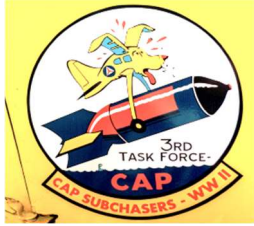




Home of Squadron 534 Youth Aviation Program



DID YOU KNOW? Stinson's were used by CAP during WWII as sub watchers off coast of N.E. Rumor has it that they bombed one off the Maine coast. We will have to ask Ted, as I think he may have been around at that time lol

Young Eagles - none for summer
August VMC - 8/24 7:30 PM zoom
Challenge: Are slips safe?
August Chapter meeting - 8/26 9:00 AM
Admin bld
Brief update on Stinson project by Tom Doak

Followed by
Visit to hangar



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President's Message

Mike Hage

AirVenture 2023 is finally a wrap.

There is something special about Oshkosh that keeps me coming back. It all starts with that white knuckled flight into Fisk, the exhilarating rush of a Beech Jet performing a go-around 5 feet over you, camping with my extended aviation family ('Metro Warbirds'), celebrating my birthday which happens to fall on that week every year, surviving multiple severe thunderstorms in a small tent, remembering those that flew before us and exposing future aviators to this wonderful career/hobby.



Overall, there were no big 'major' announcements, product releases, new kit planes like the RV15 and gotta see airplanes like Draco. There was a quiet buzz about 'Mosaic' and how it might change the future of aviation. One small pre-announcement I heard was that EAA is planning on a new 'Tailwheel Endorsement' scholarship that is to be revealed in November. Not sure at this time if it is only for youth candidates or the broader EAA membership. It is a memorial scholarship in remembrance of a Ray scholar that died tragically in a motorcycle accident.

Back to reality. Time to fly off the hours on the Zenith, finish the conditional inspection on the Lancair and start planning out how we will fund the four projects we are currently working on. Hopefully we will have big news on that latter topic in the months to come as one of our new members has agreed to chair the fundraising committee. I'll keep you posted.

Tailwinds,



Inspirational Quotes:

"If you have to do a forced landing use your best piloting skills to fly to the scene of the crash!"

- Marty



SQUADRON 534 Youth Aviation Program updates!
I am pleased to report that the steering committee which includes our Ray Scholars, has made great progress refreshing the wonderful legacy of our youth group.

Unique Identification: New logo, shirts, hats and name badges with new colors. *(Shirts have arrived!)*

Recruiting: Focused on Lake County schools and existing youth organizations. *Recruiting & info fliers are printed with copies on 534 website*

Workshops: We all agree that aviation is a collection of disciplines for future aviators to absorb, including systems, assembly and building, tools and techniques. Youth will have planned presentations and hands-on workshops.

Simulator: Formal flight planning and pilot instructor communications with headsets with potential for flying the flight-plans in a real plane.



Maria DeStafano one of our future SIM instructors getting the hang of it!

Food service: committed crew for preparation, cooking and clean-up headed up by David Hopkins.

Young Eagles: First-time YE will get priority front seat flying A non-flying plane will position in front for hangar for sample pre-flight demo for kids and parents! Our Youth group and members will engage visitors, kids and adults.

Ray Scholarships: Hoping to pick-up more qualified youth as we grow the Youth population back next cycle.

Admin: Need help with keeping Youth member's attendance and logbooks.

Funding: We have monies in our treasury previously donated for Youth group. This will be earmarked for activities and materials needed for the above.

A debt of gratitude to John Weber and all the volunteers who will turn these words and ideas into reality. A special thanks to our **Ray Scholars** who bring brilliant ideas to the table with the important insight of their youth and experience.

Marty Harris
Steering committee chairman



Young Eagles – none for summer

Ray scholarship –
Gretchen reports we have won our fifth consecutive Ray Scholarship for 2023/24

With \$11,000.00 towards the PPL!

Yay Luke Nunez! Congratulations!

Treasurer Report –

Chapter dues or donations may be sent to Alaric Schulte our new treasurer.

If you see a new member always say “Hi”!

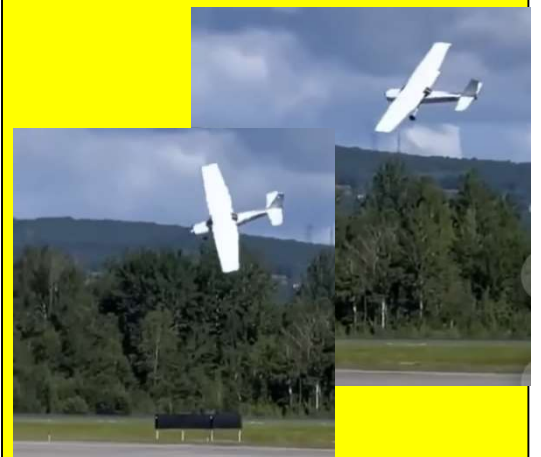
Three ways to pay your dues - pay with PayPal on our website under the membership link, pay in person at a Chapter meeting or at the hanger on Thursdays or Saturdays, or send a check in the mail made out to EAA Chapter 534 to my address below.

\$20 to:

Alaric Schulte – EAA 534
8701 Airport BLVD, Suite 103
Leesburg, FL 34788

SAFETY

Here we go again folks. Please note the flaps deployed on takeoff!



Remember if you pull back on the stick the plane will start to go up, keep pulling and the plane will come down.

FLY SMART!



Chapter 534 Young Eagles

Our next Young Eagle rally will be TBD in the Fall

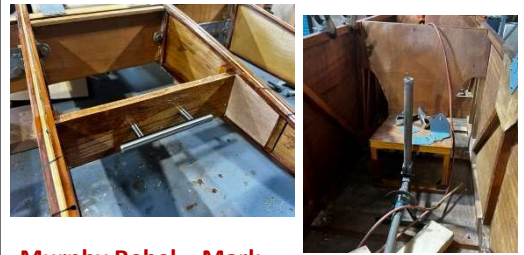
- We will continue with our great **sign-up team** led by our chairwoman Jodie Soule.
- We will have **“Name tag stickers”** for all who are without our 534 tags. All members “adult and youth” will now help host and engage our Eagles and their families showing them the planes we are working on as well as flight SIM and chatting about the Youth Program.
- Our existing youth members will be wearing the new **“Squadron 534” T-Shirts.**
- Judie Betz and others will walk families around an **exhibition plane in front of hangar**, demonstrating a traditional walk-around and safety checks. This should save time for YE pilots.
- All **first time YE get front seat** for first flight.



Project Updates

Pietenpol - Ted

Flight control welding and pilot hand-hold



Murphy Rebel – Mark

Back to work on the Rebel



Cessna 150 - Steve



150 work team includes Steve and Stan. Great progress being made!

YOUTH GROUP

Youth Group back to hands-on fabric application for steel tube rudder



Stinson

See at next meeting



Flight of Fancy John H. Weber August 13, 2023

As many of you know, I have a habit of acquiring wayward airplanes. This one was one of the first for me. This project was a Nord 3202. The Nord 3202 was a French Air Force aerobatic trainer from 1960. Only 100 of these were built. It was a fixed gear, tandem seating, 260 hp inverted inline engine with a constant speed prop.



After I finished building the S-6, I was looking for another project to work on. I wanted something that still would be at least 2 seats and possibly aerobatic. There used to be an online “aviation sales items in Florida” in the years before Barnstormers.com. I received this weekly and would always peruse it. I saw a particular ad for about 4 weeks. “Nord 3202 project-free to anyone willing to haul away.” I initially laughed at this thinking-airplane project free?-perhaps there is a twisted piece of fuselage tubing, control surface and a data plate. Finally, my parsimonious nature got the best of me and I looked it up. Hmm... 2-seat, aerobatic, Warbird and FREE. I emailed the owner and asked about it, stating is this description correct? It was, but the owner said someone was coming to pick it up that weekend. I said “OK, if things fall through, let me know, I would like to see the project”. The other person didn’t get the project, so the owner let me come see it.



Project visit-I was shocked, it was the complete airframe firewall back with a complete extra wing. I told him, I was interested and what he wanted to do was to donate the plane to an EAA chapter and the new owner get it from the hangar. I went back and talked to the current board and they approved receiving the project and selling it to me for \$1. I corralled a work party and went over and picked it up and brought it home and put it in the infamous barn for safe keeping.

Now the problem was to find an engine for it. I remember thinking where am I going to find a French engine from 1960 when there were only 100 airplanes built? I talked with Al Kimball, the DAR, and he said that it would be licensed “experimental-exhibition” and that I could use any 250+ hp engine. A few months later, I was looking at Barnstomers and saw an ad for Nord parts and engines. I called him immediately and he said that he had a lot of parts, as he had previously had a Nord. He had 3.75 engines in total. 1-0SMOH, 1-50 hours, 1 with unknown hours and another with a blown cylinder. He had 2 constant speed props that were factory refurbished. Then the crushing blow, he said he wanted to sell it all as one lot. He named a price of \$10k and I jumped on it. Al Kimball, a neighbor, and I went to Missouri and picked it all up. It filled up my whole truck and 4-horse trailer and put a wing on top.

I worked on the Nord for about 3 years and then had my medical taken away due to medication for my Crohn’s disease. Through due diligence of my AME, I got my medical back, but decided that I would just fly Light-Sport after that. I sold the project to Al Kimball, who resold it to someone on the east coast. Then 2 years later Basic Med came out, and I could have kept it. Still it was a learning experience.

(example of flying Nord, not mine)

