

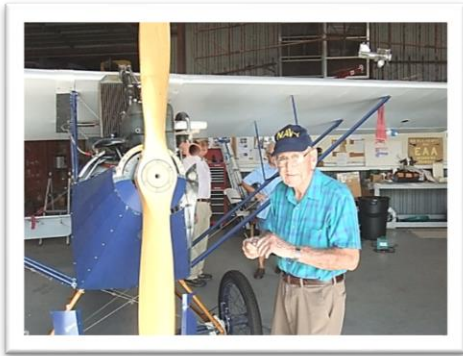
EAA CHAPTER 534

Newsletter

Dec 2015

In Memory of...Lou Larsen

Lou Larsen & his 1929 Pietenpol replica



Laurits M. Larsen

of Mount Dora, Florida
passed away on Tuesday, November 24, 2015
at the age of 88 years.

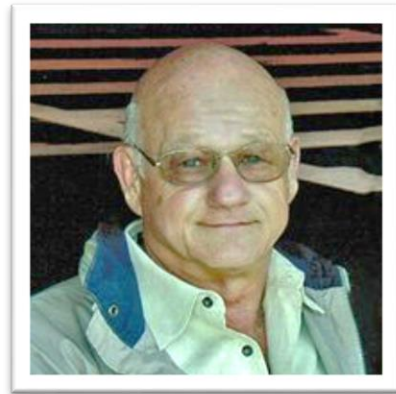
**Oh! I have slipped the surly bonds of Earth
And danced the skies on laughter-silvered wings;
Sunward I've climbed, and joined the tumbling mirth
of sun-split clouds,-and done a hundred things
You have not dreamed of-wheeled and soared and
swung**

**High in the sunlit silence. Hov'ring there,
I've chased the shouting wind along, and flung
My eager craft through footless halls of air....
Up, up the long, delirious, burning blue
I've topped the wind-swept heights with easy grace
Where never lark nor ever eagle flew-
And, while with silent lifting mind I've trod
The high untrespassed sanctity of space,
Put out my hand, and touched the face of God**

*written by John G. Magee on September 3, 1941
Airforce Historical Support Division
<http://www.afhso.af.mil/questions/topic.asp?id=1940>*



In Memory of...Ed Odor



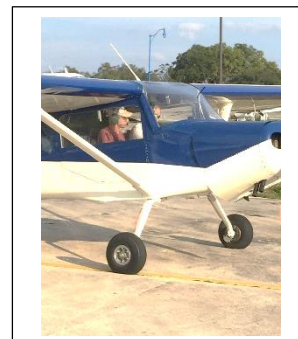
Dr. Edwin Merle Odor

of Tavares, Florida
passed away on Friday, August 21, 2015
at the age of 74 years.

He was born September 1, 1940 in Mason, KY and moved to Tavares in 2011 from Georgetown, DE. He graduated college from Auburn University. He was a retired veterinarian and a pilot



Ed Odor (right) and his homebuilt Murphy Rebel.



Young Eagles - Press Release 11/14/2015

Cubs Take to the Sky

by Ted Luebbers

Cub Scouts Pack 16 and 19 from Eustis and Mount Dora took to the sky over Lake County courtesy of the Experimental Aircraft Association Chapter 534 based at the Leesburg International Airport in Leesburg, Florida on Saturday November 14, 2015.

It was a perfect day for flying. The sky was blue; the temperatures were in the middle 70s with little wind. Twenty-nine Cub Scouts, their parents, and Scout Leaders showed up at the EAA Chapter 534 hangar to fill out forms to take part in the EAA Young Eagles Flight program. After all the paper work was completed each scout was introduced to an EAA pilot and escorted to the ramp to help pre-flight the airplane they would fly in. Then they were strapped in and given a communications headset so they could talk back and forth with the pilot while they were in the air. They would give a thumbs up to their folks and head to the wild blue yonder.

These scouts ranged in age from nine years to eleven years old and for most of them it was the first time they had ever been in any aircraft. When they landed there were a lot of smiles and excitement. Some of the scouts actually got the chance to take the controls of the airplane under the watchful eye of their experienced EAA pilot. They were awarded a Certificate acknowledging their Young Eagles Flight as well as a log book.

Many times a first flying experience like this will inspire young people to seek careers in aviation years later as adults and some may even earn a private pilot's license. On a national basis EAA has flown nearly two million kids and many local chapters offer this service.

On this day EAA Chapter 534 provided seven volunteer pilots and seven fixed-winged aircraft. They also had many other volunteers helping with the paper work and escorting folks to and from the planes.

Joel Hargis, President of EAA Chapter 534 (extreme right) addresses a group of Cub Scouts, parents and Scout Leaders prior to Young Eagles Flights at the Leesburg International Airport.



EAA pilot Joel Hargis gets ready to fly three Cub Scouts Brandon Knight, Cole Kinghorn and Drake Dungan.



EAA pilot, Adam Yang, prepares Cub Scout Tyler Lanford for his Young Eagle Flight in an amphibian aircraft called a Searey. Tyler was treated to a water landing and take-off during his flight.



Cub Scout Cameron Holms gets some last minute instructions from EAA pilot Hans Vosseler.



EAA pilot, Paul Adrien, adjusts the headset for Cub Scout Logan Guftafson before taking off.



EAA pilot Hans Vosseler taxis out with his Cub Scout passenger Cameron Holms.

What Would You Do On Your 95th Birthday? Jack Hallett Chose to Fly Upside Down

by Joel Hargis



Do these dates mean anything to you? November 17, 1920, December 8, 1941 and November 17, 2015. Let me help you out. The first date was Jack Hallett's birthday. The second date was the day he enlisted into the Army Air Corp, the day after Pearl Harbor. The last date was Jack's 95th birthday.

Just a little background on Jack. He enlisted the day after the Pearl Harbor attack knowing full well the United States would be at war and he wanted to serve his country. Jack wanted to be a fighter pilot. After several months of testing and training, he did just that. He started in a Stearman bi-plane; he flew the T6, the BT13 and others including the P-40 before being deployed in the P-38 in which he flew missions to Europe. He eventually was assigned to the 9th Air Force and the 367th Fighter Group whose mission was mostly tactical ground support and reconnaissance.

He left the Army Air Corp as a Major, but got the opportunity to become a flight instructor in Bartow, Florida training military pilots for ten years during the 1950s. That was the last time Jack ever did any real flying until I met him in the spring of 2015.

I met Jack through a friend; and after a brief conversation, I wanted to try and get his story on paper and in a presentation form for our local Experimental Aircraft Association (EAA) Chapter 534 in Leesburg, Florida. This we accomplished and if you ever need a good speaker I encourage you to reach out to him. He has spoken to several aviation groups in Central Florida and is always well received.

I took the opportunity to take Jack flying in my personal Mooney which is a non-aerobatic airplane. As soon as we took-off I gave him the controls and we flew to a practice area west of the Leesburg International Airport. I encouraged him to do some Chandelles and lazy eights which he flew smoothly and accurately. I was amazed at how well he flew for not having done maneuvers in 60 years! Upon completing this flight, he was anxious to try his hand at aerobatics.

We have a great aerobatics training facility at the Leesburg International Airport called WingOver Aerobatics owned by Steve Wolf and Kathy Kirtz to whom I referred Jack. Within a couple of weeks, he booked a flight with Kathy in their Zlin aerobatic and spin trainer. Kathy took Jack for an extensive ride during which Jack flew many aerobatic maneuvers with no help from Kathy and pulled over 4G's. Their flight ended by Steve joining up with them and asking Jack if he would like to fly formation.

Jack jumped at the chance and Steve said he was amazed how well Jack flew off his wing and stayed right with him while doing wingovers and other maneuvers. It was after this flight that Jack decided what he wanted to do on his 95th birthday. He wanted to fly the Pitts S2B aerobatic bi-plane. This plane and its pilot Steve Wolf are quite famous for flying air shows all over the world.

That brings us to the date of November 17, 2015, Jack Hallett's 95th birthday. We arrived at the WingOver hangar about 10:00 AM. Steve was flying the Pitts S2B with another student so we spent some time discussing Jack's expectations. He was not nervous, just excited. If it was me, I would have been a little nervous because the Pitts has the reputation of being a handful to fly. My 95-year-old friend and WWII pilot had only really flown twice since the 50s.

When Steve returned they strapped on parachutes (required for aerobatic flying) and Steve carefully helped Jack into the Pitts. After donning headsets and goggles they taxied away. I waited anxiously for their return.

Pulling back into the hangar Jack emerged all smiles. When I asked how it went Jack said, "I've got to get me one of these"! I asked, "how did you like the Pitts"? It's awesome he said. He was grinning from ear to ear! He reminded me of a little kid on Christmas morning who just got his first bicycle.

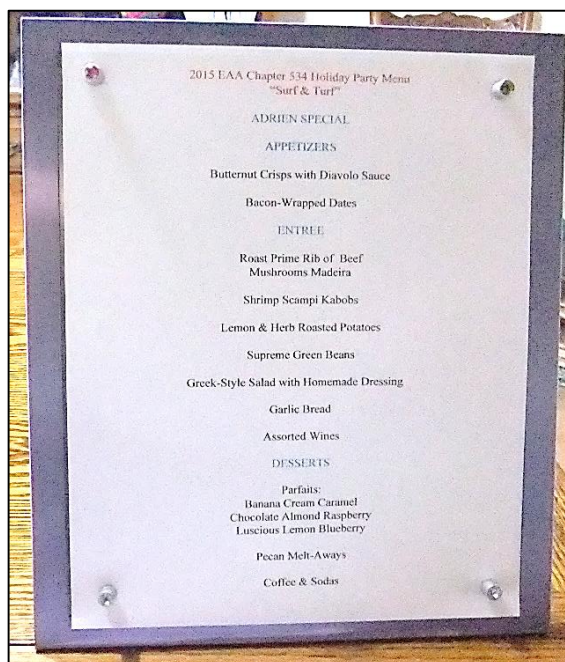
I asked Steve what they did. Steve said Jack did the take-off by himself and then proceeded to go up and do many aerobatic maneuvers with no help including several loops, many left and right rolls, Immelmann's, chandelles, lazy eights, wing overs, spins, Cuban eights, and reverse Cuban Eights. Those Cubans usually turn my stomach. They ended with the tower approving a high speed low pass which Steve said was about 10 feet off the runway. Steve commented how smooth Jack flew. He said they did a slow roll that was as smooth as any of his students ever achieve. Not bad for his first time in this high performance aircraft.

I asked Jack what he thought about the Pitts verses other high performance fighters and trainers he had flown. He said the fighters were much heavier and it was hard to compare them to the Pitts. The Pitts has a lot of power for the light weight, has an incredible rate of roll and it rolls gently and easily. Jack went on to say how happy he was that his training from 70 plus years ago came right back to him. My final question to him was, "Jack, would you do this again"? He replied "hell



Christmas 2015

EAA Chapter 534 celebrated another fantastic Christmas dinner hosted by Paul and Barbara Adrien. The Roast Prime Rib of Beef cooked to perfection! Thanks Paul and Barbara!



This year's Santa and helper were our beloved chapter members and friends: Steve and Glynnis Barber. We have numerous pictures to show, there are a few in this newsletter, but we'll have a slideshow on the chapters' website soon.



Steve Barber lucked out again! Don't forget to bring it back next year!

SPORT AVIATION

By Ted Luebbers

The December issue of Sport Aviation came through with a feature article in the membership section on pages 90 and 91 about the aircraft building projects at Chapter 534. We were able to get one picture in it featuring Lou's Pietenpol and the friendly faces of those members who spent a lot of time working on it. Namely, Bill, Dale, Charlie and Robert.

Three Cheers

Chapter 534 building three airplanes

BY TED LUEBBERS, EAA 875984

EAA CHAPTER 534 members keep very busy building aircraft in their hangar at the Leesburg International Airport in Leesburg, Florida. There is a large sign on the outside of the hangar so they are easy to locate. This is the base for their activities. You are apt to find members there anytime during the week working on a project, but the best time is on Thursday mornings when a large work party turns out to work on one of the three aircraft that reside in the hangar.

One is an open-cockpit, parasol-wing Pietenpol that is being built from plans originally drawn by Bernard Pietenpol 86 years ago. At that time, the most available engine was from a Ford Model A car, so most of the early planes that were built used one. Because it is a water-cooled engine, it required a standard size radiator that most often was placed on the fu-

selage just forward of the wind screen. Pilots had to sort of peek around it to see where they were going. It was not the most convenient place to put it, but that is where it worked best. There have been thousands of these planes built in garages, basements, and hangars in succeeding years, and many are still flying around today. This particular Pietenpol belongs to one of our members, Lou Larsen. It is almost ready for taxi testing as soon as we get the seats back from the upholsterer. We also need an agile volunteer to swing that big prop. Weight and balance has been completed. Right now the first priority is to get the Pietenpol airborne. Then more time will be spent on the other two projects.

The second airplane building project is similar to the above mentioned Pietenpol but is another model called the GN-1 Air Camper. It was also designed by Pietenpol but later modified by John Grega. These planes are constructed basically of wood and fabric because in 1929 these materials were readily available and cheap. When you look back in aviation history the majority of small, single-engine aircraft used these same materials. The Air Camper is strictly a Chapter 534 project. Its fuselage and wings are made of spruce wood and mahogany using modern epoxy glue and small nails. This airplane is still in the construction phase. The wooden fuselage, wing ribs, vertical stabilizer and horizontal stabilizer, rudder, and elevator have been completed and are being attached to the fuselage.

The third airplane project is a low-wing TM-5, which was recently donated to the chapter and is about 90 percent



To see more of this article: [Sports Aviation December Issue](#)

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Davis DA2 Asking **\$12,000** - for more info call:

Bill Howard 352-735-6347

General Characteristics:

- Two -Place side by side
- Length: 17ft 10 in
- Wingspan 19 ft. 3in
- Height 5 ft. 5 in
- Empty weight: 610 lbs.
- Gross weight: 1,125 lbs.



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70 total time hours since new! \$99,900 PRICED TO SELL!

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FRIESE AILERONS upgrade. Dynon D-180, Ifly 740 GPS, ACI landing gear warning system, Icom A210 radio, PS3000 Audio panel with recorder, Garmin GTX 327 mode C transponder, Viking 110 (Honda) engine, Warp drive 68" taper tip prop (great set-up). Back-up ASI, sheepskin upholstery, Monroy A300 traffic alert, All LED lights. Tinted canopies & windshield, vinyl graphics, 26 gallon tank, MATCO wheels, brakes upgrade, and 4 point seat belts.



Priced \$37,000 below the lowest priced factory Searey. Economy of this engine is unmatched; 4 GPH on regular auto gas. Flies beautifully!

Leesburg hangar being leased month-to-month and lease may be transferrable.

"I have personally flown almost every hour on this aircraft and have been thrilled with its performance."

Daniel Myers, CFI

For more information, contact Bill Starkey: 502-548-7156 or email: billssearey@yahoo.com.

EAA CHAPTER 534 OFFICERS:

President: Joel Hargis

Vice President: John Weber

Secretary: Steve Tilford

Treasurer: Ed Cihoski

Directors: Robert Vaughn, Steve Barber, Paul Adrien, David Pierce.

<http://www.534.eaachapter.org>