



JANUARY 2008

EAA Chapter 534

Board Meeting 01/09/08

Meeting called to order @ 7:30 by President Robert Vaughn.

Members in attendance: Robert Vaughn, David Pierce, Bill Howard, Bill Schulz, Paul, Adrien, Bill Conderman, Lou Larsen, Charlie Schnitzlein, and John Weber.

Treasurer report: The new roster is filled out. We now have 27 paid members. It was discussed what to do about long-time members that haven't paid. Bill Conderman will talk to Jack King, Jack Freer, and Dave Fuller. Bill Schulz to talk to Bob Labonte and Jack Rabon. Bill Howard will send a reminder postcard to the other non-paid members.

The checking account has \$1384.81 and the money market has \$2723.61. Bill (Howard) will finish the annual report and send it in to EAA headquarters.

Robert Vaughn will bring the refreshments for the upcoming meeting. We will circulate the refreshment sign-up sheet at the meeting.

*Respectfully submitted,
John H. Weber, sec.*

DECEMBER MEETING

Our December meeting was held at the CAP Building. Fred Hull (Fred joined [EAA534](#) at the meeting!) of the Leesburg chapter of Angel Flight gave us a rundown on his acquisition of a GA aircraft fuselage which he is in the process of turning into a video arcade-style "flight simulator" for use as a fundraiser for Angel Flight. The remainder of the meeting was a social hour for our



members to get some serious "hangar flying" time logged. [EAA534](#) -furnished refreshments were well received and aided in the ambiance of a bunch of pilots doing their best one-upsmanship. Joking aside, the group seemed to have a good time reconnecting with other members without the urgency of trying to get it all in during the brief breaks in regular "speaker"-type meetings.



JANUARY MEETING

Art Michaud of **Propworks, Inc.**, will give us the lowdown on propeller care, overhaul, repair, and selection. The do's and don'ts of prop care should be interesting, too. **CAP Building, Leesburg**

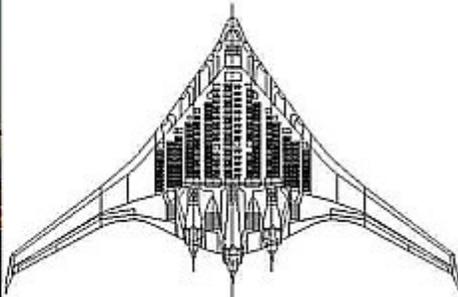
Municipal Airport, 9AM, Saturday, January 26th.

BOEING 797

BOEING is preparing a 1000 passenger jet that could reshape the Air travel industry for the next 100 years. The radical Blended Wing design has been developed by **BOEING** in cooperation with the NASA Langley Research Center. The mammoth plane will have a wing span of 265 feet compared to the 747's 211 feet, and is designed to fit within the newly created terminals used for the 555 seat Airbus A380, which is 262 feet wide.

The new **BOEING 797** is in direct response to the Airbus A380 which has racked up 159 orders, but has not yet flown any passengers. **BOEING** decided to kill its **747X** stretched super-jumbo in 2003 after little interest was shown by airline companies but has continued to develop the ultimate Airbus crusher **797** for years at its Phantom Works research facility in Long Beach, Calif.

The Airbus A380 has been in the works since 1999 and has accumulated \$13 billion in development costs, which gives Boeing a huge advantage



now that Airbus has committed to the older style tubular aircraft for decades to come.

There are several big advantages to the blended wing design, the most important being the lift-to-drag ratio which is expected to increase by an amazing 50%, with overall weight reduced by 25%, making it an estimated

33% more efficient than the A380 and making Airbus's \$13 billion dollar investment look pretty shaky.

High body rigidity is another key factor in blended wing aircraft. It reduces turbulence and creates less stress on the air frame which adds to efficiency, giving the **797** a tremendous 8800 nautical mile range with its 1000 passengers flying comfortably at mach 0.88 or 654 mph (+1046km/h) cruising speed, another advantage over the Airbus tube-and-wing designed A380's 570 mph (912 km/h).

The exact date for introduction is unclear, yet the battle lines are clearly drawn in the high-stakes war for civilian air supremacy.

UPCOMING MEETINGS -

February - All you ever wanted to know (and more?) about spark plugs. **Champion Spark Plugs.**

March - **George Erickson** of True Flight will speak about his book, "Exploring the Great Wilderness by Bushplane."

April - Annual field trip to **Kimball's** in Zellwood.

EDITORIAL

There are signs of life in GA. First off, with the slowing in the housing market, the developer who was to take possession of "**Gator Field**," home of the Florida Flying Gators, has had second thoughts and will not disenfranchise the Gators for the time being. It looks as though they will be able to stay "at home" for possibly as long as two years.

Next, the new airpark north of Groveland, "**Grass Roots**," had an open house on the 12th of this month in an attempt to lure people to the "live-with-your-plane" lifestyle. Member/Secretary John Weber indicated a desire to take this opportunity to fly into the new turf facility-- long and wide-- to try out the field... and his grass capabilities. The latter should be no problem as he is accustomed to landing his nice RANS taildragger at KLEE on hard surfaces.





Finally, there is a rumor that Tex Merritt will be building hangars on his private strip located several miles west of the intersection of Florida's Turnpike and US27.

These things, of themselves, do not a turnaround in aviation make, but considered in light of the growing Light Sport Aircraft/Sport Pilot movement and the "legitimizing" of the ultralight community, there might be some hope for those of us interested in flight for its own sake and not as a stepping stone to the left seat of a people-mover.

Good signs, all!

One other note- Does anyone recall the presentation made by the editor some months ago on the Burnelli patented lifting body aircraft design of the 1930s... and the similarity of the new **BOEING 797** to it? Can you say "prior art?"




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