



AUGUST 2006

# THE TIMES

EAA CHAPTER 534

CAP/EAA/LCAA BLDG.

8507 AIRPORT BOULEVARD

LEESBURG MUNICIPAL AIRPORT, LEESBURG, FLORIDA

MEETS- 9 A.M. EACH 4<sup>TH</sup> SATURDAY

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



**AUGUST** We met at the workshop of Mr. **Al Kimball**, A.K.A. Dr. Frankenstein, who is breathing life back into the bits and pieces of a "Nord" trainer from 1950s France. This collection of "stuff" was gathered from here and there by our own EAA Chapter 534 Secretary, **John Weber**. The [completed] plane will be a fully aerobatic low-wing trainer much in the vein of the DeHavilland "Chipmunk," beloved by Art Scholl who wowed EAAers in days gone by with his aerobatics.

Much like the Chipmunk, this French bird is also built hell-for-stout but incorporates many typically French touches which are generally characterized by the non-French portion of the aviation world as "weird." It even had its own dedicated inverted in-line 4-cylinder engine of which the Kimball/Weber team has two. They also have duplicates of many other bits and pieces. About the only things Al Kimball is having to scratch-build are the windshield/rollover hoop and some miscellaneous gubbins. For John and Al to have scraped together nearly two planes' worth of pieces of a design whose "built" numbers were only around a hundred is truly a testament to the validity of the original design, the cadre of those dedicated to its preservation, and the ingenuity of the



"hunters," EAAers John Weber and Al Kimball.

A word about Mr. Kimball's shop. "Fantastic" comes to mind. It's not a hangar, mind you, but it's new, insulated, air conditioned, and large enough to

easily contain all the parts of John's plane, including its one piece wing, and still have room for all the tools and machinery to do what needs to be done. Additionally, it houses a couple of examples of Al's other love- besides Mrs. Kimball, that is- old Harley-Davidson motorcycles. One example was a nicely re-done yellow/black early-1950s era flat-head.... With reverse! Al tries to salvage the reverse-equipped H-D "Servi-Cycle" three-wheeler gearboxes as they make for good conversation pieces and provide the ability to back the bike away out of nose-down situations if need be. Our thanks to Al Kimball for his hospitality.

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

**EXECUTIVE COMMITTEE MEETING** Members attending Bill Conderman, Bill Howard, Charlie Schnitzlein, Paul Adrien, Bill Schulz, and John Weber.

**Old Business:** 1. Discussion regarding disposition of the CAP building. There is a right of succession. This has been discussed with CAP and EAA. EAA and LCAA should have been consulted with before the building was signed over to the City of Leesburg. The original document had an agreement that if the CAP was disbanded or unable to maintain the building, the building was to revert to EAA and LCAA.

EAA national is working on this as well. 2. **Thomasville fly-in is October 14<sup>th</sup>**. 3. **Flying Gator fly-in on October 28<sup>th</sup>**. **New Business:** 1. Calendars- these will be ordered only if enough interest. Payment will be made at the time of the order. 2. Programs- This month will be warbird "long-EZ". Paul will be meeting with the new tower staff and hopes to set up a meeting for October. Bill has been in contact with William Wynne the Corvair engine guru about a program. Thoughts of the Christmas party were brought up. Roger Harper will be contacted for his input. 3. Tim and Peggy Preston have been asked to leave the Eustis Airport. 4. Umatilla has been petitioned to allow sky-diving. Respectfully submitted, John H. Weber, Sec.



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

**UPCOMING EVENTS** **September-** Our meeting will be at the CAP Building and presented by EAA Chapter 534's own Rutan guru and Program Chairman/Flight Advisor/Tech Counselor/etc., Paul Adrien. Paul will give us a view into the world of the Long-EZ war bird in all its variants. Taliban target practice anyone? (refreshments: Charlie Schnitzlein) **October-** We hope to tour the by-then-up-and-running LEE control tower (**refreshment volunteer needed**) **November-** Program open for suggestions from the group. (refreshments: Don Mina)

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

**"THIS IS YOUR CAPTAIN SPEAKING..." THE EDITOR ON THIS 'N THAT... CAP/EEA/LCAA BUILDING--**



We have arrived at a point in time where the wheels of progress and justice are certainly grinding slowly. In fact, it is so slowly that we hope that they are still grinding at all.

Your editor has obtained and pored over relative documents going back to the immediate post-World War II era, containing references all the way back to 1942, and has enjoined politicians up to the highest levels, those with oversight responsibilities in both the Civil Air Patrol and US Air Force, in addition

to EAA President Tom Poberezny and EAA Chapters Vice President Bob Warner, to have this egregious property grab by the City of Leesburg fully investigated and rectified. In short, it's a mess which can best be summarized by the following:

### **CAP/EEA/LCAA BUILDING-- EVENTS HIGHLIGHTS**

- City of Leesburg airport manager exhibited ***extreme interest*** on first visit to the CAP BLDG over two years ago and offered- on the spot- to buy it from CAP. Squadron commander's answer: "CAP property, unable to sell."
- During 2004/5 CAP BLDG was re-painted inside and out, fresh carpeting laid, hurricane shutters bought and installed, grounds groomed, and a new CAP member-donated monument installed in the flagpole area. It was a "***showplace***" prior to "The Flood" (below) and was the pride of CAP, EAA 534, and LCAA and certainly the envy of many other organizations, including area EAA Chapters.
- CAP Squadron commander ***generously offered*** airport manager temporary office space in CAP BLDG until new terminal building was completed across the street. ***BIG MISTAKE!*** The camel's nose was now inside the tent... so to speak.
- Airport manager moved in and immediately assumed a very ***proprietary attitude***, parking his vehicle at the front door/flagpole ceremonial area despite having been asked to park elsewhere, a display of arrogance and ingratitude in exchange for the hospitality offered by CAP Lake Composite Squadron.
- CAP BLDG survived several hurricanes in 2005 ***without so much as a scratch***.
- In December 2005, CAP BLDG was flooded with ***City of Leesburg's sanitary sewer effluent*** under a set of very curiously "coincidental" circumstances. CAP BLDG's overflow port had been intentionally plugged by person or persons unknown.
- CAP BLDG's roof very "curiously" damaged when several shingles were physically ripped up... in light wind, CAVU weather. Strangely, the tarpaper underlayment was also torn up although ***no other part of the entire roof was damaged***

in any way.

- CAP BLDG foundation plantings died after being sprayed with herbicide by person or persons unknown.
- Airport manager submits a false report to City of Leesburg officials indicating that the CAP BLDG was “in need of substantial repair.” The City is urged to take possession to save CAP BLDG from further and ultimate deterioration since local CAP squadron could not afford the “substantial repairs” needed.
- City of Leesburg accepts as “truth” the report about building condition and squadron’s finances. City does NOT approach CAP Squadron Commander, LtCol David Moseley, about his side of story.
- City approaches CAP Florida Wing Commander (“FLWNG”) with erroneous report on building’s condition.
- FLWNG believes false condition report fed to him by Airport Manager and City of Leesburg.
- FLWNG does NOT consult squadron commander so that he might refute errors in report on CAP BLDG.
- FLWNG makes agreement with Leesburg to give away, not sell, a ½+ million dollar building.
- HQCAP has yet to respond to Editor’s request that it provide proof of written authorization for FLWNG to dispose of building by CAP, as required by CAP regulations.
- Airport manager takes over foyer- even BEFORE 15 August date- with his security computers and security pass-making equipment.
- Airport manager regularly breaches security by leaving sensitive and valuable security computers and security pass-making equipment clearly visible in an unlocked and unoccupied building.
- City of Leesburg assumes possession of CAP BLDG on 15 August 2006 based solely on airport manager’s erroneous reports.
- CAP BLDG is actually owned by National HQ CAP at Maxwell AFB, AL, which is the only level authorized to grant written permission for disposition of real property after receiving approval from USAF, the ultimate owner of CAP BLDG.
- City of Leesburg does not now “own” CAP BLDG despite error-based Memorandum of Understanding (“MOU”) which was executed by an officer of the CAP apparently without written

authorization as required by CAP Regulations

- The Memorandum of Understanding between CAP FLWNG and City of Leesburg, presumed to be a legal and binding document, is neither as it is not even dated!
- City of Leesburg is currently “squatting,” based on half- and un-truths, on USAF property.
- CAP Lake Composite Squadron has Memorandum of Agreement with LCAA and EAA Chapter 534 giving the two latter organizations the building in the event the Squadron is dissolved and CAP has no further use for the building. As successors, neither EAA nor LCAA were consulted.
- Airport Manager has reported to City Hall that “vandalism” occurred at CAP BLDG, one item of which was “theft” of a door lockset even though Col. Moseley had written him that the lockset was being removed by its owner. Curiously, no police report was made. But then, we can well imagine that the Airport Manager is fully aware that making a false police report is a crime.

Why don’t we just occupy and reclaim the building? It is no more complicated than the fact that the City has a police force and we don’t.

All in all, there are just too many coincidences to be coincidental. The whole thing stinks to high heaven and your editor has been doing all within his power and ability to see that things are set aright and that the building is returned- along with the land beneath it this time- to the Civil Air Patrol.

IUSTUM, AUXILIUM; NON IUSTUM, EMENDO  
or,

**If it’s right, support it. If not, correct it.**

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**CHAPTER 534 MEETS AT 9 AM THE 4TH  
SATURDAY OF EACH MONTH.  
NEXT MEETING 9 AM SEPTEMBER 23 AT CAP-  
EAA-LCAA BUILDING**

