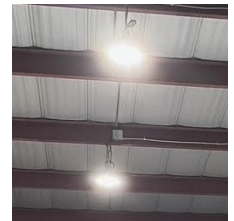
Adjournment: The meeting was adjourned at 10:03 a.m.

Minutes submitted by Joan Luebbers, secretary

Notes:

Breaking news!

1. Christmas party. Fun had by all who attended! Marty was chosen to be Santa for gift time, it was a hoot! Everyone wanted the reindeer hat on Paul's head
2. 11/19/21 New LED lights were installed in the front working area of the hangar today! Many thanks to the volunteers who helped this morning and to Tracey for putting the lights in the budget. It makes a huge difference in the hangar. Steve can now "see the light" do I hear an AMEN
3. 11/19/21 The compressor donated by Day Keys in Fernandina Beach with the CH 601 projects was also installed today. It runs great, is quieter and with less vibration that the old one. It should last for a long time. Some plumbing will be done tomorrow but it's in working order and a nice addition. Thanks again to the guys who pushed it around this morning.
4. EAA 534 Website now has "donate button" which can be used for donations and possible dues. Try it out!



Small Actions x Lots of People = Big Change

Help promote education and interest in aviation any donations are welcome.
Chapter 534 is a 501(c)3 organization

Donate

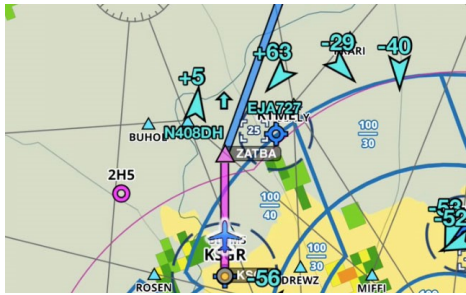


Inspection covers UPDATE:
Great News!

First order for (25) EZ-UP inspection covers shipped 12/20 for resale

Probably get cranked up again packaging kits with the youth in January **Marty**





Technology-Tool or Trap?

John H. Weber CFI
November 24, 2021



Pilots today certainly can enjoy using the new tools and toys of technology. I don't think that anyone would debate the functionality and comfort of using an active noise canceling headset. The safety benefits would certainly include less fatigue and being able to hear radio calls much more clearly. If you watch sales closely, you can find refurbished headsets for about \$200. This is one of the best investments you can make in your flying.

I can remember getting my first portable GPS unit. Prior to that epic Sun-n-Fun my navigation was done with a finger to the sectional chart. Now we have our iPads with ForeFlight, tablets with Avare and in panel GPS units. All of us, I think, have become somewhat of the "children of the magenta line"! The wealth of information that we now have at our fingertips is incredible. However, two pilots who I have worked with became confused about how to enter traffic patterns at distant airports because the "magenta line" takes them right to the center of the airport. Yes folks, we are allowed to deviate from the all-hallowed magenta line to position ourselves to be able to enter the traffic pattern at the airport with the least amount of trouble. By looking at the airport diagram and getting the wind direction, we can figure out beforehand what is the most likely runway being used. If coming in to a towered airport, we can anticipate what will most likely happen by listening to the ATIS/AWOS/ASOS and the CTAF and position ourselves to the best advantage.

Autopilots-"George" can certainly reduce the work load on long trips and can possibly fly some IFR approaches better than we can by hand sometimes. Several caveats about autopilots though:

1. Constant use can certainly decrease our stick and rudder skills.
2. GIGO-garbage in/garbage out. Unless the autopilot and navigation system has been programmed correctly, things could definitely get confused.
3. I recently read an article written by the FAA, stating how the use of autopilots has caused CFIT(controlled flight into terrain). "George" can certainly help us reduce workload, but unless watched carefully might lead us astray.

ADS-B-These marvels of electronics can give us much needed information in flight. I love being able to see the weather in front of me and around the airports where I am going. It is also nice to be able to see traffic that is around us, and what direction they are going and the altitude. Now some drawbacks: 1. I was flying with a relatively new pilot the other day in a very nice airplane with ADS-B in and out. We were on a short cross-country going to Inverness. At the time we were close to the airport, there was a Pawnee ag-plane that was in the pattern as well. Guess what? The Pawnee didn't have ADS-B and didn't show up on the screen. I think some pilots get complacent thinking that all traffic will show up on the screen. There are still a lot of Cubs, Champs, and experimental aircraft that don't have or need ADS-B.

I think one of the biggest traps of technology is the aspect that all these pretty screens tend to keep our attention focused inside the cockpit and we tend to lose the use of the old "mark 1 eyeballs" to avoid traffic. I will be the first to agree that technology has increased safety in some respects and made life easier, but we still can't ignore the basics of stick and rudder skills and traffic avoidance.