

THE 534 TIMES

ALL THE NEWS THAT FITS, WE PRINT

EXPERIMENTAL AIRCRAFT ASSOCIATION CHAPTER 534

CAP/EEA BUILDING, LEESBURG MUNICIPAL AIRPORT
8507 AIRPORT BOULEVARD, LEESBURG, FLORIDA

MEETS- 9:00 AM, FOURTH SATURDAY EACH MONTH, LOCATION AS ANNOUNCED

President & Newsletter Editor- Bill Schulz 352.787.9526 schulznotee@yahoo.com

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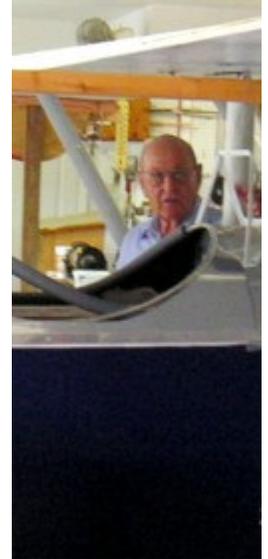
Membership Chair- Bill Condermann

Secretary- John Weber 787.5879

Program Chair, Flight Advisor, & Tech Counselor- Paul Adrian 483.4642

FEBRUARY, 2006

JANUARY We had a lively presentation of the fine art of aviation oils and why we should buy from the one of the oldest names in refined petroleum products. **Castrol** was a pioneer in the field of av-lubes and is now back-- with a vengeance-- after a multi-decade hiatus. Refreshments were by Eva Condermann... oh, and Bill, too.



FEBRUARY 25TH, 9 AM Our meeting this month will be a do-it-yourself (DIY) "field trip" to Lou Larsen's

for a hands-on weight and balance of Lou's nice blue and white Model "A" Ford-powered Pietenpol Air Camper (right). Elinor Larsen will provide refreshments. (Lou *might* have a hand in it, but we doubt it.) Meeting time is 9:00 AM, Saturday, February 25th, at 29248 David Court, Tavares. Take Shirley Shores Rd. off SR 448 (the road leading from SR 561 in

Tavares to Lake Jem and Zellwood) to David Court.

HACKSAW: *One of a family of cutting tools built on the Ouija board principle: It transforms human energy into a crooked, unpredictable motion, and the more you attempt to influence its course, the more dismal your future becomes.*

MARCH We will again be conducting a DIY "field trip," this time to the world famous (see top of p. 74, February, '06 *Sport Aviation*) **Jim Kimball Enterprises, Inc.** (www.jimkimballenterprises.com/ This is a *terrific* website... take a look in preparation for your visit!) restoration facility in Zellwood. Jim and son Kevin always have an eye-popping array of aircraft under construction or restoration. In the past we've seen reconstructions/restorations of Stearmans (Stearmen?) of either original or Boeing stripe, Beech "Staggerwings," and a Culver "Cadet," among others. Under-construction have been variants of Curtis Pitts' bipes all the way up to a Kimball/Pitts "Hovercraft," a testosterone-laden model with more thrust than weight. Directions: **US441 to Sadler Road** traffic light, east on Sadler, **bear left at the curve** a hundred meters onto Sadler. Follow to the tri-furcated end of the pavement. Take the **far right branch** and follow "The Yellow Sand Road" (**NOT the runway**) to the buildings at the far end of the runway. Refreshments: **BYOC**(coffee) from one of the filling stations at Sadler and 441. **If you need a guide or a ride, contact Charlie Schnitzlein at 360-0293.**



WISE GRIP PLIERS: *Used to round off bolt heads. If nothing else is available, they can also be used to transfer intense welding heat to the palm of your hand.*

Buy War Bonds



MEET "BILL" SCHULZ

Pompous Wind Bag... and Chapter Prexy
by Eddy Torr, Staff Writer, The 534 Times

We recently caught up with EAA Chapter 534 President, Bill Schulz, and had a chance to sit down with him to see, aeronautically, just what makes him tick.

Eddy Torr: Mr. Schulz, how did you get interested in aviation?

Bill Schulz: "Bill," please, Eddy, we're *pilots* and we don't stand on formality, sir! I grew up during World War II and my home was under one of the primary ferry routes of aircraft headed to the European Theater of Operations. There were groups of bombers and fighters flying overhead on a regular basis.

Torr: How did this influence you?

Schulz: I got lots of stiff necks looking up at the planes!

Torr: So, as they say in *Sport Aviation*, did you build lots of airplane models when you were young?

Schulz: Naw, there was the matter of a shooting war going on and there really wasn't enough disposable income to blow on "disposable" (CRASH! Oops) toys like model airplanes.

Torr: But you hung out at airports, right?

Schulz: At the war's end, I was just ten years old so I was even younger during the hostilities. And, since the nearest airport was Teterboro (TEB) (NJ), nearly fifteen miles away, I wasn't inclined to pedal my bike that far... nor were my parents inclined to *permit* it. I also think, had I gone there, that security measures would have precluded my seeing much of anything other than the business end of a Springfield or a Garrand.

Torr: Well, where does the interest in things aeronautical come from?

Schulz: It was just the times. In the decades immediately following the era of Lindburgh, the Bendix races, and the general fervor over flight, nearly everyone looked up at the sound of a "round motor" or a high-revving Allison or Packard MerlinV-12.

Torr: And, after the war?

Schulz: After the war there were the hundreds of planes being built by Piper, Aeronca, Taylorcraft, Luscombe, Erco, Globe, and all the others that jumped on the expected post-war aero-boom, so there were airplane shows and magazine advertising that was impossible to ignore. I clearly remember clambering into planes at a show in New York's long-gone Grand Central Palace, a Globe Swift and an Ercoupe among them. In particular, the blue "plexi" windows in one of them. And our house was now under one of TEB's practice areas with yellow planes doing steep turns, spins, and stalls, nearly every flyable day. I would lie on the cool, green grass in the back yard and watch yellow planes. The grass was so cool and fragrant, and the sky so blue. Well, except when it was raining or wintry.... Or the grass needed mowing. Remember how good newly mown grass smells?

Torr: You're evading my question, Bill: How did you get interested in airplanes, dang it!

Schulz: It was a cumulative thing, Eddy. Little by little, it grew on me. My interest was strong by the sixth grade 'cause I remember once getting in trouble for having more sketches of P-



LongEZ- Flying Palomino Airport
Fruitland Park, FL Fall 1990
4th airplane. Homebuild Long EZE
Taxi Tests (Photo: Michael D. Cannon)



sqdn8ftA44-C- Army Air Corps Advanced
Training Field, Eagle Pass, TX
March 1944
Squadron 8, Flight A, Class 44-C
INSTRUCTOR: 1ST Lt. G.D. Barbee
CADETS: Left - Right
Standing: Paul O. Crewe
James W. Crump
Floyd B. Carpenter
Kneeling: James F. Carpenter
Harold E. Carpenter
Harold E. Crocker
Michael D. Cannon
(Photo: Michael D. Cannon)



"Weber AFB" main gate sentinel

40s, -47s, and -51s in my notebook than notes on the subject at hand. So, I'd say that I was fairly "plane nuts" by that time.

Torr: What happened after that?

Schulz: Well, by my high school senior year, aviation had become so commonplace that our new science teacher, Mrs. Joyce Placek-- and her husband--was a licensed pilot and "Aviation" was being offered as an elective course.

Torr: And you took it?

Schulz: Nope. There was a scheduling conflict with a course I needed for college. Had I taken it, I might have gone into flying as a profession... instead of architecture and industrial design, not that I regret the path taken, but....

Torr: Airplanes, darn it, get back to the airplanes!

Schulz: I made a promise to myself that once I could afford it, I'd get my license... some day. Well, by 1988, I realized that I was getting "elderly" faster than I was getting "wealthy." I moaned and groaned so much over not having realized my flying dream that Maureen, tired of hearing it, said, "Oh, go get your license! I can't stand the whining!"

Torr: So, you got your "ticket?"

Schulz: You betcha. And when we moved to Leesburg, I knew I wanted to build something, preferably a "Florida Flyer" which could be licensed but which could also be made into an ultralight should the time come when I could no longer pass a medical exam. I thought that the best way to do that would be to start with an ultralight and go the other way. So, I built an "AirBike" kit and added two five gallons tanks, a VW 1600 (O-100?), a BRS 'chute, and electrics (right).



Torr: How did that work out?

Schulz: Quite nicely, thank you. I found that the VW weighs only about 40 pounds more than a *ready-to-fly* Rotax 447. I balanced that extra weight on the nose with a battery in the "tail cone"... such as it is.

Torr: How does it fly?

Schulz: Flies like a Champ... no, really! She's a "rudder" ship and raises a wing very nicely with only pedal input. Ailerons are needed only for rapid/precise roll response. I've had a time trying to get insurance but was finally notified by EAA insurance program's Bob Mackey that coverage is now available at a "reasonable" price. Well, now I've got to determine if I'm still safe to fly... You know? If it isn't one darned thing, it's another.

SUN'nFUN Yes, it's *that* time again. **Lake County Aviation Association**, our fellow-flier co-tenants with CAP in our building, is once again sponsoring a bus to the Sun'nFun grounds at Lakeland-Linder (LAL) for the second best/biggest fly-in of them all, Sun'nFun. The bus leaves Sunair, across Aviation Drive from the CAP/EAA/LCAA building, at 0800 hrs (sharp!) on Thursday, April 6th, and will leave LAL at (sharp!) 1630 hrs for the return to LEE. Cost is \$45 which includes bus fare, admission, and pre-departure coffee and donuts. Send to LCAA, 05005 Magnolia Ridge Rd., Fruitland Park, FL 34731, or deposit fee at Sunair. Reservations MUST be made by 27 March.

THANK YOU! This month's we're publishing a few of the photos provided by **Chapter 534 VP Mike Cannon** and another of Dr. John's.

HELP! AGAIN! I'm really scratching the bottom of the barrel,

gang, as evidenced by this month's "interview." Please, I need news and pictures from *you*. This is *not my* newsletter. With three pages to fill, all I can do is use a larger type or more "fillers."



LONGEZE- Flying Palomino Airport, Fruitland Park, FL
Homebuilt LongEZE w/ paint. (Photo: Michael D. Cannon)