

EAA CHAPTER 534

NEWSLETTER

3/25/2013

Money from National

Chapter 534's Young Eagle's program earned a total of 81 credits from EAA national for our efforts during the 2012 year. At 5 dollars per credit, we have 405 dollars that can be used for our 2013 Young Eagles program.

The funds can be used to support our Young Eagles activities in 2013, to support sending a child to the EAA air academy or can be returned to the EAA who will use them to enhance the general air academy scholarship fund.

Facebook Page

Chapter 534 has its own Facebook page! Just log onto your Facebook account and search for EAA 534. It's a great place to post pictures and update progress on your projects!

When asked about a future in aviation, young Victor Munguia replied..."I might build something."



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Victor Munguia was one of the 82 boy scouts who took part in our February 16th Young Eagle's Rally. He attends Mt Dora Middle School, is in the 8th grade and is a member of the Mt Dora Boy Scout Troop 277.

Victor's pilot was John Vizlay flying his Cessna Skylane. Victor said that he got to 'drive' it for about 15 minutes. Victor told his mother that he could study the ground school, take the test and get a stipend for two flying lessons.

Sounds like a young pilot in the making!

YOUNG EAGLES, YOUNG EAGLES!

The Boy Scout Leesburg Airport Campout (Feb 15-17) which included a tour of the airport, Brainerd Helicopters, and the airport tower, was highlighted by our big Young Eagles flight on Feb 16th. Chapter 534 flew 82 young eagles and 8 adults. A total of 13 pilots participated in the event and all had a great time. Despite the windy conditions at KLEE, the scouts enjoyed their time in the air!

Chapter 534 also flew a total of 16 Girl Scouts and one adult on March 16th.





Finished Project: Garry Paxton's Velocity

By Ed Odor

Garry invested 6000 hours of construction time in his Velocity over a 9 year period. He was working during this time and is still working part time as an EMT for Universal Studios. He once worked for the Orlando Fire Department and now has a total of 52 years as an EMT.

Garry got his Airworthiness Certificate in November 12, 2012 and his first flight was February 1st this year. He now has 7 hours and 6 landings in his Velocity and is pleased with the flight characteristics. At present, he is restricted to a 25 nautical radius from his airport (Bob White near Zellwood). As soon as he gets 10 hours, his flight area will be extended to 50 nautical miles. He took the factory transition training consisting of 4hours ground school and 5 hours dual.

The plane is powered with a 200 HP Lycoming IO-360 engine with a MT C/S 3 blade prop. His instrument panel is a Dynon Sky View with Synthetic 3-D vision. He spent the last year installing his panel. He did all the wiring and modifications to accommodate the Dynon system.

Congratulations Garry and I know you look forward to many years of enjoyment and pride in your accomplishment!

The Velocity aircraft was designed in 1984 by Mr. Danny Maher of Sebastian, Florida. The prototype was built in 1985. The company is now owned by Davis and Scott Swing. The Swings designed and produced a retractable gear modification. Garry's aircraft does not have the modification

Next Chapter meeting: Saturday March 30th at the airport administration building. Come out and help support Chapter 534!

AVIATION YOU TUBE VIDEOS!

A couple of aviation videos
set to the music of country
singer Dwayne O'Brien!
Enjoy!



Member Projects:



Steve Barber's Searey



Greg Windham's workshop



Steve Bowden's Searey

Sat April 6th:

- 1) Young Eagles Fly Out- CRG- Jacksonville
- 2) Keystone Heights Airport Fly in- 42J

Sun April 7th:

- 1) EAA 66 Fly in- Drive in Breakfast. Young Eagles Flights. FMY- Fort Meyers

FRI APRIL 12TH:

- 1) Flying for a Lifetime- SEF- Sebring

SAT APRIL 13TH:

- 1) Chart Challenge- SEF- Sebring
- 2) New Smyrna Beach- KEVB- Timeless Wings and Wheels Fly-In Breakfast

SAT April 20th:

- 1) Fly in- Venice airport- KVNC

Where the Magic Begins

By Tim Porter

On a recent Young Eagles Flight I was asked by my twelve year old copilot what my favorite part of flying was.

“Take off...” I replied

“Why?”

“Because it changes everything.”

On takeoff, an airplane ceases to become an awkward ground bound beast, instantly transforming itself into something so much more.

Those learned in the fine details of aerodynamics can explain it in far more mathematical detail than I can but it's deceptively simple. Maneuver on the runway, full throttle, get the air flowing around the wings, accelerate to rotation speed and then increase the angle of attack by pulling back on the yoke (increasing the lift generated by the wings) and airplane/pilot literally become lighter than air. Aviation author and famed flight instructor, Rod Machado refers to the wings as true magicians. The pilot just manages the show.

But the wonder of Lift isn't limited to its' effect on the

airplane. The true magic is what happens to the pilot...something I was reminded of on a recent flight to Venice (KVNC)

It had been a busy day at my veterinary practice and as I drove to the airport, I considered how tired I was. Too tired to fly? Maybe. I decided that once I got in the air, if my performance wasn't where it should be, I'd cancel my IFR flight plan and return. I wasn't in the best of moods either...grumpy and a little stressed from dealing with a higher than normal number of sick dogs and cats.

I pulled up to my hangar, did my preflight, got the weather brief, fired up my Cherokee 140, taxied, contacted ground and got my clearance.

“Cleared as filed”. The flight was starting off on a good note but when Leesburg released me, I was placed on a heading directly opposite my destination.

I questioned Orlando. “Just vectoring you around some traffic. We'll have you back on course in just a minute.”

As I continued to fly, I began to notice something. It happened lots of times on other flights but I could

actually feel it this time... My mood was changing. I started smiling.

My interchanges with ATC were becoming quicker. I had more energy. I nailed my altitude and airspeed. My grumpy mood replaced with a much more positive and upbeat one. And the mood stayed with me all the to KVNC and helped me deal with a stuck push to talk button just 10 minutes outside of Leesburg

Maybe it's the act of doing something so exciting and amazing or perhaps because flying forces you to live in the moment...you're forced to focus on what you're doing....and everything else all the worries and stresses of everyday life just go away.

Whatever the reason, one thing is sure, when those wings start generating Lift....Everything changes....

Visit to Kimball Enterprises:

By Ed Odor

The Chapter visited Kimball Enterprises for our February meeting with twenty plus members present. This visit has been a rewarding one in the past years and continues to provide enlightenment to our knowledge and passion around aircraft. The process of building or restoring aircraft is particularly pungent to our member's interest. Kimball Enterprises is known for their craftsmanship, attention to quality and engineering expertise. This is a father-son operation that began some 33 years ago with the purchase of the airport property.

Jim and Kevin, his son, are always very hospitable to all visitors. The expertise and quality is visible in every phase of their business. Kevin is a mechanical engineer with an aviation background and a passion for preserving historic aircraft. They build custom aircraft for customers worldwide, build kits, packages and do aircraft restorations.

This month's issue of EAA Sport Aviation features an aircraft that was restored by Kimball Industries. It is Jimmie Allen, a Model 4 Stearman Junior Speedmail. It is the oldest

surviving Model 4 dating from 1929. Be sure to read the article; fascinating, it is as much about Kimball Enterprises as it is about the airplane.

Two pictures to the right are of Kevin next to a Pitts 12 project for an Australian customer. Kevin is explaining the engine and modifications made to the engine. Barrett Precision Engines, Inc. in Tulsa Oklahoma and Kevin are working together to optimize the performance with a new fuel injection system and electronic ignition system. The engine is a Russian Vedeneyev. It originally weighed 470 lbs. with 360 HP. It now weighs 450 lbs.' and has 435 HP.

The other picture is of the fuselage of Winnie Mae, a restoration project for Kermit Weeks, owner of Fantasy Flight Museum near Polk City, FL. This aircraft is a replica of the famous, Winnie Mae, a record setting aircraft of the 1930's. Although a Lockheed Vega it is not the original flown by Wiley Post. It is painted like the original and actually has the Winnie Mae registration number. If you missed this past month's visit by our chapter, don't worry. Kevin said that it will take years to complete the restoration.

Kimball Enterprises will have a display at Sun n Fun again this year with a Pitts and another

plane in their booth near the A building

We thank Misters Jim and Kevin Kimball for their gracious hospitality and for their role in producing and restoring quality aircraft. It gives the generations that follow the opportunity to experience these aircraft in flying condition.

