



JULY 2008

JUNE MEETING - About a dozen members met at the home of David Pierce in Montverde to see the progress he's made on his Cozy. Refreshments were provided by the host.



EXECUTIVE COMMITTEE MEETING - Meeting called to order 7:25 p.m. by President Vaughn. Minutes to the previous meeting read and approved.

OLD BUSINESS:

1. Charlie (Schnitzlein) will contact with Ed (Cihoski) regarding the SPORT AVIATION library.
2. Robert (Vaughn) passed around the revision of the by-laws to bring up at the next meeting for approval. This will match our incorporation papers.
3. Bill Schulz did not win the newsletter editor award from National EAA.
4. Paul Adrien will contact Brian Sapp for permission for utilizing part of Sunair and the Wifi for our web-site meeting.

NEW BUSINESS:

1. Bill Schulz has asked to resign from being the newsletter editor for the chapter. We need to find a new newsletter editor. Robert will ask for volunteers at the next meeting.
2. Bill Howard has asked to be replaced as treasurer.
3. Mention was made of renting a hangar and would allow the chapter to have a home for meetings.

Respectfully, John Weber, Secretary

THIS MONTH - Our meeting will be an introduction/tutorial for members on our new chapter website and will be presented by Laura Vaughn. **Leesburg Municipal Airport's Terminal Building- across from the CAP building at the airport. 9AM, Sat., August 23rd.**



URGENT - The chapter needs a good men-- or women-- to step forward to serve as newsletter editor and treasurer. Please contact any member of the executive committee if you are willing to provide this service to the chapter.

UPCOMING AT EAA534

- **SEPTEMBER** will be Mike Whitt and his Globe "Swift"
- **OCTOBER** David Pierce will recount his Lockheed "Electra" ... oops, "P3 Orion" operations.
- **NOVEMBER** George Erickson will speak on Skylanes over Australia.

AVIATION NEWS – On Thursday, 13 August 2008, Jim "Zoomer" Campbell's Aero-News.Net reported the following:

ATC Warned Pilot Of Altitude Deviation

Controllers received no indications of difficulty from the pilot of a Beechcraft BE35 Bonanza that crashed Tuesday morning in Easton, MA... but they definitely knew something was wrong.

"There was no distress call," said Timothy Monville, a senior air safety investigator with the National Transportation Safety Board, according to WCVB-5 in Boston. "I can only discuss words that were exchanged (between the pilot and air traffic control). I don't know what was happening in the cockpit."

ANN had previously reported on Tuesday, 12 August, "Whether the displayed path (shown below) is an indication of problems in flight -- as opposed to an odd series of vectors from ATC into Logan International -- remains undetermined."

The aircraft impacted a parking lot in Easton, about 20 miles from Logan International Airport. Three people were killed in the accident, which involved a privately-owned aircraft flying an Angel Flight mission to transport cancer



patient Robert Gregory for treatment in Boston.

Gregory's wife, Donna, was also onboard the accident flight. It was the second fatal crash nationwide of an Angel Flight plane in the past four weeks.

In a press briefing Wednesday, Monville said ATC tried warning pilot Joseph Baker that he was flying too low immediately before the plane disappeared from radar.

"The aircraft on radar was observed with more altitude deviations -- up and down -- and the controller asked the pilot with words such as, 'Are you OK?' And he also provided a low altitude alert and climb immediately. The pilot did not acknowledge, and the aircraft at that time was at 1,400 feet," Monville said.

Other information from the accident scene is still tough to come by... and so far, there's little to indicate what may have caused the plane to go down. Monville said it appears the plane descended steeply, and impacted "right wing low."

FROM THE EDITOR



From the above account of this tragedy, does anyone wonder, "Was the pilot incapacitated and was whoever was at the controls unable to handle their introduction to Pilot In Command and communications at the same time?"

One of the primary concerns I always had when flying a non-pilot as my passenger was as stated above: What happens to Maureen-- or Dave, or Everett, or whomever was on board this particular day-- if I pass out?

I was never able to get a satisfactory answer to that nagging question. Had I attempted to give a "crash course" (bad choice of words, I know) in landing a plane, the passenger would have either stayed on *terra firma* or flown with extreme trepidation and not have enjoyed the flight.

This is one of the things all pilots must consider, and not only the more "seasoned" among us.

Fly carefully, friends...

FOR SALE -

A late 1800s **Doctor's Buggy**. Restored. Contact Don Kosmin @ 352.326.5204

Hangars For Sale and For Rent at the Florida Flying Gator's Airpark. More information about our Airpark location can be found at:

<http://www.flyinggators.com/news/hangars/hangars.htm>



The JAYBIRD, Bill Schulz's interpretation of the TEAM AirBike. Conceived in Tennessee, born in Florida, and last seen in South Dakota. (That is NOT sand in the background!)

INTERESTING FACT: The Eisen-hower interstate system re-quires that one-mile in every five must be straight. These straight sections are usable as airstrips in times of war or other emergencies.



CAP/EAA BLDG., LEESBURG, MUN. AIRPORT

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