



AUGUST 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/>



David Moseley, Cdr., Lake Comp. Sqdn., CAP, addresses EAA 534

JULY MEETING We were apprised of the then-current status of the CAP/EAA/LCAA Building by **David Moseley**, LtCol. USAF Aux (CAP), Commander, Lake Composite Squadron. He gave us a brief history of the Building and told us that the Squadron hoped that the final take-over of the Building by the City of Leesburg could be avoided. After a Q&A session and some refreshments we enjoyed a somewhat more light-hearted DVD from the AOPA Safety Foundation on take-offs and landings.

AUGUST MEETING We will meet this month at the workshop of Mr. Al Kimball who has undertaken the role of Dr. Frankenstein in trying to breathe life back into the bits and pieces of a "Nord" trainer from 1950s France, which pieces were gathered from here and there by EAA Chapter 534 Secretary **John Weber**. Goofy lookin', sort of... like a flying Citroen 2CV. Well, perhaps we should say it has "character."

Because of the limited parking at Mr. Kimball's, we will meet at the shopping center across the railroad tracks on the southeast side of

the intersection of SR19A and Old 441, west of Mt. Dora. **We will depart sharply at 8:50 AM** in a car-pool/caravan to the meeting site.

This is the strip-mall with **Dollar General** and **Mount Dora Pizza** (home of some great Italian, particularly the "Vesuvius Special!") and the **Dairy Queen** at the far east end.

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

EXECUTIVE COMMITTEE MEETING Minutes to the EAA chapter 534 executive board meeting. Members present: Bill Schulz, Bill Conderman, Charlie Schnitzlein, Bill Howard, Mike Cannon, Paul Adrien, Lou Larsen, John Weber.

OLD BUSINESS: CAP national headquarters at Maxwell AFB has been apprised of the situation of the LEE CAP building being turned over to the City of Leesburg. The memorandum of understanding signed by the Fla. Wing commander is invalid as disposition of CAP property must be done by the national



headquarters. We are still awaiting the response of the legal department at this time. There may be different results. The original lease was to have run until 12/31/2011 with the option of a 5 year extension. The chapter will be removing its property from the building as the MOU takes effect on 08/15/2006.

Programs- The August meeting will be held at Al Kimball's. He has asked that we car pool if at all possible as parking is limited.

NEW BUSINESS: On Thursday August 24, there will be a tower operations meeting at 19:00. We will be able to meet the new tower crew and there will be a seminar on tower controlled airports.

The Thomasville Fly-in will be held this October 14. On Sat. noon will be Barbara Adrien's chili lunch for those that attend. Hope to see you there.

The Florida Flying Gators will be having their Fall Fly-in on Saturday October 28. This is usually a fun time as well. Respectfully submitted, **John H. Weber**, Sec.

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

42-2 N216CB NOW AN AIRPLANE Email, 18 Jul 2006 from Jim Brewer who hosted our June meeting: Bill, On 7/14/2006 Al Kimball inspected and issued the airworthiness cert for N216CB. Thanks again to you and all the members who looked it over and spotted attention areas with the blue tape. The inspection went very smooth with no major discrepancies. The EIS went out on the second taxi test, so I am now awaiting the delivery of the replacement unit. First flight should follow soon after I install the new EIS. Also a special thank you to Paul Adrien for his inspections. **Jim Brewer**

ENGINE STARTS, HOUSE SOLD Telecom- 20 July 2006 Mike Cannon had an engine start after Jan Eggenfelner traced and eliminated a short. Jan also did a pre-FAA inspection critique and calibrated the EIS.

The Cannon house at **Flying Palomino Air Ranch** has been sold to a couple from Bushnell, the wife a teacher in Leesburg, her husband a 737 driver. They own a 180. **Mike Cannon**

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

UPCOMING EVENTS **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)

FAA AVIATION SAFETY SEMINAR Operations at Towered Airports **Thursday, August 24, 2006** at 7:00 PM, at the Leesburg Regional ~~International~~ Airport/**CAP/EAA/LCAA** Building

Have you noticed the nifty new signage at the official, main entrance to the Airport down next to the Sheriff's Chopper Barn? There are two new *temporary* signs, one on each side, in which the wording is "**LEESBURG REGIONAL AIRPORT**" but in which the "REGIONAL" is crossed out with a red slash and "*International*" is sort of hand-written in above. *Very* impressive. There is now an on-call U.S. Customs Officer available for the "air sucker" owners. It must really be a feather in the cap of those of us who live in Leesburg and had the *opportunity* and *privilege* of having our taxes pay a *thousand dollars* for those two pieces of the Airport Manager's self-aggrandizement. (Was there some mention of "not GA friendly" in a recent newsletter... to which the Airport Manager took exception? Hmmmm.)

CAP/EAA/LCAA BUILDING The Civil Air Patrol Building (CAP) was turned over... or more correctly, *confiscated under false pretenses* by the City of Leesburg on 15 August.

The pretext was that the building was derelict and in need of "substantial repair" with the implication that hurricanes had done damage to the building and the cost of repairs was burying Lt. Co.. David Moseley's Lake Composite Squadron to the point that they were unable to keep the place up. That the interior was in shambles can be directly attributed to the City and the *mysterious* lift station failure which was compounded by a *mysterious* failure of lift station standby generator and a *mysterious* failure of the

anti-backflow foot valve intended to protect the Building from sewer effluent flooding. And flood it did, to the depth of a couple of inches throughout much of the place.

Nothing could be farther from the truth that the building is derelict as it had just been repainted inside and out, new hurricane shutters fitted, and fresh carpeting laid within the prior two years. The place was very presentable in every respect. Well, at least until the City flooded it with... Well, we won't go there.

Of course, when the foundation shrubbery all died, it looked terrible *outside*, too. But a specimen of the dead bushes was taken to the Lake County Agricultural Center in Tavares and was promptly diagnosed as having been "Round Up'd." Another *mysterious* occurrence.

Oh, yes, there was also the matter of what the Airport Manager claimed to be "structural damage," probably hurricane related, to the Building. In this masonry building, the lower three to four inches of the wood casing on one emergency door had rotted after many years of being wetted and re-wetted by an ill-aimed irrigation sprinkler. Hurricane damage, indeed.

Your President and Newsletter Editor has been adamant in not giving up the building so long as there is a shred of a chance that this obviously wrong (in *any* moral or legal sense of the word) action could be reversed and has sought documentation supporting the case of Col. Moseley's group, us in the Chapter, and our brothers and sisters in LCAA, the Lake County Aviation Association. Editor has scoured records at County level as well as at Headquarters, Civil Air Patrol, located at Maxwell Air Force Base in Alabama.

At first, your Editor felt he might have had a "friend" in the General Council of the CAP since the Memorandum of Understanding between the City and CAP was not executed through authorized CAP channels. However, that fizzled when it was clear that said lawyer-type was obviously not reading communications from this writer and he was further stuck on whether "Moseley's Marauders" were *authorized to occupy their own building*. Since this was an obvious dead end, your warm blooded Prexy (he's driven *Italian* cars for nearly 50 years and makes *cappuccino* for breakfast every day! His name was really shortened from "Schulzoni") wrote him a scathing "kiss-off" letter and moved on to other venues.

The Editor is now contacting any and all aviation-related organizations with an incensed and strongly worded recommendation that *any* sort of donations to CAP, even Cadet-orientation plane rides, be terminated immediately in light of the shabby treatment CAP has shown toward EAA Chapter 534 and LCAA. After all, it was your Chapter and LCAA who raised the monies, materials, contractors, construction equipment and operators to build the CAP/EAA/LCAA Building.... And then they *donated* it to Civil Air Patrol.

Now, the Commander of the Florida Wing of Civil Air Patrol has *given* it- a building with a current estimated replacement value of between *five and seven hundred thousand dollars*- to the City of Leesburg because one (1) three-tab shingle was obviously (to the writer and many others) *mysteriously* torn from the roof, giving the Airport Manager the chance to claim that the Building is in need of substantial repairs which Moseley's group can ill afford. Oh, yes, there's the matter of the "structural damage" of the door casing, too.

Apologies from your Editor for permitting some of his editorial bent to slip into the reporting of news concerning the Building. It has become somewhat difficult for him to separate the two at this point in time.

The good news is that it now fully appears that it is only a matter of time before we- the CAP, LCAA, and EAA 534 "family"- will have "our home" back.

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CHAPTER 534 MEETS AT 9 AM THE 4TH SATURDAY OF EACH MONTH.
NEXT MEETING 8:45 AM AUGUST 26 AT 19A-OLD 441 MALL, MT. DORA

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