



CAP/EAA BLDG., LEESBURG, MUN. AIRPORT

8507 Airport Boulevard, Leesburg, Florida

MEETS- 9 A.M. EACH 4TH SATURDAY

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<http://groups.yahoo.com/group/EAA534/>

MAY, 2006

APRIL (The following constitutes the minutes of the meeting.) •

EAA Chapter 534's April meeting was our annual visit to **Jim Kimball Enterprises, Inc.**, in Zellwood and although we missed seeing their "Python" edition of the Pitts MODEL 12 by just one day- it had been packed and sealed in a container for shipment to its new owner in Sweden- there were enough other interesting items for Kevin Kimball to be able to command a rapt audience. • We saw the rock-solid jigs in which the Pitts' fuselages are made. There were wooden wings which looked as though they had been made by a CNC machine. Varnish finishes looked like halographic three-dimensional transparent moldings. • There was a forlorn Soviet-designed / constructed aerobatic model in need of a few parts which were so bogged down in Communist-era paperwork that it was essentially in limbo; The factory *has* the parts but can't figure out how much to charge for them, so they just sit on some bureaucrat's desk. • Jim Kimball, suffering the effects of a late-Spring cold and not up to par, was found pressure testing a fuel tank, staying out of the mainstream of visitors



There will be a quiz!



John Weber flew in.



Prof. Kevin Kimball

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Jim Kimball

[Hope you're better by now, Jim. Ed.] • And, there was the usual mix of Classics under re-construction or just waiting to be pushed out into the sunlight. The session ended with an impromptu "ramp seminar" on the current state- and perceived future- of General Aviation. It was a most interesting discussion with some valuable insights by Kevin. Check out the Python and other **Jim Kimball Enterprises, Inc.**, products at <http://jimkimballenterprises.com/>. We extend our thanks to the Kimballs for their generous hospitality.



Craftsman at work



Kevin Kimball holds class
photo: Al Spencer

EXECUTIVE COMMITTEE NOTES The regular

second Wednesday evening **EAA Chapter 534's** Executive Committee meeting was primarily a discussion of upcoming meeting scheduling and some consideration of the tenuous situation of the Civil Air Patrol's Lake



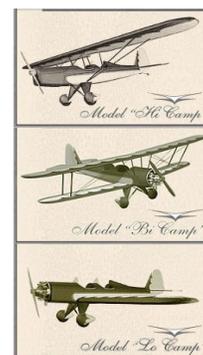
Craftsmanship!

Composite Squadron with an eminent domain-like attack on CAP's right to their own building and what appears to be a nascent anti-CAP/anti-"little plane" atmosphere at LEE.

MAY- A TOUR OF THE NEW FIREHOUSE Ever see a half million dollars- in "optic yellow"- on wheels? May's meeting of **EAA Chapter 534's** will be a tour of the **City of Leesburg's** new **East Side Fire Station** located on the east side of the north end of runway 3-21. There will be a brief business meeting at the CAP/EAA Building at the usual **9 A.M.** and we will adjourn to the new fire station at 10 A.M. for a look-see at the equipment and facility. No one has volunteered for refreshments so if you feel inclined to provide some, please call **Program Chairman, Paul Adrien**, at **483.4642**



ODDS and ENDS EAA Chapter 534's newsletter editor spotted an ad in *Sport Aviation* and decided to check it out. **Aerolab** is an Italian company founded by a "heavy iron" skipper with a love for vintage aircraft. There are three different configurations sharing, apparently, the large parts such as basic fuselage and wing. They are equipped with either the slick little Rotec "R2800" 7-cylinder radial (there's a neat little video clip of this engine's start-up on the website) or the little Walter "Mikron" inverted in-line, air-cooled "four." You can get the "HiCamp"- utilizing the in-line engine and looking for all the world like member **Lou Larsen's** "Piet!"), and the "Spacewalker"-like low-wing, or a very "New Standard"-ish biplane, fitted with the lovely little 2800cc radial. This is a fun site, take a look. You won't find a cheaper trip to Italy! <http://aerolab.it/pages/eng.htm>



NOTES FROM FLYING PALOMINO by Chapter 534 Vice President **Mike Cannon**

(leftmost figure =>) In this day of trust and fidelity it is a bit awesome when someone in the kit field really comes through. It just happened for me. I had a PSRU leak around three outer through-bolts holding the front and rear gear case together and after some fiddling trying to fix it, called Jon Eggenfellner. "Bring it over." The next day I took the unit over to his new place at Massey Air Ranch where he immediately set it up and proceeded to break it apart for a new re-sealing. All during this hours-long procedure he answered telephone calls from all over the U.S., sometimes all the while holding a wrench with his hip and tightening a nut with another wrench in both hands. Never losing his cool or directing me how to hold the casing or some of his people what to do next. By day's end the task was completed with endorsement. I remounted the unit again, added gear oil now some two weeks ago with nary a leak. On a progress note I have completed the primary electrical checks resulting in a dry engine start. yahoo!!!! Secondary circuit checks are being pursued. Norma and I are staying in the Quality Inn campgrounds off Exit 20, arriving (at Lumberton, NC) May 17 eve. See ya'al. Mike.



"THIS IS YOUR CAPTAIN SPEAKING..." the Editor on This 'n That... We are entering "travel time" when many of **EAA Chapter 534** members will be on the road, either to visit friends or family, or just to be



away from the anticipated "unbearable heat" of Florida in the summer. Of course, "full-timers" know that, although the temperatures are in the low nineties for nearly six months, they rarely break 95 degrees. However, we must be certain not to let on that we're often cooler and breezier than those well to the north of Lake County. Oshkosh immediately comes to mind as I've suffered through many a late July week in blazing hot daytimes and hot, still nights camped out in Ed and "Sam" Stadtmueller's backyard just across from the west end of the ultralight strip "Down on the Farm." • Both your

President and Vice President will be absent from this month's **Tour of the Fire Station** meeting as we will both be visiting, separately, the Lumberton, NC, non-EAA fly-in. Maureen and I will be continuing north for a couple of (probably sweltering) weeks visiting my family in New York's Hudson Valley and some friends near our old "digs" in in the Litchfield Hills of northwest Connecticut,



(Sigh...)



including former **EAA Chapter 534** member, **Chuck Bouffard**

(←) and wife Mary, who now reside in Plymouth, CT. • As a kid during WW2, I was aware of aviation, then only about forty years since Wilbur and Orville took to the skies over North Carolina. With the publicity for the war effort and the massive flights of war planes being ferried over my home in the northeast corner of NJ– actually just about 15 miles NW of the “GW” Bridge– headed for the European Theater, it was difficult for me *not* to be aware. • Following the war, the age

of the “flying public” with the promise of a plane in every garage burst upon us as America’s pent-up manufacturing might turned to building pre-war cars wearing slightly updated “faces” and, of particular interest to me, really new aircraft which benefited from much of what we learned while building the air-armada of freedom. Witness the all-aluminum Mooney Mite and Globe Swift and the new mostly-aluminum offerings from Cessna, Luscombe, and Ercoupe, to name just a few. Grass strips were being laid out in all corners of the land and pilot starts were at an all-time high. • But history has shown that it was mostly an aviation bubble built on the *hopes* of the manufacturers and the availability of dirt-cheap flight training under the GI Bill. Though not at the expected rate, the field grew until energy and liability concerns conspired to put a monster of a damper on GA in recent years. Add the new flight restrictions born out of some tragic GA-involved airline disasters– Los Cerritos, CA, for example– and the anti-little-plane hysteria resulting from 9/11, and we are now in a serious bind which will require more than “drive through the windows” glass cockpits and the availability of Light Sport Aircraft to reverse. Airstrips are being either developed or seriously encroached upon. We have to look no farther than Eustis’ Mid-Florida Airport, to see houses closing in on all sides and no amount of clauses in deeds is going to prevent the eventual strangulation and death of X55, sad to say. “Free” airspace gets to be less and less. Transponders and 30 mile “Mode C” veils encompassing better than 2800 square miles, *each*. Did you go to Sun ‘N Fun? How many people under the age of 50 did you see? • And, finally, take a look at what’s happening to LEE, our “sleepy little hometown airstrip” here in Leesburg. With the way things are going, should we be at all surprised to shortly see TSA personnel clearing passengers for boarding flights to JFK, LAX, London, Paris, and Rome? Well, maybe just Newburgh, NY, Grand Rapids, MI, Cleveland, OH.

UPCOMING EVENTS In the coming months **EAA Chapter 534** will be having a tour of the new control tower at LEE (*there may not be any traffic, but there surer-n-ell WILL be a tower! Ed.*), a viewing of an **AOPA** DVD on the finer points of **Take Offs/Landings**, and the possibility of visits to some of our members’ projects. Jim Brewer, Bill Howard, and Garry Paxton have generously indicated a willingness to have this rowdy bunch of aging aeronauts from **EAA Chapter 534** visit them.

EAA Chapter 534 members’ FREE CLASSIFIED ADS FOR SALE “Jaybird” N735BS. Single seat,



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