

THE 534 TIMES

ALL THE NEWS THAT FITS. WE PRINT

EXPERIMENTAL AIRCRAFT ASSOCIATION CHAPTER 534

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

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

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APRIL, 2006

HAPPENINGS AT PALOMINO AIR RANCH by Mike Cannon, EAA Chapter 534 V.P. Jan Eggenfellner visited Mike Cannon at Flying Palomino via his Apache on Sat Feb 25 to perform two complicated and intensive engine updates for the Subaru WRX engine. These were the replacement of the intake cam sprockets with variable valve timing placed in the fixed position thru a pin. These cams will rotate when the drive belt is removed and becomes a very careful belt installation when the cam operation has been completed. Not only do the cams have to be re-positioned to the indexed case position, but fixed, and when the belt is placed back on the sprockets, the indexed belt must carefully match the case index with the index markings on the belt. A task not for neophytes. The second major task was to remove the thick engine mounted bulkhead support from the engine thus freeing the engine within the mount so the PSRU could be removed and the flywheel removed to be replaced by a dynamic one to help absorb abrupt power



supply to the PSRU. Upon accomplishment, the bulkhead is reattached and mated with a higher power rated PSRU. It was a fun day with Norma and me as gophers, etc. Norma made lunch for our two guests, Jan and Tom Moore from Oregon who had himself flown to exercise Jan's expertise. As a matter of fact Tom has now made three trips from Oregon

with his RV-7 Subaru powered. Jan's Apache is the Geronimo type powered and made a spectacular take-off, climb out upon departure.

My 2nd Topic is: Seminole Glider Meet began Sat Mar 11 for a week. Norma and I attended on Sunday next to watch this quiet air show of our fellow birdmen and their loong aspect-ratio birds take the air and thermal up to the cloud streets overhead. At times they were confused with three vultures, that were in the near vicinity catching thermals also - depending on the perspective as viewed into or out of the sun and the various clouds. A fun thing enjoyed by all birdmen even a couple that we know from Plantation. *(Thank you, Mike. Ed.)*



MARCH EAA Chapter 534 was treated to a "whirlwind" presentation with the appearance of the LifeNet "med-evac" helicopter based in Wildwood. The 'copter's

arrival was slightly delayed by a call-out for a run to Orlando, giving us a first-hand insight into the ever-ready life of aerial ambulances. The life-support equipment and the flying machine itself were most impressive as was the air of professionalism displayed by the flight and medical crews. Our thanks to LtCol David Moseley, Commander, Lake Composite Squadron, CAP, for arranging this most interesting meeting.





APRIL EXECUTIVE COMMITTEE MEETING NOTES

• We should be reaching out to the 20 to 40 year old group. (The editor has a multi-session program-- sort of an abbreviated ground school-- that he developed and presented at a Connecticut high school's evening adult ed program some years ago... the aviation community got a couple of pilots out of it. It could be updated to reflect changes in technology/regulations.) • At Sun 'n Fun, the editor spoke with William Wynne of flycorvair.com and, although he's very busy 'til after OSH, he does do presentations. • May's proposed breakfast at Mid-Florida (X55) has been put off until October or November 18th when the weather cools and more folks are back from wherever. • We should research a/c, a/c kit manufacturers, and a/c importers in the Central(-ish) FL area for a presentation(s). • John Weber believes that there is a flight school in the area specializing in Sport Pilot training. Such a presentation might be one to open to the public as a part of our version of AOPA's mentoring program. • We still need something for the May meeting and are open to suggestions. Contact Paul Adrien.



SUN'NFUN

The editor took advantage of the Lake County Aviation Association's (LCAA) bus to Lakeland-Linder Airport (LAL) on 6 April. He



was grateful for the opportunity presented by the bus ride to engage in undistracted aviation conversation during the hour and a half trip to and from. He is especially thankful that his plastic-bodied Saturn wagon was *not* parked in the tinderbox parking lot which claimed the "lives" of 20 vehicles when the cat-converter on a Maserati touched off a grass fire.

Editor's choices: **Neatest Paint Job**; RV-6, Jon School, Plano, TX. **Ugliest**; AAL Stinson Tri-Motor. **Most Testosterone**: Griffon-powered Mustang, "Precious Metal." **Most Preposterous**: American Champion Aircraft's 7EC "Champ" at \$94,530. **Cutest Thing There- "Inanimate:"** The Teledyne Brown 32 CID "boxer" OHV 4-cylinder engine spotted in the Fly Market. **Cutest Thing There- "Animate:"** Ain't goin' there! **Most Desirable** (remember, *editor's* choice): '46 Aeronca 7AC NC83739. **Saddest Sight**: Crispy Critters ↓ hunkered down in the parking lot.



APRIL This month's meeting, on Saturday, the 22nd, will be at **Jim Kimball Enterprises, Inc.**, in Zellwood (www.jimkimballenterprises.com/ is a *terrific* website... visit it in preparation for your visit!) Directions: US441 to CR448/Sadler Road traffic light. East on Sadler. **Bear left at the curve** a hundred meters onto Sadler. Follow to the tri-furcated end of 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: **BYO** (There are two convenience stores at the US441/CR448-Sadler Rd. intersection.)

MAY Chapter 534's May meeting will be announced via both e-mail and USPS. • The area's **next major**

fly-in will be on May 18-21, 2006 at **Lumberton, NC**, just above the SC/NC line on I-95. The website for the Mid-Atlantic Fly-In is <http://www.mafsac.com/>



“THIS IS THE CAPTAIN SPEAKING...” There have got to be some of you who have ideas about how the Chapter is being run or, *should* be run. Perhaps that’s why we don’t see much of you. We have about forty paid-up members but have generally been seeing less than half that number turn out for meetings. Why? Why do some of you pay us good money to join the Chapter and then not partake of Chapter functions?

What are we doing wrong? Whatever it is, we’d like to know to remedy it.

I know that this is a subject on which I have touched in the past, perhaps to the point of “Ho, boy, there he goes again.” However, there are ways we could make EAA Chapter 534 bigger, or better, or any combination of “bigger” and “better.” Or is there general satisfaction with a once-a-month get-together on a Saturday morning; engage in a little light banter, look/listen for a while, down some goodies, and then split. Yes, I, too, enjoy that, but we could have more! *Much* more.

I don’t know about you all, but I’m retired and-- contrary to what I was led to believe, you know, rocking chairs and all that-- I’m as busy as a one-legged monkey trying to kick the seeds out of a cucumber. But I would welcome more “airplane stuff” in my life, even if it’s at the expense of some other activities.

I’d like a place to get together to tell lies and tall tales, an activity generally known as “hangar flying” (“There I was, inverted at thirty-thousand feet,”). I’d like a place where I can “supervise” someone making something. Or maybe I’d like to be making something myself and have someone looking over *my* shoulder. I’d like to bring a box of donuts and find that someone’s just made a fresh pot of coffee. I’d like a different set of aircraft tires to which I can give thoughtful little kicks. I’d like to look into cooling openings of some other “bird” looking for.... Who knows? Who cares? Just to look.

I guess what I’m saying is that I think that EAA Chapter 534 needs a “home,” not just a place where we hold meetings. We need some place where we’ll hold semi-annual “clean-up parties,” where we might even have evening barbeques, or weekend burgers and hotdogs, or sit around judging landings, or just marveling at how the sun shines off that leading edge, or

We need you, all of you. We need your participation. We need your ideas. We even need your criticism... we’re “big kids,” we can take it. *Let us have it!* Get involved, starting Saturday. *See you then!*

FOR SALE OR TRADE • I have a starter, generator and carburetor for a Continental O-300 for sale. I think the starter and generator will fit any Continental engine from an 85 HP up. I don't know what they are worth, maybe \$50.00 each? Or best offer. Phil Rea,



sprea@toast.net 352-787-6694 • **FOR SALE** “Jaybird” N735BS.

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