

EAA 534

LEESBURG
FLORIDA

SEPTEMBER, 2007

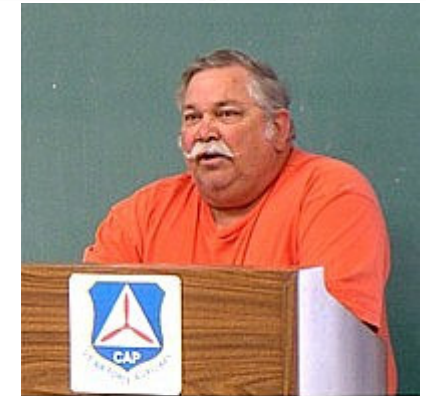


"Show and Tell" on the ramp at KLEE. Lynn Gardner's X-LSA "Horizon" built over nine months by Lynn at the Just Aircraft factory. Photo- W. Schulz



Left to right- P Adrien, D Pierce, (E Chioski, behind), A Dunlap, P Hagy, B Howard (K Smith behind), J Weber, C Schnitzlein, L Larsen, B Conderman

Photo- W. Schulz



Orlando FSDO's Al Kimball presents the details of the new Sport Pilot and Light Sport Aircraft at EAA 534's August meeting.

AUGUST MEETING

Old Business: Secretary and Treasurer reports accepted as read. New member Ken Smith, recently from IL, was introduced. Nominating committee. Nominees: Pres., Robert Vaughn; VP, David Pierce; Treasurer, Bill Howard; Secretary, John Weber. Directors; Charlie Schnitzlein, Bill Conderman. Newsletter- WJSchulz. Newsletter distribution, David Pierce. Christmas Party- Will we have one? *(If you have preferences for/against, please contact Charlie Schnitzlein Ed.)* Young Eagles- We may have one for the January meeting.

New business: Note from Christopher May- UCF engineering students are building a project for class. Will be building an ultralight and are looking for sponsors or help.



Lynn's "Navigator"

Telephone Chair, Charlie Schnitzlein- Results from poll of inactive members, trying to see why attendance is down. 18 names were looked at on the roster. Attempts were made to contact them and see why they didn't attend. Most said that they forgot the meeting. Most were appreciative of the newsletter. Bill Schulz has been sending out a last minute email reminder of the meeting. There is a small number that can't make the meeting on Saturdays.

The chapter voted to have a pancake breakfast at Gator field on Nov. 10 in place of our regular scheduled meeting which falls on Thanksgiving Saturday.

Motion was made to start having the cost of the

refreshments come from the chapter treasury. A suggested cap of the funds was about \$8.00. Need to start the refreshment sign up sheet.



Al Dunlap up close and personal with Lynn Gardner's Just Aircraft "Horizon"
Photo- W. Schulz

We were treated to the nitty-gritty of Light Sport Pilot/Aircraft from the Orlando FSDO's Al Kimball at our August. Al has a firm grasp on all the various shadings of the new rulings and pointed out some of the anomalies which are being addressed.

A special "happening" occurred. CFI Lynn Gardner and her adorable sidekick, "Navigator," joined us. She filled in some of the LS pilot requirements where needed. The real treat came when Lynn hosted the group on the ramp as we examined her very nice EXPERIMENTAL LSA that she built

August 28, 2008, *Wall Street Journal* "Letters to the Editor" response by EAA534's newsletter editor to a recent op-ed piece putting blame for airline delays on in-flight handling by air traffic control.

Mr. Arme y misses the real crux of the problem of increasing number and duration of delays. Granted, it would be nice to have all the bells and whistles of an up-to-date system to manage air traffic. However, the real bottleneck, amply covered in a recent Wall Street Journal article, is the inability to handle all the arrivals, departures and aircraft on the ground at the airports. The problem is caused by the competitive desire of all air carriers to have departures at the most popular times, the air travel equivalent to clogged roadways during morning and evening drive time. Finding runways and gates enough to handle the rush hour crush is what is tying things up in knots. It is not, as Mr. Arme y implies, the moving of planes along at cruise speed up at 30-plus thousand feet between point A and point B.

The solution is to limit the number of arrival and departure slots each airport can safely handle at any time. If Anytown Municipal can only handle X number of operations an hour, that's the number permitted and if you're the scheduling manager of Flash Airways and you didn't pull a lucky numbers, tough. You'll have to take another time or airport.

WILLIAM J. SCHULZ
Leesburg, Fla.

over nine months at the Just Aircraft's factory in SC. Folding wings, boonie tires, Rotax power. Looks like serious aviating. (*Very nice build job, too, Lynn. Thanks. Ed.*)

SEPTEMBER- EXECUTIVE COMMITTEE MEETING

September 12, 2007 Meeting called to order by Pres. Bill Schulz, Old Business:

1. Christopher May-UCF students have project to build and ultralight and fly it for their senior project. They plan on attending some of our meetings.
2. November 10th will be our November meeting at Gator field for breakfast
3. John Weber will have to introduce Jim Brown at the September meeting.
4. October meeting will be a visit to Phil Nagy's.
5. Christmas Party-vote will be taken at the next meeting.
6. Young Eagles-We may have one for the January meeting.

New business:

It was felt that perhaps we should not make a financial donation to build a person carrying aircraft. We might be amenable to help financing a scale model.

Respectfully submitted, John H. Weber Sec.

SCHEDULE OF UPCOMING MEETINGS/EVENTS-

Sept 22: Jim Brown, Europa vs. RV. A builder of both tells all. 9AM, CAP Building, KLEE **Note DATE!**

Oct 12-14 Thomasville (TVI) Fly-In, Thomasville, GA. See below.

Oct 27: Phil Nagy- a project visit to his house in Grand Island. Phil's building a Lancair 360.

Nov 10: Pancake breakfast at Gator Field **Note DATE!**

Dec 22: Election of officers Christmas party/dinner?

Jan '08: Young Eagles?

THOMASVILLE FLY-IN "An Old-Fashioned Grass Roots Fly-In"

Friday - Sunday, October 12 - 14, 2007

The Thomasville Fly-In has been a tradition of the Thomasville Aviation Community for the past 38 years. Most years it typically hosts over 300 visiting aircraft and a crowd of several thousand aviation enthusiasts during the event.

The Thomasville Fly-In is once again as a three-day affair. The camp ground opens Thursday morning the 11th of October. Camping sites are available on a first-come basis and camping under airplane wings is A-OK. Showers will be operating for the fly-in this year. The spot landing contest and the candy drop will be on Saturday.

It is requested that you make no straight in approaches. The Thomasville Municipal Airport uses left-hand, 1000-foot AGL pattern; TVI airport is 264 MSL. Use your radio but keep talk to minimum. Avoid phrasing such as "any traffic, please advise" (see Aeronautical Information Manual 4-1-9 g). AWOS 119.175. TVI airport is class G airspace. Please review 14CFR 91:126 (formerly FAR's). The aviation club parking crew will try to assist you in your ground ops. Please adhere to all ground personnel signals.

The only revenue the Thomasville Fly-In generates is from food sales. The food will be good, moderately priced, and plentiful.

Friday, Italian

Saturday, all day, hot dogs, hamburgers

Saturday evening, barbecue (Southern style)

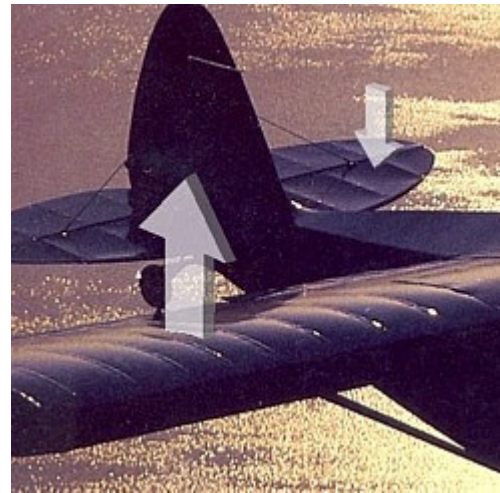
Saturday and Sunday mornings, a full, hot breakfast

Camping and hot showers available at no cost.

Shuttles to and from Thomasville hotels and downtown will run hourly Friday night, Saturday all day, and Sunday morning. Questions? Contact Irv NeSmith-Email: irvneva@earthlink.net Phone: 229-403-1071

"AERO 101" - THE BASICS

The accompanying picture is the best possible example of what makes a conventional tractor-configuration aircraft "stable." It, a modified portion of the cover of the September 1990 "AOPA Pilot," shows the ballooning of the fabric cover on a Piper PA-20 Pacer and clearly illustrates the positive (wing) and negative (horizontal tail) lift components. It can readily be seen that increasing the (negative) lift on the tail by going faster, for example, would press it downward causing the plane to nose up in an attempt to maintain trimmed speed. Conversely, reducing down pressure by reducing speed, for example, would make it less effective, the tail will rise, and the plane will nose over in an attempt to maintain



trimmed speed. This is why our flight instructors tried to drill into us that in order to climb, we open the throttle. To descend, we close it. We do NOT (normally) change either attitude or altitude with a pull/push the stick/yoke.

Stable flight is obtained when the nose-heaviness of the ship is offset by an equal download on the tail. Further, in a tractor configuration, the apparent wing loading, that is ship

weight plus payload divided by area of wing, does not reflect real world figures since the tail download must also be added into the equation.

A plane in which all aerodynamic surfaces create positive lift, such as a canard design, is, thus, more efficient... faster and less thirsty.

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

**It was sixty years ago this
November 2nd that the Spruce Goose
"lumbered" into the air.**