



Home of Squadron 534 Youth Program



**CHAPTER ACTIVITIES**

April – No VMC meeting this month  
 04/30/22 - Chapter meeting 9:00  
 KLEE admin room

Our speaker this month (April 30) is Page Devilbis from Right Rudder Aviation in Inverness. She will present their Flight Training Program that could result in the student earning a Glider and Private Pilot License.

Please send this out to the membership so we get a decent showing on Saturday.

5/21 – YE Flight Day

5/28 – Membership Mtg – Admin Bldg.

Speaker for May is Troy Sholte from Aerosport Deland presenting their Bushcat training program

**BREAKING NEWS!** John Weber delivers Zenith 701 to new owner in SC 5+ hr flight and Marc Morel brought him home safely, thanks!



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**Note from Newsletter editor:**

Sorry for the delay, I will blame it on Sun N Fun. Thanks!  
 Marty

[www.534.eeachapter.org](http://www.534.eeachapter.org)

**President's Message**



Our March 19<sup>th</sup> Young Eagle flight day Went very well last month as we got back to flying Young Eagles again.

Our next Young Eagle flight day was scheduled for 4/23 but we've had to reschedule and combine it with our 5/21 YE flight day due to construction on the Sunair ramp. Phase 1 of 6 has started at Sunair and the work will continue towards the tower as each phase is completed, ending just this side of the tower. The entire project may take up to 6 months. So far about 1/2 the existing Sunair ramp has been excavated and it will be a week or so before the rest is torn up, after which it will be reconstructed. Access to the area has been reduced from taxiway Alpha at A4 & A5 for up to a week. By our 5/21 YE flight day, phase 1 should be over and the Sunair ramp area should be available with good access. Please be patient as our airport improves. Access by vehicle to our hangar is normal via the entrance road to Gate 5. Work continues in the EAA hangar with the CH701 waiting on good weather to go to its new owner in South Carolina, the Pietenpol 2<sup>nd</sup> wing is almost complete and the Rebel fuselage continues to take shape on the work table in front. The 150 will be moved back into the hangar shortly and work will start up again. Andre has also made good progress at cleaning up the hangar, making it look and work better. The beat goes on!

Tailwinds,  
 Steve

Hangar rats having lunch a few Saturdays ago



*Inspirational Quotes:*

*"Until you spread your wings, you have no idea how far you'll fly."*

– unknown



## **“WATCH THIS” From the “Safety Seat”**

John H. Weber CFI-LS



Now that I have your attention, I would like to talk about a simple safety device that I have incorporated into my flying. We all have seen how much iPads, tablets, Smart Phones have been able to increase our situational awareness. I now have a portable device that I will NOT fly without. A year ago, my lovely bride of many years gave me an Apple Watch as a present. This has become one of my major safety items in the airplane. The Apple Watch has a “hard fall” sensor and will actually “call” EMS if you don’t cancel the indication. I learned this the “hard” way when I was ice-skating with my son and grand-daughters. I took a header into the wall when I fell. As a result of the fall and the impact, the Watch acknowledged the fall and was about to summon EMS. The touch screen didn’t like my cold fingers, and it took a minute to be able to turn off the summons.

I started wearing the Apple Watch when I started doing aerobatics in the Rans S-9. I don’t have an ELT in the plane, so if I had a major foul-up, I could be located by the authorities by using the Watch. The Apple Watch uses GPS like a cell phone, and uses the cell network.

My thinking is, in an emergency, I don’t have to worry about trying to find, unlock and use my cell phone. I think that there is always the chance that an impact could wrench the phone from the holder on my belt. (Yes, I am old enough that I have to have reading glasses to accurately use the phone.) So you see, there are several factors that could inhibit me from using my cell phone in such a situation. Having the Watch, if there were a problem - if it wasn’t already going off due to an impact - all I would have to do is hit my arm on the side of the fuselage. If I were incapacitated, this would greatly simplify things. As a result, from the signal sent via the GPS on the Watch, EMS would know there is a problem and exactly where I am. I hope that I never have to use it, but it is just like wearing my parachute when I am flying aerobatics.

Fly safely until we meet again. John

### **Project Updates**

**Pietenpol - Ted**

One wing just about ready for covering



**Murphy Rebel – Mark**



Mark reports backordered parts for fuselage have arrived so they can get back to work

**SeaRey – Dale**



No updates at this time

**Cessna 150 - Steve**



Goal is to complete by Fall 2023. Should be in the hangar soon Now that the Zenith is sold,

### **EZ-up inspection cover kits**

Had a great time at Sun N Fun hustling our covers. Lots of interest by fabric providers, manufacturer’s and “type” clubs

Met up Patty Wagstaff and she agreed to test our new recessed covers

