



Home of Squadron 534 Youth Aviation Program
Leesburg, FL



DATES:

Young Eagles – Resumes Sept 7th yay!

VMC – NONE

Chapter meeting - NONE

Next YOUTH PROGRAM: July 27th @ 10AM
in hangar! Electronic Flight Bag
Let John Weber know if interested see email
below

Last Program

Great success with youth building ribs.
Mason showed the adults how to do it!



OFFICERS

PRESIDENT	Mike Hage	mikehage@hotmail.com
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DIRECTORS

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+ Youth steering committee		

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Ray Scholarships	Mike Nunez	mnunez6@cfi,rr.com
+ Young Eagles	Jodie Soule	j.soule@ix.netcom.com
+ PR-city affairs	Joel Hargis	jhargis@parksite.com

President's Corner

Mike Hage



Our June "Squadron 534" was a huge success and was the highest attendance we've had post pandemic.



Kudos to John Weber for the 'wing rib' idea and to all that helped prep beforehand. I had fun since John allowed me to take the 'cool kids' up to the nice air-conditioned room upstairs, though his group had easy access to power tools that made it much easier to tweak the pre-cut pieces that were just a little too tight. All in all, it was a huge success.

So the big question now is how do we keep the momentum going? Some think that having activities every weekend makes it easier to build a habit for the participants. Others think that a dedicated weekend, once a month, makes it easier for participants to commit. I fall in the latter camp and I think that it gives John and others more time to spend with family without feeling guilty. We would love to hear your thoughts? Let us know and offer up potential activities that you think the participants would enjoy.

Tailwinds,

Mike

**PS: We have been awarded
CHAPTER GOLD for 2023**

ALERT! Looking for someone to head up the Youth Program! Talk to John Weber or Mike. This is central to our chapter's success.

Inspirational Quote:

"Flying is the second greatest thrill known to man. Landing a tailwheel is the first!"



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. in their own space.

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 – September 7th

Of Special note–

Our super-star Chloe Kadletz has passed her State Boards and is now an RN! One step closer to her dream.

Youth program-

Next up Electronic Flight bags and maybe personal toolbox



Treasurer Report – 55 Members

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 hangar 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

NTSB Fatalities

Not surprisingly, loss of control in flight tops the list. Loss of control can happen because an aircraft enters a speed outside of its normal flight envelope, which can quickly create a stall or spin danger. According to FAA officials, there is one fatal accident involving loss of control every 5.5 days.

Stay Safe!



Chapter 534 Young Eagles

- We will continue with our great **sign-up team** led by our chairwoman Jodie Soule.
- There will be **“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

Making airplane sounds!



Murphy Rebel – Mark

Working on rudder pedals



Cessna 150 - Steve

Wing Root attach issues



Stinson

Future up for discussion

Draggin' A\$\$

John Weber CFI-LS

June 23, 2024



There are two main reasons for giving consideration towards learning to fly a **tailwheel** aircraft. **First**, it will definitely improve your flying skills, particularly landings and some people will actually discover that they really do have feet! **Second**, it really opens up a new variety of aircraft you can fly.

Let's examine this a little more closely, starting with the **takeoff**. You are going to have to use your feet much more than you ever have before. You really haven't encountered gyroscopic precession until you raise the tail on takeoff. Where it really gets interesting is that with some engines, like the Viking, Russian radials or the Rotax 2-strokes, you will need LEFT rudder versus using RIGHT rudder on the proverbial Lycoming or Continental. Bottom-line you learn to use whatever foot it takes to keep you straight down the runway.

In flight, many taildraggers have a lot more adverse yaw (classics and many experimental's) so you learn to lead your turns in and out with the rudder (back to learning that you really do have feet). **Landings** are the biggest learning experience. You will really learn to land 3-point in a stall configuration, or you will have a serious "balloon". Wheel landings will teach you to identify where the runway is, rather than just a nebulous "down there somewhere". Since the center of gravity is behind the main gear of a tailwheel airplane, crosswind training teaches you to touch down going straight down the runway, or you can experience some antics of the plane trying to swap ends. I have personally been off the runway - twice - on landing, once by myself when I was just starting to learn and the second with a friend in his Kitfox. In a high crosswind, I prefer a slipping approach. The reason, if I can't keep the plane centered on the runway, the crosswind is too high.

I will usually carry the slip all the way to the runway, and touch down on the upwind main gear in a wheel landing and then settle down from there. One of the best aspects of flying a tailwheel plane is that it opens up multiple new genres of aircraft. How many of us haven't envisioned flying a P-51, a DC-3 or a J-3 Cub? I think that any pilot that says that they have never thought about this is being less than truthful.

Does the aspect of STOL flying, off-airport backwoods camping, or aerobatics tickle your fancy? Except for the Zenith 701 and 750 STOL, the rest are taildraggers. Almost all aerobatic aircraft are tailwheel, The Extras, CAPs, MX series are all tail wheel, even clip-wing Cubs and T-Crafts.

At first, earning to fly a tailwheel aircraft can sound (and be) intimidating, but remember that before the late 1940's everyone learned to fly this way. The benefits can include improving your skills and increasing your enjoyment. Unfortunately, it is getting harder and harder to find tailwheel instructors and training planes. If you get the opportunity, please consider taking advantage of it. I don't think that you will regret it.