

EAA CHAPTER 534

NEWSLETTER

7/22/2013

PRESIDENT'S CORNER

Arnold Holmes



Friends,

An important issue has been brought to my attention. It seems our Chapter is suffering from the same issue that other groups like ours do. We consistently have the same 10% of our members participating in getting things done. I am happy to see the same faces but I think it would be better if others joined in. Many of you show up at our monthly meetings and then disappear after that. We have so many opportunities for you to help advance this Chapter that using any excuse is simply not acceptable. If you are

wondering what you can be involved in, well here are some ideas for you. You could work on Lou Larsen's Pietenpol on Thursday mornings. You could help organize the hangar or the Chapter tools. You can participate in things like helping with the upcoming fly-in, setting up pancake breakfasts or working with Joel to advance our Young Eagles program. We have many members who are building different kinds of aircraft and any one of them would probably like some help once in a while. The point of this is that you have chosen to belong to a volunteer based organization; the organization does not work without you! Each person in this Chapter has strengths that can help build this Chapter into a really great, fun and interesting thing to be involved in. We need you to participate in the things we do or this Chapter will start moving backwards. We cannot allow what we have built to fall into disrepair and it will take "all hands on deck" to keep us moving. Please take a moment

From the Desk of

*Leonardo Treggi,
Leesburg Airport
Manager*

The fence project is scheduled to be complete on August 1st. The new gates should be operational on that same day. Everyone with a current Airport ID will have access to those gates. No action required.

We are moving forward with the Foreign Trade Zone application. The Commissioners will review and vote on the resolution on July 22nd.

We will have the last presentation for the Airport Layout Plan update on July 17th for the Airport Advisory Board. A final presentation will take place in August at Leesburg City Hall.

to decide how you are going to participate in Chapter activities.

Recently John Weber, Drew Norris and myself went out to Inverness to look at a Pietenpol project for the Chapter. We met Mr. and Mrs. Johnson and spent about an hour with



them. We decided to buy the project for the Chapter, loaded it up and brought it back to the hangar. Let me tell you one of the things about picking that project up that had



me thinking for the last few days. One of the things that Mrs. Johnson told us was that when she finally talked her husband into selling the project, he walked out into their garage and looked at the incomplete airplane. She said he cried and talked about never getting the chance to finish his dream. It was a very heart felt moment; I knew what he was going through. I thought to myself, how many people do I know in

our Chapter or otherwise who will put everything else in front of finishing their aircraft. How many people will spend their life saying “tomorrow” or “next week” or maybe “next year” when it comes to cutting that first piece of wood/metal/composite? Your dream is entirely yours to make, but you have to make it. You will only find out when your “right time” is when it is truly too late. Make a decision and get to work; you only have dreams to waste if you don’t make that commitment.

A short summary of what the bylaws of our EAA Chapter say about officers and elections.

- In July the Chapter President is to appoint a nominating committee.
- The nominations are to be presented to the Membership in October.
- The Election of Officers for the coming year is to be at the November Meeting.
- Voting is to be by written ballot and three members, appointed by the nominating committee, are to conduct and monitor the election.

Officers and Directors:

“The business and property of the Chapter shall be conducted and controlled by the Chapter Board of Directors.”

- Class I Directors consist of the President, Vice President, Secretary and Treasurer.
- Class II Directors shall be 3 to 9 members by election.
- The term is one or two years. (The XCOM has elected that it be two years with staggered election of these Directors so as to have continuity of the officers.)

Member Profile: William (Bill) Howard



Bill Howard, like many, has had an interesting journey to our Chapter. He was raised in Watertown, Connecticut, and, upon graduation from high school, joined the Navy ROTC. The program offered a college education with the stipulation that he serve three years on active duty. This route took him to Purdue University where he graduated with a degree in mechanical engineering.

He served his Navy enlistment at Norfolk Virginia with the Atlantic Coast Amphibious Forces. After his military duties, he was hired by Westinghouse steam turbine division located in Philadelphia. About this time, he started flying lessons and actually purchased an airplane that he said was not a wise decision. The plane that he finished his private pilot

training in was an Aeronca Chief. A couple of years later he purchased a Luscombe 8-E with an 85 HP engine. After this, he joined a flying club in Coatesville Pennsylvania. They had Piper Cherokees and Mooney aircraft and he got time in both. He said that he got his instrument rating, but never used it.

After this, Bill joined with a friend, a former military pilot, named George. They purchased a 1963 Piper Cherokee 180 and sometime later they upgraded to a 1969 Piper Arrow retractable. On one flight, he and George had departed Bridgeport, NJ and ran into wake turbulence from an airliner approaching Philadelphia International Airport. While making a 180 to return to the Bridgeport Airport the engine stopped and they landed in the Delaware river near Barry Bridge south of the airport, near some rocks on the shore line and stepped out of the plane into water that was only two or three feet deep. There's a whole another story about that incident/accident. George suffered a broken arm; it healed and the plane was recovered, repaired and flew for many years thereafter. Bill only suffered seat belt bruising.

Westinghouse Steam Turbine Division moved their offices to Orlando in 1983 and Bill sold his half of the Arrow to George. When he and his wife

moved to Lake Mary, he purchased a Comanche 180 and had it for several years. He and his wife moved to Mt. Dora about 15 years ago and he joined Chapter 534 from a newspaper advertisement. Lou Larson was president and his call was answered by Charlie Schnitzlein. He lost his wife in 2002 after 48 years of marriage.

In 2004 Bill purchased his present plane, a Davis design 2-A. It is a two place, plans built tri-gear with a Continental 100 HP and a V tail. He says that it has about the same performance as a Cherokee 140. One can see that Bill has had a love of aviation for many decades. I'm sure that he will say that it has been both challenging and fulfilling, having accumulated 1,700 hours plus or minus.

CHAPTER MEETING:

Saturday July 27th

9am

Airport Administration Building

Leo Treggi, the new airport manager will be talking to our Chapter and then it will be on to the EAA Hangar to get a look at the new Pietenpol project that we acquired last Saturday!

June visit to Progressive Aerodyne



Our June Chapter Meeting was a visit to Progressive Aerodyne. There were approximately 20 of our members there and the hospitality extended to us was gracious. We met in an upstairs 'board room', had a short Chapter meeting conducted by David Pierce and then we were treated to a presentation by Adam Yang, the CEO of Progressive Aerodyne.

He started with a short history of the SeaRey. The design is approximately thirty years old and has gone through various improvements since that time. There have been six hundred aircraft produced to date. The current hull design is their third and is said to have improved water handling and has carbon fiber to improve strength to weight/balance. The company is now certified to produce not only aircraft kits for the home builder but also certified, finished aircraft available for purchase.

Adam says that the company is experiencing growth and is planning for this trend to continue. Within the past year, the employment has increased from ten to twenty and within the next year they anticipate a doubling of that to forty employees. Already their production space has doubled from 1200 sq. ft. to 2400 feet and they anticipate that to double again. This expansion will be at their current site.

Approximately 90% of sales are domestic and the rest scattered around the globe. The most promising avenues for global expansion are China, South America and South Africa. The European market is restricted just now with regulatory issues and they anticipate that this situation will improve within the next couple of years.

We were treated to some words from Kerry Richter, the designer of the plane and

some aircraft certification questions were answered effectively by Al Kimball, who was very instrumental in the certification process.

A special treat was the presence of Richard Bach, the author of "Jonathon Livingston Seagull" and most recently has penned an entertaining book entitled, "Travels with Puff". This is a saga of his purchase of a SeaRey and a cross country flight to Seattle Washington, told as only Richard could do. It is very entertaining and offers one man's experience of learning to transition to this aircraft. Some of us purchased his new book and he graciously autographed at each request.

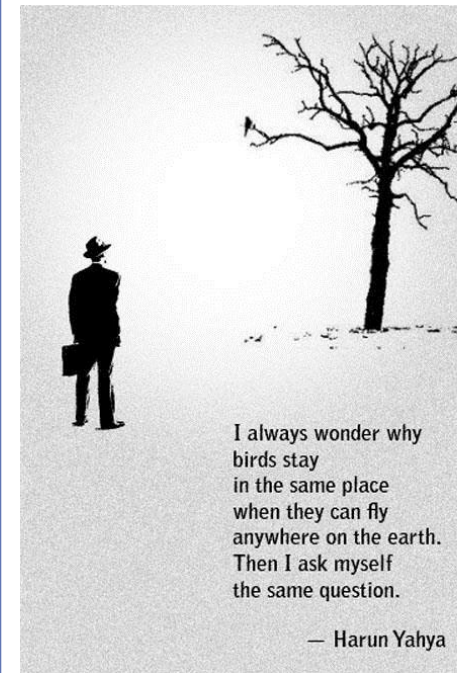
Mr. Yang said that he was very happy to have our Chapter visit and is pleased with our being so close to the factory to allow a lot of interaction. He mentioned the enthusiasm of our group and he looks forward to a close association for the future.

Tales of the Hangar Monkeys part 1

Personal note-I have really been enjoying working on Thursday mornings at our EAA hangar. We have a great group on guys that are working on Lou Larsen's Pietenpol. Lou is our shop foreman and decision maker, Charlie is a great second-in-command and organizer. Robert brings his years of knowledge as an A&P to assist us. Paul, as our technical counselor, also is a knowledgeable resource for our group. Dale's easy going attitude and good spirits make him a joy to work with. Bill Howard and David Pierce have joined us for a few days. Even though Ed is usually working on his Rebel, we can always count on him to lend a helping hand, tools, and supplies when needed. We have had our moments of triumph, such as getting the model A engine running, we have our low points-such as trying to keep the model A cool.

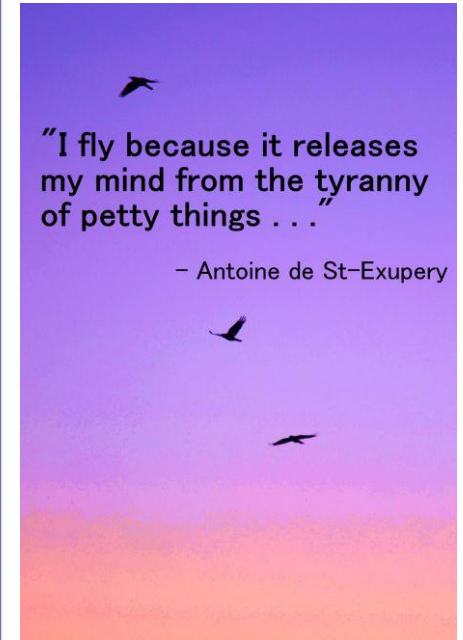
This last Thursday we were working on running the control cables to the tail feathers. We will be finagling further on this next week. We still have a ways to go-have to finish up the engine install, double-checking all hardware, installing the instrument panel, installing the wings and control surfaces. This has been one of the most fun

and satisfying experiences that I have had in a while. Please feel free to join us on Thursday mornings at 9:00. The education and camaraderie can't be beat!
John Weber



I always wonder why birds stay in the same place when they can fly anywhere on the earth. Then I ask myself the same question.

— Harun Yahya



"I fly because it releases my mind from the tyranny of petty things . . ."

— Antoine de St-Exupery