



THE TIMES

JULY, 2007

JUNE- MINUTES OF THE MEETING

Meeting called to order at 9:05 am

Secretary report accepted as read.

Treasurer's report accepted as read (Mac McNair has rejoined the chapter-gave a \$100 donation to cover past dues as well).

Old Business:

1. Posters made to distribute to FBOs to advertise the existence of the chapter. Discussed about members taking time to stay at FBO to "glad-hand" new pilots.
2. LCAA fly-outs are still active. LCAA meetings are being held in conjunction with the "Wings" programs. Weber to forward the "Wingnuts" bulletins to the EAA chapter. Our chapter should be a group of aviation enthusiasts.

New Business:

1. Bill received email regarding a new LSA aircraft and getting new dealers.
2. Slate of Officers for the upcoming year. Newsletter distribution: David Pierce. Treasurer: Bill Howard Secretary: John Weber Vice president: David Pierce. (No candidates yet for: President, Newsletter Editor, Program Manager. *Ed.*)
3. Once again, it was stated that having a hangar or place of our own for the chapter to meet and have programs, barbecues etc. More was said about the takeover of the CAP building and where things are going.

Time was spent by members going over their aviation background. (Robert Vaughn-A&P for 37 years) Bill Conderman and David Pierce Navy Pilots. Robert, Ed, Paul, Mike Air Force.



June meeting attendees Dale Cornelius, Robert Vaughn, Ed Chioski, Jr., Harris Wiese, Paul Adrien (standing), Lou Larsen, Mike Cannon, Bill Condermann, Bill Howard, Jack King, and Charlie Schnitzlein enjoy a few moments of camaraderie before the meeting. Not shown: John Weber, Mac McNair, Bill Schulz Photo: W. Schulz

MY FUNCTION IN THE CHAPTER

by John Weber, Secretary, EAA 534

(The June) meeting brought home to me what a treasure house of experience our chapter has! The people that make up the group sure have the background of experiences for any pilot or builder to get information from. We have several military trained pilots in our midst, such as Bill Conderman and Mike Cannon, who served in WW11. We have other military pilots, like David Pierce, who flew P-3s for the Navy. Jack King is one of our most soft-spoken members, yet here is a man who has 22,000 plus hours of flight, all ratings except helicopters, has built multiple planes and is an artist with his welding. Harris Wiese is another one of our military & FAA trained pilots. Harris has instructed so many students and probably has more tail wheel time than any other member in the chapter. Another one of our new members, Robert Vaughn, is an A&P of 37 years experience. I would like to try and talk him into becoming a technical counselor.

Paul Adrien is another jewel of the chapter. Not only is he an accomplished builder and pilot, he is willing to share his expertise with **ALL** EAA members by participating in the technical counselor and flight advisor programs. Paul is also one of the most welcoming persons in the chapter. Just show up for one of their chili bashes at Thomasville or Sun-



Secretary John "The Scribe" Weber
tap, tap, tapping away. Photo: W. Schulz

n-Fun!

Our own president is unwilling to let things slide by and has a strong sense of right and wrong. He has spent untold hours working for the chapter and for the folks of the CAP.

After hearing all of this on Saturday morning, I was starting to feel somewhat insignificant on what I can contribute to the chapter members. I have since come to the realization that I have 2 major functions to contribute to the chapter. 1. It is my responsibility to contribute where I can, such as being

an officer or helping with the chapter functions like the pancake breakfasts. 2. My other function is not as easily visible, it is to try and collect as much of the experiences of the other members and pass it on to the newer members that will come after me. I certainly have some mighty big shoes to fill!

JULY- There *will* be a meeting in July. VP Mike Cannon has invited us to be his guests at his Flying Palomino Ranch hangar for a final inspection by us of his Subaru-powered Glasair II. Mike and Norma have built a new airpark hangar/home at Love's Landing and as soon as the Glasair is flown out of Flying Palomino and he vacates the already-sold hangar, they will be reside at Love's Landing.

Palomino Air Ranch is located on the easterly side and toward the north end of Fruitland Park's **Micro Racetrack Rd.** which lies 2 miles **west of US 27** and runs north-south **between Lake Ella Road and CR 466A.** Mike's place is on the south side of the runway just off Micro Racetrack Rd. 9 AM Mike will have refreshments but no "relief" (toilet facilities) **PLAN AHEAD!** *Don't forget to bring a friend! And it needn't be an "aviation" friend, either... after all, there was a time when each one of us was not an "aviation" person. Give someone a little push in the direction of flight. Help him or her live the dream!*

SCHEDULE OF UPCOMING MEETINGS-

- July 28: FIELD TRIP/FAREWELL- Mike Cannon's hangar, Micro Racetrack Road, Fruitland Park. (**Contrary to prior notice**)
- August 25: Al Kimball, Sport Pilot News and FAA information
- Sept: Jim Brown, Europa vs. RV. A builder of each tells all
- Oct 27: Phil Nagy has just confirmed a project visit to his house in Grand Island on October 27. He's building a Lancair 360.
- Nov 24: Open
- Dec 22: Many current officers leave office.
- January 2008: ?



"THIS IS YOUR CAPTAIN SPEAKING...." At our last meeting to discuss the future of EAA 534, the usual "suspects" turned out to express their views and to share with us briefs of their aviation histories. It was unfortunate that there weren't more of our "sometimes" members although the time of the year and, in some cases, prior commitments may have played parts in their absences. The people who are not regulars are the ones we need to speak with as they might have some truly valuable insight into why it is that they are so frequently listed among the missing. Perhaps a telephone poll might be in order. Telephone Chair, could we call on you to make assignments so that we can contact these members?

The following is a letter I sent to Sport Aviation. I am including it in the event it is not published there. If you are concerned about the possibility, or should I say probability of user fees, show your opposition by making your wishes known too.

I have a very strong feeling that Secretary Marion Blakey is trying to pull the wool over the eyes of us all with the Federal Aviation Administration's user fee proposal nonsense.

Her attempt to pass the cost of air traffic management on to those who rarely, if ever, utilize "the system" with "user" fees, is obfuscation of the worst sort. Rather than charge the users of the system, the tens of thousands of daily air travelers, she is making points with the population-at-large-- those who RIDE in these very-much-in-the-system aeronautical busses-- by proposing to tax the "rich" (where have we heard that

before?) who FLY their own planes.

This is the sort of thinking that has people cheering when politicians promise to punish big corporations for their obscene profits (eight to ten percent is obscene?) by heavily taxing these corporations. What the uneducated fail to realize is that corporations do NOT pay taxes... they simply pass them on to the ultimate consumer-- you and me-- as a cost of doing business. What a sad state of affairs it is when the pols have convinced us to tax ourselves! They have us crying, "Sock it to me! I want more taxes!"

As to user fees? Why is there such a hue and cry from the airlines about a per-seat fee for each one who benefits from the system? Every seat on every plane of every air carrier would be taxed the same. We already have a TSA per-leg fee. So where's the beef? It's still a level playing field.

If push comes to shove, we could always push back by really getting into the system with our hundreds, or even thousands of Cessnas and Pipers and homebuilts by filing instrument approaches for touch-and-gos at O'Hare, JFK, Hartsfield, LAX, etc.... at nine in the morning or five in the afternoon. Every weekday. For months upon months. Hey, if we're going to be paying for it, we'd darned well better be able to use it. If we're told that we can't use the system, then I suggest that we have a good case for not being burdened with user fees. It seems to me there was a little ruckus once in Boston about taxation without representation.



CLASSIFIEDS

Air-Cam. Only 2 of this design were built by Leza Lockwood - 1 for National Geographic and this one that I own. The stats include: 1994, 2-seater, dual controls, open cockpit, twin Rotax 582's, 735TT, 45 SMOH, Royal blue fiberglass body, additional gas tanks; excellent condition. A blast to fly & land almost on a dime!! I have often circled "up close & personal" above the alligators in Lake Apopka. Price is \$43,500. Located in Orlando. Pete (407) 924-7109; email: joanne@atlantic.net.

Q-2/Q-200 kit, Back-in-the-Box kit, virgin, extra canopy, mechanical liquid plastic proportioner, construction table, jigs, accurate aluminum wing hotwire templates, extra reduced-size copies of plans, Q-200 plans, cowl & hardware, QBA newsletters. Missing prop, liquids. Kit is near Marietta (Atlanta) GA.

Charles R. Wirt Cell 305 502-3695, Work 305 685-0000 Home 305 681-4540
Ephlyer48@aol.com

PARTING OUT "Jaybird" homebuilt (complete Jaybird w/ prop, windscreen, cowl, panel, all hardware, wiring harness, Sunbrella sun/weather covers available for \$4000.00) ENGINE, VW 1600, 50 HP, Hummel Engines, \$1500. BRAKES, 4.5 in. drum; wheels, AZUZA, nylon; tires, 8 X 6 (2); tires, 4 X 6 (2); \$65 (set). ALTIMETER, UMA, 5K, \$100. AIR SPEED, 0-240 MPH, \$60. VOLTS gauge, 0-16V., \$10. COMPASS, "whiskey" rebuilt, \$60. HOUR meter, @ 40.3 hrs., \$15. ALTERNATOR, fan, gel cell battery, case, \$65. BRS "750" SMART Needs repack, \$900. DROOP tips for T.E.A.M. wings, \$150 (pr.). TAILWHEEL, 4 in., alum/solid rubber, bearings, \$35. TAIL FEATHERS, T.E.A.M. AirBike, \$65. TACH, 4K, electronic, \$15. OIL TEMP gauge, sender, \$15. OIL PRESSURE gauge, sender, \$15. TELEFLEX cable, 10 ft., \$35. FUEL TANK, polypropylene, 5 gal., 2 ea., \$15 (ea.). FUSELAGE, T.E.A.M. AirBike w/ gear mods, \$550. WINGS, T.E.A.M. AirBike w/liftstruts, \$250 (pr.). **Prices fair and firm. Unsold parts will be crushed and scrapped.** W. Schulz, 352.787.9526 schulznotee@yahoo.com

EAA CHAPTER 534

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

8807 Airport Boulevard, Leesburg, Florida

MEETS- 9 A.M. EACH 4TH SATURDAY

President/Newsletter Editor- Bill Schulz, 787.9526

Vice President- Mike Cannon, 326.2906

Treasurer- Bill Howard, 734.6347

Secretary- John Weber, 787.5879

Telephone Chair- Charlie Schnitzlein

Tech Counselor, Program Chair, Flight Advisor- Paul Adrien, 483.4642