



Home of Squadron 534 Youth Program



CHAPTER ACTIVITIES

- 5/21 – YE Flight Day.... Pilots arrive 8-8:30
- 5/26 – VMC Safety meeting ZOOM at 7:30
- 5/28 – Membership Mtg – Admin Bldg. 9:00AM
Speaker for May is Troy Sholte from Aerospot Deland presenting their Bushcat training program

BREAKING NEWS! RIP Jack Hallett 101Yrs young!
We Salute YOU Sir



- | | | |
|--------------------------------------|--------------------|------------------------------------|
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| + Youth activities + VMC ZOOM | | (Visual Meteorological Conditions) |
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President's Message



It is with great sorrow I received notice that Jack Hallett, Chapter 534's Greatest Generation fighter pilot passed away on 5/15. He spoke his mind and lived the fullest of lives. He represents a generation whose history should never be forgotten or ignored and stood up for his country in every way possible. Our chapter was lucky to have him as a member and a mentor to us all. Please take a moment to honor him and his legacy. Godspeed Jack.

On the 21st of this month we'll be holding our 2nd Young Eagle flight day of this year. We expect this one to go well too. Meanwhile the apron repair work continues, so please be careful taxiing or helping on the ramp during our event. Keep a close eye on the Young Eagles in your charge and keep any loitering on the ramp to a minimum.

Andre Nadeau has returned to Canada recently, but while he was here he did a remarkable job of trying to organize and clean out our hangar. I must congratulate him as it looks a lot better, cleaner and safer than it did before. He'll be back in November so let's not try to backslide too much. Please put tools, materials, etc., back where you got them. And don't forget your eye and ear protection when needed. We're hoping to get our Squadron 534 Youth Program up to speed again and our YE flight days help us expose new people to the Chapter. The weather is heating up again towards summer too. Don't forget to hydrate and cover your head. For those of us who are more 'vintage' than others, a sunburned head is not fun!

Take care of yourself in the heat.

Blue skies and tailwinds,
Steve

Hangar rats having lunch a few Saturdays ago



Inspirational Quotes:

"The shell must break before the bird can fly"

...- Tennyson

Operation Clean Sweep

Upstairs training room now cleaned up for classes and youth training



RIVETS from Weber



There are basically 2 types of rivets that are used in aircraft construction:

1. **Blind(Pulled) Rivets**-These are the type that are used on the Murphy Rebel and the Zenith type projects.
2. **Solid Shank(Driven) Rivets**-These are the type that are used on most of the RV series of aircraft and will use a pneumatic rivet gun and bucking bar or a hand-squeezer.

The blind rivets can be a structural rivet, such as the Cherrymax rivet, or can be used in a non-structural area, such as a “pop-rivet”. Aircraft designers will call out what types of rivets will be used in particular areas. **ALL BLIND RIVETS ARE NOT CREATED EQUAL!**

Driven rivets are of 2 main types-1. Countersunk heads that will be set flush in the surface and 2. the Universal head that will protrude above the surface of the metal to be joined. Some of the specialty types rivets must be annealed and kept refrigerated before being used.

Use: Blind rivets are easier to use for the novice because it is straightforward to use a rivet puller to set the rivet. Driven rivets take a longer learning curve and almost becomes an art to properly set these rivets with a bucking bar without damaging the base aluminum. Hearing protectors should be used anytime you are driving solid rivets.

Equipment costs: Many of today’s kits using pulled rivets can be built with using a manual rivet puller and a lot of effort for about \$30.00. A pneumatic puller for \$50-100.00 used with an air compressor can save a lot of effort and work. Watch how one is used on the Murphy Rebel.

In contrast, a kit to build an RV series aircraft with pneumatic rivet gun, hand squeezer and other tools can be from \$1,9000-\$2,000. Steve Tilford can show the driven rivets on his RV-7A and how to use the various tools.

For any aircraft project that requires a lot of riveting a good quality air compressor is a requirement.

Sources: Standard Aircraft Handbook for Mechanics and Technicians 8th edition copyright 2021

Aircraft Spruce and Specialty catalogue

Young Eagles – May 21, pilots at 8:30

Ray scholarship – Taking applications for next award

Treasurer



Greg reports:

We are currently showing 82 paid members for 2022. We still have 25 people who were members in 2021 and have not sent in their dues for this year. If you don’t remember if you did or not you can email Greg Nilsen at teg1mi@yahoo.com. If you need to send in your dues you can do that on our website www.EAAChapter534.org and click in the membership button and pay by PayPal. You can also send a check made out to EAA Chapter 534 for \$20 to:

Greg Nilsen
2856 Apache Ct



Pulled rivets



Solid rivets

Cross-Country Concerns

from the right seat

John H. Weber CFI-LS

As most of you know, I just finished a cross-country flight to SC to deliver the Zenith 701, and Marc Morel was kind enough to come and pick me up and bring me home. I don't do long cross-country flights often and to be honest, I will say that the thought engenders some fear, trepidation, and concerns. From the survey that I sent out to the chapter, I am not the only one who has these feelings before a cross-country flight. Just like anything else with aviation, the more we practice something the better we get at it. Here are some ideas that I use to try and help curb my anxieties.

Plan, Plan, Plan and did I say **PLAN?** I had the SC flight planned weeks in advance of going. I tried to plan equidistant legs of the flight both for fuel and comfort. I will normally plan for about 2-2 1/2 legs of the flight. After 2 hours, I am ready to walk around, stretch, "defuel" and grab a snack.

One major advantage of this system is that now I DON'T have a single, long multiple-hour cross-country flight. I now have several short cross-country flights. My brain works better on the idea that I now have a 2-hour flight, followed by a 2-hour flight, followed by a 2-hour flight - not a 6-hour flight. Here again, for the SC flight, I had a 169-mile flight to Waycross, GA. That doesn't seem too bad, right? This was followed by a 151-mile flight to Barnwell, SC. Then a 107-mile flight to Chester, SC. Who of us would feel as anxious about a 107-mile flight?

Weather-This is one of the biggest concerns of any flight. I started looking at the weather for this flight a week in advance of departure. No TAF or METAR is going to give information for this. I started by using the Weather Underground App on my phone and iPad. You can generally find a 10-day forecast for anywhere in the US. Granted, it will change as you get closer to time to go, but you can still get an idea of weather, winds, etc. As I got closer to time, I started using the prognostic charts that I could access either with ForeFlight or with using 1800WXBrief.com. The prog charts will go out 60 hours. By looking at the various prog charts, 12, 24, 36 and 60 hours, one can get a pretty good idea of the weather systems moving across the country. I was misled one time by the prog charts when I was planning on going but canceled. The weather information in ForeFlight is something that I used liberally. The METAR and TAF are well known. The mos (model output statistics) gives a longer range forecast that is modeled on several different predictors. This kept me out of trouble the prior week, which was my original time for departure to SC. Friday looked great, but then the mos showed that Saturday for the return trip Chester was to have a 200-foot ceiling almost all the next day.

Keypoints to me:

1. Plan, Plan, Plan-you can't plan enough.
2. Break up the flight into smaller segments. Easier to eat the elephant 1 bite at a time.
3. Start looking at the weather early! This is going to be the biggest go/ no go issue.
4. Practice-just like anything else-the more you practice the better you will be and it will be easier on your mind. Remember your first landings? Now after several hundred, they aren't quite so terrifying.
5. Don't be afraid to ask someone for help. I asked Steve and Stan to help me make the weather go/no go decision. There is always someone that has more experience than you do, and know what? They will usually be glad to help and honored that you want their help.

Project Updates

Pietenpol - Ted

Frank McCutcheon checking
For correct bolt style and
installation



Murphy Rebel – Mark



Mark says making good headway on fuselage
now

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 it cleaned up

EZ-up inspection cover kits

Just sent out another order for 25ea. Dome
and recessed style. Ordered more raw
material for assembly late May, early June
with Youth

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

