

MAY 2021



Next Chapter Meeting
May 29th, 2021

VMC see below

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 Luebbbers	joanluebbbers@gmail.com
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<i>+ PR</i>	Ted Luebbbers	floxin64@gmail.com
<i>+ Activities</i>	Paul Adrien	ealpha@aol.com
<i>+ Young Eagles</i>	Jodie Soule	j.soule@ix.netcom.com
<i>+ Newsletter</i>	Marty Harris	harpaq@hotmail.com
	Dale Cornelius	jdcorneilus@live.com
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President's Message

After a year or more of restrictions it seems like everything is now changing quickly. It can be confusing, but it also gives us hope to see friends, relatives and other loved ones and get social again. This month's general meeting on the 29th will be a hybrid one held in the EAA hangar and on Zoom. My goal is to have our June meeting in person at the admin building as we normally would. With vaccinations becoming more widespread and now available to anyone 16 years old and up, things are getting better faster. May is another busy month for the chapter. Emily has started flying regularly towards her license; the CH701 in the hangar is close to being flyable again and Dale's Searey should see the engine re-mounted this month. The right-wing assembly on the Piet has also been started.

Although I was hoping we could fly Young Eagles on International YE day, June 12th, it's still a bit too early. We'll aim for a July YE event. More YE pilots are also needed. If you're thinking about it, please contact Jodie (j.soule@ix.netcom.com) for details.

Tailwinds

Steve

CHAPTER ACTIVITIES

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

- VMC meeting – 05/20/2021 @ 7:30 PM ZOOM followed by BOD meeting
- Membership Meeting – 05/29/2021 @ 9:00 AM, ZOOM and in person in hangar
- *Squadron 534 – 6/5/21
- Tavares Seaplane splash-in breakfast, TBD
- *Young Eagles – JULY TBD
- * Mid-May pancake breakfast – TBD
- *International YE day – TBD

Flying Quote:

One of my great joys in life is being a pilot. There is a great sense of freedom in soaring through the sky. You get a different perspective up there. Seeing things that aren't so apparent from the ground.

Sonny Perdue



EAA Chapter 534 Minutes, April 24, 2021 Joan D. Luebbers, secretary

Welcome - Steve Tilford opened the meeting at 9:07 a.m.

Attendance

Steve Tilford, John Weber, Joan Luebbers, Ted Luebbers, Marty Harris, Linda Guthrie, Dale Cornelius, Paul Adrien, H. Lee Helfer, Greg Nilsen, John Tate, Stan Carpenter, Jim Waymire, Frank McCutcheon, Gretchen Crecelius.

Minutes - Minutes of the April 7, 2021 Board Meeting were approved as presented.

Treasurer Report

Greg Nilsen, treasurer, gave the report of the treasury which was approved.

Project Reports

- Stan Carpenter reported an estimate of another month needed to complete the 701
- Ted Luebbers said the Pietenpol left wing is being assembled
- No report was given on the Rebel
- Dale Cornelius gave the update on the SeaRey. Engine parts are needed before the plane can be moved to Dale's hanger
- The 150 is still in his hangar now
- The Thatchers: work is being done but no funds are being invested. John Weber announced that he had a possible buyer, but that person wanted the fuselage completed before he would purchase one of the planes
- Bede-6: John Weber met with Jim Bede Jr. who told John at Sun 'N Fun that the company intends for EAA Chapter 534 to get all the kit materials to complete the plane. The landing gear will be sent to John Weber's office within the next two weeks according to Jim Bede.

Young Eagles

Steve Tilford announced that the Young Eagles activities would begin at the time of the International Young Eagles Day on June 13. Since that date is a Sunday, the previous day could be used.

Steve also mentioned that Jodi Soule found that \$135 was remaining in the YE funds available for 2020. Ideas were solicited.

The May 15 date for YE startup was cancelled due to lack of pilots.

Squadron 534 Training

John Weber said the program would begin again on June 5. The first project will be the rebuilding of the outdoor kitchen. Marty Harris agreed to cover the costs of the rebuild up to \$1,000.

Flight Training

Emily Lininger is back taking lessons and reported that the simulator has helped her. She is scheduled for three lessons a week at Sunair.

Flying Club

Stan has checked on the progress of the 501C3 designation and IRS has a no progress to report. Donations will not be collected until after the 501C3 status is determined.

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.

Reflections on Sun-n-Fun 2021

John Weber



This year was marked by several highs and lows for me. It was nice to be back at S-n-F after last year was canceled. Evidently, I wasn't the only one that felt this way. I have never seen so many campers there-both RVs and aircraft camping. I don't think that the weather could be beat for Monday through Friday. Pleasant during the day and cool in the evening for sleeping.

The biggest high for me was the fact that my lovely bride, Grace, came down and spent Wednesday night and Thursday with me. It has been years since she has been at S-n-F. My one son, James, and his family and 1 of the other grand-daughters came down on Wednesday. I was also fortunate that Paul Adrien came down Monday and spent 2 nights at my camper. It was weird that he didn't have his camper there and we had to survive on my cooking. His friends from Massachusetts that were airplane camping came and had dinner with us. We all missed Terry Schubert who has camped with Paul and us as long as I can remember. Tuesday the crowds were VERY light in the exhibit buildings and I was able to get all my shopping done in 1 morning. There were a lot of vacancies in the buildings for the exhibitors/vendors. I would say that there were about 1/3rd of the normal vendors. There were some that took advantage of the lack of turnout, for example, I have never seen Yamaha pianos for sale at S-n-F before. Some of the heavy hitters weren't there. Rans, Kitfox, Lincoln Electric, Miller weren't there just to name a few.

I was fortunate that I did find the TIG welding workshop that up till 3 weeks prior wasn't going to take place. I learned a lot in 3 hours and got a 30% discount ordering a new helmet.

It was very neat watching the STOL competition. It was hard to believe seeing Steve Henry take off in 28 feet and land in 61 feet. The young lady, Jaden Newman, certainly gave Steve a run for his money. Not bad for an 18 year old.

I was also asked if I would bring the Rans S-9 and display it at the IAC tent. It would have been fun seeing it hobnobbing with the Pitts and the Christen Eagle!

LOWS: 1. I would say that over 2/3rds of the attendees ignored the mask mandate even in the exhibit buildings. Pretty irresponsible. 2. The afternoon airshow for Tuesday-Thursday left something to be desired, even Grace said that it was one of the worst she had seen. There seemed to be a lack of performers and I felt too much time was spent on the Warbird trainers (1 hour is too much). The airshow had to be stopped to let Amazon cargo jets go in and out several times. This usually amounted to be about a 20 minute break each time. 3. I worry that S-n-F will have to be canceled in the future due to "improvements" at the airport. They are going to be adding another runway to help accommodate the Amazon traffic. However, they will be closing the 5/23 runway to do this. They also said that the 4 big vendor hangars will have to be taken down and moved. The VOR is going to be moved out where the general parking is now, but I didn't hear where the big hangars are to go. Will that be the end of the grass strip in Paradise City?

Contrary to popular belief, I did NOT come home with a new airplane for myself, however, Paul and I "beat up" Jim Bede Jr. who said "your chapter will get ALL the sub-kits for the BD-6. We should be shipping you a landing gear kit in a couple weeks."

Don't know about you, but I am not going to be holding my breath for the arrival of the next sub-kit!



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: Class D airspace

More interesting observations for Class D Airspace

As we all (hopefully) know the segmented circle around towered airports means you cannot enter that circle without two-way communication with the tower when under the altitude posted in the little blue box. In this case [15] 1500 feet (see below). You can over-fly the field when you exceed that altitude. Some pilots call into the tower just to alert them. This is not necessary and can be troublesome and confusing to all when many aircraft are operating at that airport.

When departing these airports, I've noticed in the last year or so many class D towers advise "frequency change approved"! This when I am only a mile out from the runway on my initial departure course heading. Hmmmm, these towers for the most part DO NOT have radar and only rely upon communication and binoculars. Often my departure from Ocala in left or right turn from runway heading will be at pattern altitude and could intersect oncoming traffic on a 45 or entering downwind.

While this frequency change is acceptable to the FAA, they advise us stay on tower frequency to monitor traffic until clear of the airport control zone!

