



THE TIMES

# EAA CHAPTER HOSTS PANCAKE BREAKFAST

## MID-FL AIRPORT, EUSTIS, SITE OF MAY 26 MEETING

(Headline story, "MAY 26<sup>th</sup>," P. 2)



**APRIL-** The **EAA 534** fieldtrip, held in Montverde at **EAA 534** member David Pierce's home where he is building a Cozy, or "EZ-Puffer," was a huge success and a very pleasant alternative to wasting time at golf or some other non-aviation pursuit. David has done a bang-up job on this four-placer and has the fuselage tub finished and on the main gear with the gubbins for the nose gear coming together. His venture into hot-wiring of airfoils resulted in a couple of very nice looking elevators. He's already invested the equivalent of a year's worth of 40-hour work weeks into this project and as rewarding as the process is and the finished product will be, it is another indication of why this aviation avocation of ours is so expensive.... one way or the other, there's a tremendous amount of sweat equity in this flying "thing" of ours.





**MAY 26<sup>TH</sup> - EAA 534** will hold another of the world-famous (?) Pancake Breakfasts, this time at **Mid-Florida Airport (X55)** at Eustis.

This will be for the purpose of meeting the tenants of X55, seeing what's based there, and, perhaps, getting the chance to see some other interesting aircraft brought in by those who fly in. There also promises to be some interesting ground-based vehicles.

Come on out. Help flip some pancakes. Meet your fellow **EAA 534** members. Meet the fine people based at X55. Bring a friend! Bring your spouse!

Mid-Florida Airport is located east of, and parallel to, Country Road 44B (the northerly extension of Mount Dora's Donnelly Street). Going north from US Highway 441, there is a right-left dogleg with the Loch Leven community and a church between the bends. After the left bend back to due north, take either the lane leading to the large white hangar or the road

at the Lake County Fire Station a quarter mile farther on. We plan to operate out of the northernmost group of hangars.

***Next Saturday, the 26<sup>th</sup>.***



## **THISsssss... IS YOUR CAPTAIN SPEAKING....**



On April 20, 2007, local pilot Mark A. Chase, 56, of Eustis flew a Cessna 182Q into the tether cable for "Fat Albert," the radar balloon in the Florida Keys used for drug interdiction. The collision, according to eye witnesses, severed the left wing when the plane encountered the heavy cable at approximately 4,000 feet MSL.

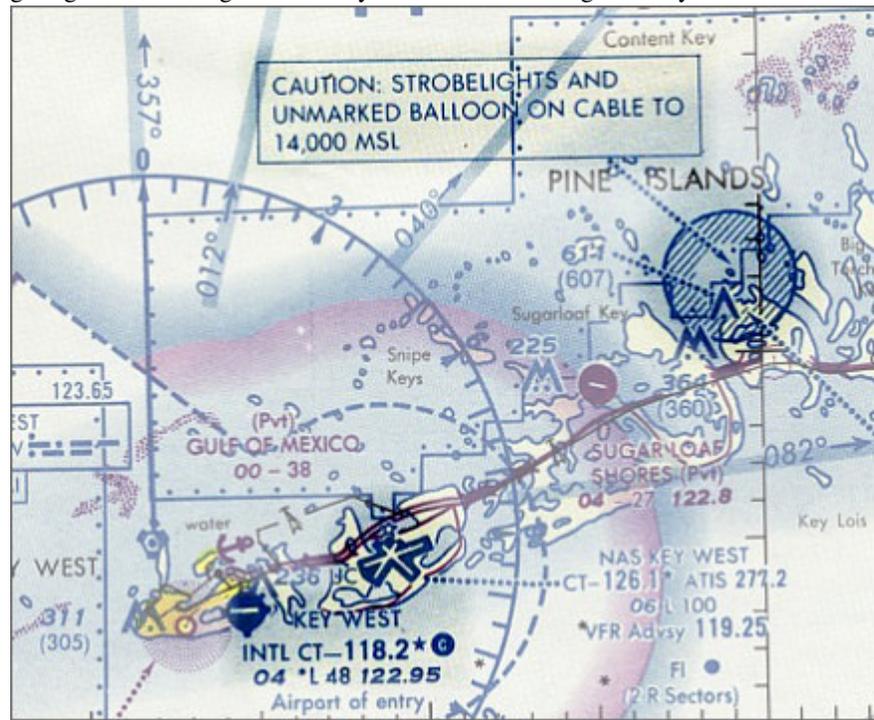
Chase, who "had not filed a flight plan," was, as we all know, flying perfectly legally under visual flight rules (VFR). He had just left Key West International on an evening flight to Leesburg, FL. He was apparently flying up the Keys but hadn't checked with Flight Service, was not in contact with air traffic control (ASC), and obviously hadn't seriously reviewed the

Miami Sectional chart which clearly indicates the Restricted Area with a note "CAUTION: STROBELIGHTS AND UNMARKED BALLOON ON CABLE TO 14,000 MSL" (see sectional detail below)

The crash took the lives of Chase, his wife, and her cousin from Virginia. This accident was tragic not only because of the three lives lost and the loss of a perfectly good recent model aircraft, but also because of the "black eye" which general aviation received.

We all know that flying entails certain risks. Ultimately, the gene pool will be cleansed and the fittest will be the survivors. Unfortunately, those who do stupid things frequently take the innocent with them as they "fly west." But to the masses who think that "flying" consists of a TSA screening and a long walk down the jetway to a waiting sardine can of humungous proportions (a "real" airplane!), "little planes" are now perceived to be all that much more "dangerous."

A CFII at Great Barrington, MA, once asked me how I, as a student pilot, could remain so cool, calm, and collected while shooting my premier night landing after having first made a precautionary "wildlife pass," all the while giving him a running commentary on what I was doing and why. I told him that I



consider an airplane, although a complex mechanism, a simple tool, much like a hammer, and that if I used it properly, it would do the job I ask of it. Conversely, if I used either the plane or the hammer unwisely, I could seriously hurt myself.

Mark Chase, sadly, used his "hammer" unwisely and he and his passengers paid the price. Indeed, indirectly, we all did.

**PLEASE, DO FLY SAFELY!**

## **MAY 9<sup>TH</sup> EX. COMM. MEETING NOTES-**

1. There is still discussion about the **CAP Building** and its transfer to (*"theft by" Ed.*) the City of Leesburg.
2. **LCAA** has a new president-Helen Porche.
3. **May 26<sup>th</sup> is the pancake fly-in breakfast in Eustis.** Jim Brewer is distributing a flyer about the fly-in breakfast. Bill Howard is going to be getting more supplies. Paul Adrien is going to be providing chairs and tables.
4. June meeting- **"What's next for EAA 534?"** Regular board meeting scheduled for 6/13. Reviewing the goals and future of the chapter (tool list, library, etc.)
5. Will need programs for months after June (*member suggestions requested Ed.*). Project visits? Jim Brown on the RV project he just finished up for his son. No meeting in July (snowbirds, OSH). (*Or should we get together over refreshments to just "jaw?" Ed.*)
6. Need to think about new slate of officers for upcoming year. Will need to get nominating committee going early. Will need new pres., sec., newsletter editor and distribution, and program chair.

## **EAA CHAPTER 534**

**EXPERIMENTAL AIRCRAFT ASSOCIATION  
CAP/EAA BLDG, LEESBURG MUN. AIRPORT**

8807 Airport Boulevard, Leesburg, Florida

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

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