



JULY 2006

THE TIMES

EAA CHAPTER 534
CAP/EAA/LCAA BLDG.
8507 AIRPORT BOULEVARD

LEESBURG MUNICIPAL AIRPORT, LEESBURG, FLORIDA
MEETS- 9 A.M. EACH 4TH SATURDAY

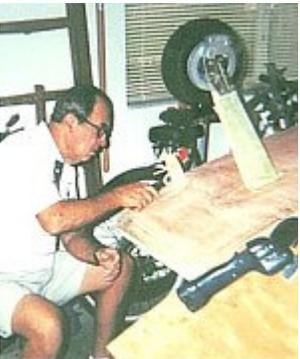
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<http://groups.yahoo.com/group/ea534/>

Jim Brewer hosted EAA Chapter 534's June meeting at Tim Preston's hangar at Mid-Florida Airport (X55), in Eustis. * Better than a dozen members attended and some guests accompanied members. Others just stopped by to see what the gathering was. This was a well-attended meeting for a warm June Saturday morning which was threatening rain (it did).



Jim Brewer, our craftsman-host takes a break

* Jim heartily endorsed the workmanship Bernie Herman had put in during his 14 years of winters in Florida working on the KR-2 Tri-Gear. Bernie's effort were matched by Jim's in the completion of the project and it is a sight to behold. * The Great Plains (GPAS) VW engine sports electronic ignition, an Ellison slide carb (reminiscent, in principal, to the old SU carbs found on British cars and Volvos), and a tuned exhaust.. These changes push the max horsepower up from 80 to around a hundred. All this is in addition to the GPAS prop extension which relieves the crank of thrust loads, dampens power pulses, drives from the "big" (flywheel) end, and permits less restrictive exhaust bends within a pointier cowl. That little rascal should really scoot!



He started it all- fourteen years of loving labor by Bernie Herman paid off for Jim Brewer

* Jim gave the attendees a comprehensive rundown on the plane, its construction and attributes, and very cleverly had a roll of blue



Flight, Engine, and nav instruments are digital but airspeed and turn coordinator remain the reliable "steamgauge" sort.



Leave it to a vet to fly an animal! John Weber arrives in his Rans "Coyote" to fly a Young Eagle.



"That was awesome" x 2. Freshly-minted Young Eagle Stephen Willis and pilot John Weber following the flight.



A VW engine turning- and going (flywheel first!)-- the "right" way thanks to the GPAS adapter nose. Sleeker cowl, too!



Young Eagles Coordinator Paul Adrien, YE pilot John Weber, YE Stephen Willis and his proud mom.



Charlie Schnitzlein checks out Jim Brewer's Bernie Herman KR-2: "Hmmm. Nice work."



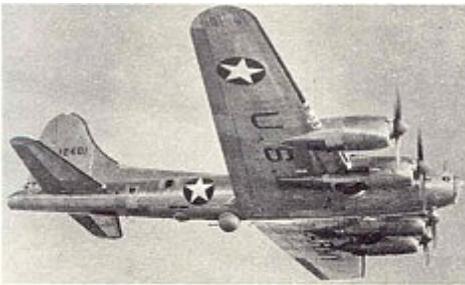
Jim Brewer credits Bernie Herman with 14 years of fine aero craftsmanship

masking tape handy for us shade-tree mechanics to point out what we perceived to be "squawks" worthy of attention. Good thinking, Jim. And thanks to you and Christine for the refreshments, coffee, "OJ," muffins, and some very interesting and delicious "chip" cookies, truly a Breakfast of Champions (an' KR's, an' Coyotes, an' Cubs, an' Cherokees, 'Hawks, an'.... Sorry, just couldn't resist) * John Weber arrived in his Rans "Coyote" and flew **Young Eagle Stephen Willis**. Stephen is 14 and is interested in a career in the Air Force.

<http://tinyurl.com/oshf2> Interesting aviation video site:

UPCOMING EVENTS July- AOPA's DVD "UPS AND DOWNS OF TAKE OFFS AND LANDINGS" (refreshments: Mike Cannon) **August-** Visit Al Kimball's Workshop (refreshments: Bill Schulz) **September-** Tour the new LEE control tower (refreshments: Charlie Schnitzlein) We may also visit some more of our members' projects. **October-** Program open (**refreshment volunteer needed**) **November-** Program open (refreshments: Don Mina)

<http://www.dfrc.nasa.gov/gallery/Photo/index.html> Dryden Aircraft Photo Collection

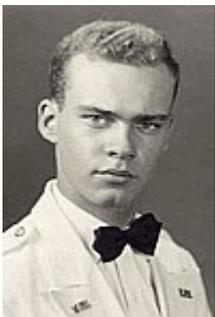


The Boeing XB-38, a B-17E fitted with liquid-cooled Allison engines in place of the regular Wright "Cyclones." This was the only one built for the Allisons were needed on the Lockheed P-38 and other planes. Experimentation with this plane was prematurely ended when it caught fire and burned.

A biographer and personal friend of George Gershwin, Harold Arlen, and other greats who wrote music, **Edward Jablonski** also wrote several chronicles of the air side of World War II interesting to pilots and "armchair historians" of WWII: *Flying Fortress: The Illustrated Biography of the B-17s and the Men Who Flew Them*, *Double Strike: The Epic Air Raids on Regensburg-Schweinfurt, August 17, 1943*, *A Pictorial History of the World War II Years*, *Airwar*, and *America in the Air War*. All are available in the Lake County Library System. The editor read *Flying Fortress:*) and will tell you that it was hard to put down. He doesn't mean to minimize the sacrifices made by other branches or those who fought valiantly in prior or later conflicts, but these kids- and that's what they were, barely out of their

teens- were sitting ducks for flack, Hun fighters, and particularly in the closing phases of the ETO, the jets. Boeing's "iron bird" did much better at bringing its crew home than any other plane of the era... the amount of abuse that the -17 could absorb and continue to fly was simply amazing. (Boeing XB-38 photo from *Flying Fortress:*)

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"THIS IS YOUR CAPTAIN SPEAKING..." THE EDITOR (SHOWN IN '53) ON THIS 'N THAT...

In the on-going saga of the CAP/EAA/LCAA Building and statements made by Leesburg Municipal's Airport Manager, Charlie Weller, some new and very interesting light was shed on the situation by long-time EAA Chapter 534 member, Dave Fuller. Dave is a retired United States Air Force (USAF) Lieutenant Colonel and holds the like rank in the USAF Auxiliary, the Civil Air Patrol (CAP). He is also an electrical engineer who led the team that invented the aircraft Flight Data Recorder, what the world knows as the (orange) "black box." But, most importantly for the sake of this discussion, he was instrumental in the actual planning and construction of the CAP Building back in the



The "Spruce Goose" up close

1980s.

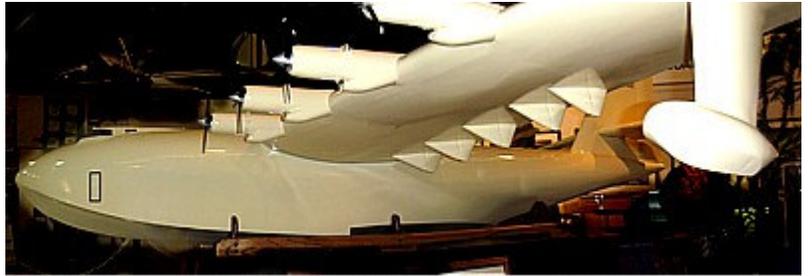
Fuller related that financial contribution by EAA Chapter 534, whose membership was co-mingled with the Lake County Aviation Association, was not two thousand dollars, but closer to four to five thousand 1980s (much larger!) dollars and that the labor volunteered by Chapter members in the actual construction was considerable. The result is that EAA- and LCAA- are not "tenants," but actual partners in our building in the moral sense of the word if not in the legal phraseology of any documents.

Further, LtCol Fuller indicated that the lease on the land on which our building stands contains an "option to renew" clause, a feature which is

beneficial to the CAP Building's owners but which Weller seems determined not to honor. How this can come to pass, legally, has yet to be determined.

As to the damage sustained in December's City of Leesburg sanitary sewer lift-station failure debacle, which inflicted *up to twenty-eight thousand dollars* in damages to the building and for which the City has generously (?) offered mere hundreds in compensation, there are moves afoot to hold the City's feet to the fire and to have it live up to its responsibilities and pick up the *total* cost of damage repairs.

In short LtCol Fuller characterized Weller's comments at June's Executive Committee Meeting as being less than completely accurate.



The "Spruce Goose" model @ Florida Sport Aviation Museum

<http://www.av8r.net/> Daily news updates, ADs, TFRs, etc.

PILOT, PASSENGER SURVIVE CRASH (OR, "SCRATCH ONE CUB" Ed.)



Colorization- W J Schulz

A small single-engine airplane lies on its back at Orlando Executive Airport after it flipped over while trying to land about 10:15 a.m. Thursday. The pilot suffered a minor forehead injury and a passenger was uninjured. The accident occurred when the **pilot saw the nose dip as he approached the ground but thought it would correct itself** (Oh? Ed), officials said. About 30 gallons of fuel spilled from the overturned aircraft which a hazmat team cleaned up. (From the Orlando *Sentinel* , June 30, 2006.

CHAPTER 534 MEETS AT 9 AM THE 4TH SATURDAY OF EACH MONTH.

NEXT MEETING 9 AM JULY 22 AT CAP/EAA BUILDING.

FAA 'WINGS' PROGRAM- NON-TOWERED AIRPORT OPS "OUR" BUILDING, 7PM, WED. JULY 26

Note: Newsletter available without pictures and in various formats. "No pix" is faster to download on dial-up. Contact the Editor.

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