



FEB 2022



Next Chapter Meeting
Feb 26th HYBRID

VMC ZOOM – Feb 24th Zoom

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 Luebbbers
	+ Activities	Paul Adrien
	+ Young Eagles	Jodie Soule
	+ Newsletter	Marty Harris
		Dale Cornelius
	+ PR-city affairs	Joel Hargis
		Mark Banus
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	Ray Scholarships	Gretchen Crecelius
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President's Message

February in Florida. Why does it feel like Michigan? In the last few weeks there's been an outbreak of long pants, jackets and hats at the hangar! Didn't we move here to be warmer? Oh well, the good news is we know it won't last and by the end of May we'll probably miss it. The hangar has been busy anyway and projects are moving ahead. The 701 is up for sale again and Stan Carpenter has received a good number of calls on it. I won't go into details here but he's doing a great job of working his leads for a sale. Once that happens we're poised to bring the 150 back in the hangar and continue rehab. Meanwhile, the Piet second wing is progressing nicely and should be ready to cover by the time Joan and Ted head north for the summer. Wayne and Mark continue fabrication on the Rebel's tail feathers. Squadron 534 has been busy assembling EZ-UP inspection covers, most recently a batch of 100! Marty's design is getting more popular and orders are growing. A great project! We're planning a hybrid Chapter meeting on 2/26 both in-person at the EAA hangar plus Zoom, with a presentation from a NOAA representative that should be quite interesting. If Covid numbers continue to trend down and the hybrid meeting goes OK, we will continue with the hybrid into March and look to move to all in-person meetings again in April or May. Fly safe & stay healthy.

Steve

CHAPTER ACTIVITIES

02/24/22 - VMC Zoom at 7:30 PM
 02/26/22 - Chapter meeting 9:00 – Hybrid KLEE meeting room/**ZOOM**
 03/26/2 – same as above
 March - YE Flight Day - TBD
 APRIL? - The Villages Aviation Club Lunch

Aviation Quote

"Don't be a show-off. Never be too proud to turn back. There are old pilots and bold pilots, but no old, bold pilots." – unknown

SPEAKER FOR FEB MEETING

Christine Sealing will present:

"Where the Earth Meets the Sky: Aviation on the frontiers of science."

I'm sure that members will be interested in learning of her career with NOAA, including training, hurricane flights, volcanoes, and any other aspects of your work and maybe a word about flying your RV-9!

EAA Chapter 534 General Membership Meeting Minutes Jan 29, 2022



The meeting was called to order at 9:03 a.m. by Steve Tilford. Attendance Steve Tilford, John Weber, Bob Lincoln, Ted Luebbers, Ray & Penny Bowman, Marc Morel, Paul Adrien, Mark Banus, Chloe, Craig Mock, Gretchen Crecelius, Mhage, Joan Luebbers, Reed Panos, Stan Carpenter, Frank McCutcheon, Maria Distefano, Andre Nadeau, Reggie Thomas, Greg Nilsen.

Minutes of the November, 2021 meeting were accepted as submitted.

Treasury: The report was accepted as submitted.

Zenith 701: Stan Carpenter reported that there have been 15 responses to the For Sale advertising for the 701. Of that number, six were worthless. One earnest offer was made for \$34,000. No firm offer has been made.

Pietenpol: The right wing on the Pietenpol is complete except for the aluminum on the leading edge. The left wing is under way and about ready for the drag and anti-drag wires. The tailfeathers are done.

Cessna150: The 150 will be moved into the hangar when the 701 is sold and moved out.

Rebel: Progress is slow on the Rebel. Members are now working on the aftsection. It is looking good and some welding needs to be done.

Young Eagles: The YE program is still on hold. The January event was cancelled as a precaution when the Omicron variant of COVID-19 caused a large increase in infections, hospitalizations and deaths. Pilots were reminded they must fill out the Youth Protection forms for a background check from EAA National.

Covers: Squadron 534 Members of the squadron came together about two weeks ago to work on the EZ Covers. Working as a team they processed 200 disks and were happy to be working together again.

Ray Scholarship: The Chapter application has been submitted and an answer from National EAA is expected at the end of February or early March. Although no student from the chapter stands out as a candidate, youth from other organizations could be submitted.

Flying Club: Stan Carpenter announced that the press release about the club has stimulated interest. Insurance issues still remain.

Speakers: Paul Adrien said a speaker from NOAA is on deck for the February meeting. Other speakers are on the list.

Old Business: Carroll Drake requested assistance assembling his AeroVee engine. The work is done and Steve will notify Carroll.

SUN N FUN: ScaleBirds, A group from Groton, CT has requested outside/hangar space for a plane they have constructed and plan to fly at SUN 'n FUN. The chapter has offered the outdoors space by the compressor. The plane should arrive sometime in March.

Projects Underway: Three construction projects are now current: Pietenpol, Rebel, 150 and SeaRey. Since the SeaRey is not financed by the chapter, the other three will require funding for the projects to be completed. Since there is not enough cash on hand to finish all three, Steve has suggested setting up an order of completion. His suggestion was 1) Pietenpol, 2) 150 and 3) Rebel. No action was taken.

New Business: Frank McCutcheon asked why the Board of Directors had felt in-person meetings and Young Eagles events should not be held. Steve clarified that he, not the Board, had made the decision on both items. After a discussion the following motion was made: As of the end of February the chapter will go back to in-person meetings and Young Eagles will be scheduled. The motion was not seconded. After a long discussion, the motion was withdrawn. A second motion was moved, "An in-person, hybrid meeting will be held on Feb 26 with a speaker and the Board decide the location."

Adjournment: The meeting was adjourned at 10:43.

Minutes submitted by Joan Luebbers, secretary

Notes:

1. EAA 534 Website now has “**donate button**” which can be used for donations and possible dues. Try it out!
“DUES ARE DUE” \$20 Make check out to EAA Chapter 534
Mail to: Greg Nilsen, 2856 Apache Ct, The Villages FL 32163



Inspection covers UPDATE:

Great News

- *125 domed covers sold!*
- *Patty Wagstaff has flown off 75 hours and four months with her dome style test cover*
- *40 new recessed style covers sold*
- *Neighbor has flown 2 months and 50 hours with a recessed cover in this Rans 7*

Marty



From the Right Seat The Sneaky, Incognito Hazardous Attitude

John H. Weber, CFI-LS

I think that all of us as pilots are familiar with the FAA's list of hazardous attitudes-macho, impulsivity, resignation, invulnerability, and anti-authority. I would like to discuss one that didn't make the list but is still just as dangerous to our well-being. I will term this one "**SELF DECEPTION**". We can be free from the fearsome 5 of the FAA, but I think at one time or another, all of us have fallen prey to self-deception.

It might be a questionable weather situation - "if I just get past this line of clouds, everything will be fine". It might be a slightly lower than normal mag-drop on the pre-takeoff checklist - "just a fouled plug, it will burn off, and besides, I have another mag".

If you think about it, you can probably come up with your own example.

As a pilot of 30 plus years and a CFI, there are times that **I SHOULD JUST KNOW BETTER!** I had an occurrence of this just a couple of weeks ago. As some of you know, I replaced the engine in my Rans S-9 and I am still working some of the bugs out of the system. I had been working on the rotary valve oil system and thought I had fixed a minor leak. The weather was nice, so I put the cowling back on and went to go fly! The engine was running roughly at lower rpms, but was running fine at my mag check rpm, and higher. I made 2 trips around the pattern and on my second landing the engine almost died on rollout. Finally, I did the smart thing and went back to the hangar. I removed the cowling and found that while working on the oil system, I had inadvertently pushed the choke levers down somewhat on the twin carburetors. I now have them safety-wired in place so in my fumble-fingered maintenance in the future this can't be repeated.



Lessons learned:

1. The engine is not going to run better in flight and later (with few exceptions) than it is on taxiing out.
2. When working on one system, double-check and be sure that you haven't caused an issue with something else.
3. I am still learning and will try to learn from the problems of others, so I don't have to repeat them myself. (Ask me about carb boots sometime-I learned too late).

