





Home of Squadron 534 Youth Program

#### **CHAPTER ACTIVITIES**

April – No VMC meeting this month 04/30/22 - Chapter meeting 9:00

KLEE admin room

Our speaker this month (April 30) is Page Devilbis from Right Rudder Aviation in Inverness. She will present their Flight Training Program that could result in the student earning a Glider and Private Pilot License.

Please send this out to the membership so we get a decent showing on Saturday.

5/21 – YE Flight Day

5/28 – Membership Mtg – Admin Bldg.

Speaker for May is Troy Sholte from Aerosport Deland presenting their Bushcat training program

#### **BREAKING NEWS!** John Weber delivers Zenith 701 to new owner in SC 5+ hr flight and Marc Morel brought him home safely, thanks!



PRESIDENT: Steve Tilford John Weber VP: + Youth activities + VMC ZOOM SECRETARY:

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#### Note from Newsletter editor:

Sorry for the delay, I will blame it on Sun N Fun. Thanks! Marty

www.534.eaachapter.org

### President's Message

Our March 19th Young Eagle flight day Went very well last month as we got backto flying Young Eagles again.



Our next Young Eagle flight day was scheduled for 4/23 but we've had to reschedule and combine it with our 5/21 YE flight day due to construction on the Sunair ramp. Phase 1 of 6 has started at Sunair and the work will continue towards the tower as each phase in completed, ending just this side of the tower. The entire project may take up to 6 months. So far about ½ the existing Sunair ramp has been excavated and it will be a week or so before the rest is torn up, after which it will be reconstructed. Access to the area has been reduced from taxiway Alpha at A4 & A5 for up to a week. By our 5/21 YE flight day, phase 1 should be over and the Sunair ramp area should be available with good access. Please be patient as our airport improves. Access by vehicle to our hangar is normal via the entrance road to Gate 5. Work continues in the EAA hangar with the CH701 waiting on good weather to go to its new owner in South Carolina, the Pietenpol 2<sup>nd</sup> wing is almost complete and the Rebel fuselage continues to take shape on the work table in front. The 150 will be moved back into the hangar shortly and work will start up again. Andre has also made good progress at cleaning up the hangar, making it look and work better. The beat goes on!

Tailwinds. Steve

> Hangar rats having lunch a few Saturdays ago



#### **Operation Clean Sweep**

Those who haven't been to the hangar will be amazed how orderly it is now! Thanks Andre



# **BOLTS** from Weber

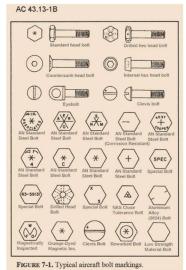
Most bolts used in aircraft are either alloy steel, cadmium-plated, general purpose AN bolts, NAS close-tolerance, or MS bolts. Most aircraft bolts are made to certain government standards:

AN-Air Force/Navy

NAS-National Aerospace Standards MS-Military Standards.

The AN bolts(AN3-20) are all-purpose structural hex-headed bolts. The number is in 1/16ths, such that an AN3 is a 3/16" bolt. AN standard bolts are typically marked with a raised dash or asterisk. AN bolts marked with an X are non-corrosion resistant.





Bolts and nuts as a general rule should be torqued to apply the proper tension on the fastener. Too loose and there can be excessive wear of the bolt, overtorque can cause a failure due to over stressing the threaded areas of the bolt.

**ALL BOLTS ARE NOT CREATED EQUAL!** Do not be tempted to substitute a grade 8 hardware bolt for an AN bolt. It will not be as strong. A stainless steel bolt may be a stronger bolt, but can also be more brittle and more prone to cracking/breaking. Leave the engineering to the engineers, unless you wish to become a test pilot and relying on your "skill".

Sources: AC43.13-1B
Standard Aircraft Handbook for Mechanics and Technicians-8th
edition copyright 2021
Aircraft Spruce and Specialty Catalogue.

Young Eagles - next Month

Ray scholarship – no updates

#### **Treasurer**



#### Greg reports:

We are currently showing 82 paid members for 2022. We still have 25 people who were members in 2021 and have not sent in their dues for this year. If you don't remember if you did or not you can email Greg Nilsen at teg1mi@yahoo.com. If you need to send in your dues you can do that on our website www.EAAChapter534.org and click in the membership button and pay by PayPal. You can also send a check made out to EAA Chapter 534 for \$20 to:

Greg Nilsen 2856 Apache Ct The Villages, FL 32163

#### Sun N Fun



https://m.youtube.com/watch?v=TM50T RQ-RhA&feature=youtu.be



Realistic warbird soon to be available as LSA kit — General Aviation News

## "WATCH THIS"

# From the "Safety Seat"

John H. Weber CFI-LS



Now that I have your attention, I would like to talk about a simple safety device that I have incorporated into my flying. We all have seen how much iPads, tablets, Smart Phones have been able to increase our situational awareness. I now have a portable device that I will NOT fly without. A year ago, my lovely bride of many years gave me an Apple Watch as a present. This has become one of my major safety items in the airplane. The Apple Watch has a "hard fall" sensor and will actually "call" EMS if you don't cancel the indication. I learned this the "hard" way when I was ice-skating with my son and grand-daughters. I took a header into the wall when I fell. As a result of the fall and the impact, the Watch acknowledged the fall and was about to summon EMS. The touch screen didn't like my cold fingers, and it took a minute to be able to turn off the summons.

I started wearing the Apple Watch when I started doing aerobatics in the Rans S-9. I don't have an ELT in the plane, so if I had a major foul-up, I could be located by the authorities by using the Watch. The Apple Watch uses GPS like a cell phone, and uses the cell network.

My thinking is, in an emergency, I don't have to worry about trying to find, unlock and use my cell phone. I think that there is always the chance that an impact could wrench the phone from the holder on my belt. (Yes, I am old enough that I have to have reading glasses to accurately use the phone.) So you see, there are several factors that could inhibit me from using my cell phone in such a situation. Having the Watch, if there were a problem - if it wasn't already going off due to an impact - all I would have to do is hit my arm on the side of the fuselage. If I were incapacitated, this would greatly simplify things. As a result, from the signal sent via the GPS on the Watch, EMS would know there is a problem and exactly where I am. I hope that I never have to use it, but it is just like wearing my parachute when I am flying aerobatics.

Fly safely until we meet again. John

# **Project Updates Pietenpol - Ted**

One wing just about ready for covering



Murphy Rebel – Mark



Mark reports backordered parts for fuselage have arrived so they can get back to work

SeaRey - Dale



No updates at this time

Cessna 150 - Steve



Goal is to complete by Fall 2023. Should be in the hangar soonNow that the Zenith is sold,

#### **EZ-up inspection cover kits**

Had a great time at Sun N Fun hustling our covers. Lots of interest by fabric providers, manufacturer's and "type" clubs

Met up Patty Wagstaff and she agreed to test our new recessed covers





