

# EAA CHAPTER 534

Jan/Feb 2018

## Chapter Project Report:

TM5 continues to exhibit more things that need work such as re-rigging of the ailerons. Hanger Monkeys working on them. Some discussion about viable projects and what order to proceed on them. Arnold Holmes has said he'll come and do a walk around on the TM5 to make up a work list, which should help. At that time more, discussion will be had about project precedence and viability.

Thatcher projects remain in storage in loft office area. No work to date on either set of parts. Waiting for work space in hanger.

Ted Luebbers and various associates moving Air Camper ahead. Flying wires have appeared on the tail and they make steady progress.

Mini-Max repairs are making some headway. New spar caps cut and being laid up for gluing. During Youth Program work, a ballistic recovery parachute was discovered hiding under the turtle deck of the aircraft. It will have to be evaluated for safety, usefulness and availability of inspection/repair services as it was manufactured by a seemingly defunct company. Steve Tilford has sent an inquiry to the last known email address of the former manufacturer seeking info on their status. Please be cautious working around it, and do NOT pull the handle!

## Young Eagles Report:

Next Young Eagle day is 3/24. Number unknown but pilot volunteers very welcome. Please contact Joel if you can be available. Chapter flew 13 Young Eagles on 2/3. Thanks to the pilots who participated. Anyone interested in flying YE flights, please let Joel Hargis know. We can always use more pilots.

## Youth Program:

New documents associated with the Youth Program and our other activities were passed out amongst Board members. They have been updated to comply with the National EAA requirements. They are simple and organized well.

Presentation to CAP – John Weber and Ted Luebbers made a presentation to the Leesburg CAP Cadets on 1/30. They spoke about the EAA, our Youth Program and what we do.

They encouraged any interested Cadets to come to a meeting or to the hanger when we're working. Good exposure. Nice work guys.

## Old Business:

We received a \$500 donation from the Larson family for our part in working on and selling the Pietenpol project. Our thanks to them.

BD-6 – We received notice from the Bede Foundation that they have a BD-6 fuselage kit to ship to us. This has taken a while, but it appears it will indeed happen. John Weber has asked them to ship the crate, 8"x9"x124" to him where he works so he can be available to sign for it, as well as having a useful pickup truck. Thanks John. He also notes that he's asked about what happens after that initial kit and the Foundation states that as we finish up the initial kit, they will ship us another kit, and continue that way through completion of the airframe. This should be a good project for our Youth Program and in general for a Chapter effort.

Steve Tilford submitted our required Yearly Report and fees to National on 12/4/17.

This year's total was \$100 for Chapter Dues and \$420 for Insurance Allocation, total \$520.

Check submitted with report.

Jodie and Dora continue to work on the updated Yearly Dues/Roster lists. Only about half of those shown on our current roster have paid. Please, if you haven't paid dues this year, get them in or you will be taken off the roster. Please mail them in. It is important we have an accurate list of Members.

## New Business:

After discussion about various things Arnold Holmes has done for the Chapter and its membership, in being helpful with projects and frequently sharing his expertise and the Chapter now having a DAR nearby do ask a question or two, after MM&S a proposal was passed to waive his yearly dues going forward. Thank You, Arnold, we appreciate your help.

The Chapter will be doing breakfast at Gator Field on 3/10. Our rolling kitchen needs to be up and running by then.

Matt Elia, Tavares Aviation Manager, proposed to the Chapter that we get involved in the Tavares Splash-in being held April 7 & 8. Discussion afterwards came to agreement that the Chapter could put on a pancake breakfast on Sunday 4/8 for pilots (and their guests) at the splash-in. The City of Tavares will be providing the needed supplies. After MM&S the proposal passed. This will be a good opportunity for exposure of our Chapter and Tavares is offering to support the effort. More details soon and a planning meeting to take place with our regular Membership meeting on 3/31.

Mooney Group Fly-in Invitation - April 14 to New Smyrna Beach-Anyone who can spell Mooney, knows it's an airplane, flies anything else, or can hook a ride with anyone going that way is welcome to join in the Mooney lunch at New Smyrna Beach according to Dave Taisch. They're very inclusive and welcome all! John Weber made presentation of a very nice framed certificate to Steve Tilford congratulating him on first flight of his RV-7A on 1/14/18.



### Christmas in March

This Saturday at the Youth Program we will be uncrating the BD-6 fuselage kit. We will be having a guest visitor - (potential new member) that has been working with the factory for the last 4 years on the plans and documentation for the BD-6. He is currently building a BD-6 and we can take advantage of his knowledge. Let me know if you will be coming so I can plan for lunch. John

## Young Eagles Flights

by Ted Luebbers

The Experimental Aircraft Association Chapter 534 was busy with Young Eagle flights on Saturday February 3, 2018 at the Leesburg International Airport, in Leesburg, Florida.

EAA Chapter 534 held its monthly Young Eagles event with parents and young people gathering in front of the EAA hangar at 9:00 AM with a lot of excitement and anticipation of flying in a single engine general aviation airplane. The kids could hardly wait to get into the air and the parents bring along their cameras to help them chronicle the event.

The local EAA chapter in Leesburg, Florida offers these flights to young people at no charge with the hope that this experience will cause them to want to become private pilots or seek aviation careers later in their lives. Currently there is a shortage of all types of pilots and this situation will get worse in the coming years as airline pilots retire, and private pilots reach a point in their lives when they can no longer fly.

On a national basis, the Experimental Aircraft Association has encouraged local chapters to take part in the Young Eagles Program and has flown over two million young people for almost 26 years.

This program is open to kids ages 8 to 17 and it gives them the opportunity to fly in a single engine, general aviation aircraft, a free on-line Learn to Fly Course, free admission to 300 science museums, and 1 hour of dual instruction if they want to continue on to acquire their private pilot's license.

On this day EAA Chapter 534 furnished three volunteer pilots and three fixed wing aircraft. Flights lasted 20 to 30 minutes and some of the Young Eagles were given the opportunity to control the plane under the watchful eye of their skilled EAA pilot. The chapter also provided 10 other volunteers doing the necessary paperwork, answering questions and escorting people back and forth to the flight line.

If you would like to find out more about the Young Eagles Program or EAA Chapter 534 you may go to the following web sites.

*Pictures next page....*



Young Eagle Sosa Lopez and his EAA Chapter 534 pilot John Weber get ready for takeoff for Sosa's first general aviation flight.



Young Eagle Parker Sears waves to friends on the flight line as he prepares to takeoff for his first general aviation flight.



EAA Chapter 534 pilot John Weber hands over to Young Eagle Sosa Lopez his log book and certificate of flight after his Young Eagle flight.



EAA young Eagles get ready for their flight. Joshua Mazenko, EAA pilot Jim Waymire, Stephine Stoff and Mickela Mazenko.

### THIS IS HOW DREAMS ARE MADE

Two of our EAA Chapter 534 Aviation Youth group (L to R) Sosa Lopez and Aiden Lowery try on the chapter's TR-5 project for size.

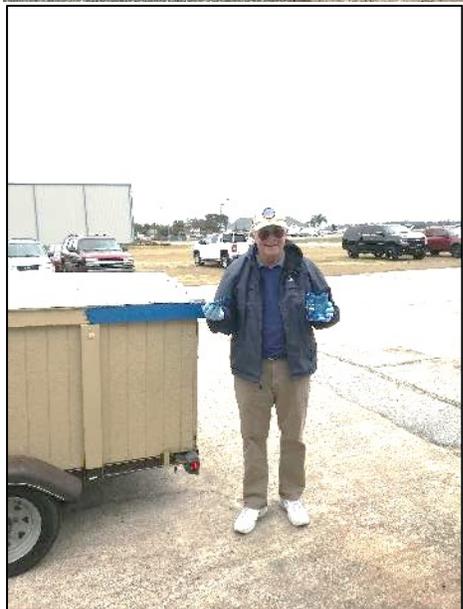


Young Eagle Owen Mazenko, EAA pilot Joel Hargis and Parker Sears. Joel is explaining the aerodynamics of his airplane's elevator.



## The Man Behind Our Camera

We actually have a picture of Ted Luebbers in front of the camera. Helping with the temporary repairs on the portable kitchen. *John*



## EAA Members Experience Virtual Flight

Fifteen members of the Experimental Aircraft Association Chapter 534 based at the Leesburg International Airport in Leesburg, Florida, experienced the sensations of virtual flight through the use of aircraft simulators at the SIMCOM Aviation Training Center in Orlando, Florida on Saturday January 27, 2018. The chapter program director, Paul Adrien, arranged the invitation by SIMCOM to their training facility to try out their flying experience on two advanced simulators.

SIMCOM Aviation Training teaches business and general aviation pilots the techniques of safely flying many different types of corporate jets, turbine and piston engine aircraft. The cockpits of these simulators are constructed just like the real aircraft and contain the instruments one would expect to find.

The motion sensitive, wide screen visual technology creates the illusion of actually being able to fly from any airport in the world, at any altitude, to any other airport. Manipulation of the simulator controls creates what a pilot would normally view through the windscreen of the real plane in flight.

SIMCOM provided two instructors, Rock Rockcastle and Diane Fisher, both certified flight instructors with thousands of hours of flight time. Both of them were very patient with the chapter members as they tried to become quickly familiar with an aircraft they had never seen before.

In a real teaching situation, the simulator students would have completed several hours class room time as well as studying the particulars of the aircraft they would be flying.

The airplanes the EAA chapter members virtually flew on this day were the Piper Mirage PA 46-350 and a Beechcraft Baron T 42. The Mirage is a single piston engine plane and the Baron is a twin piston engine airplane.

With the prompting of the instructors the chapter members did reasonably well with their virtual flights. There were some virtual crashes which taught some degree of humility, but if one is going to crash what better place to do it.

All and all, Paul Adrien said “this was a great learning experience for the chapter members and many thanks to SIMCOM Aviation Training and their instructors for this wonderful opportunity”.

If you would like to find out more about SIMCOM Aviation Training or EAA Chapter 534 you may go to the following websites.

< [www.eaachapter534.org](http://www.eaachapter534.org) > or < [www.simulator.com](http://www.simulator.com)





EAA Chapter 534 member Frank McCutcheon-Clermont, FL guides his Beechcraft Baron simulator on a virtual flight from Orlando Executive Airport to Leesburg International Airport in Leesburg, Florida.



In simulated flight mode the instruments and controls respond to the pilots inputs just like a real aircraft.



EAA Chapter 534 members Robert Vaughn-Tavares, FL in the foreground, acting as copilot for Jack Hallett -Leesburg, FL who is pilot in command, get ready for takeoff.



Cockpits of the simulators are constructed just like the real aircraft with all the instruments and controls. This is the cockpit of the Beechcraft Baron T 42.

## EAA Chapter 534 From Leesburg Visits Vintage Aircraft Restorer

*By Ted Luebbers*

Experimental Aircraft Association Chapter 534 based at the Leesburg International Airport in Leesburg, Florida paid a visit to Jim Kimball Enterprises at their private airfield in Tangerine, FL on Saturday February 24, 2018 to see what restoration aircraft projects are being worked on. Much to their surprise the chapter discovered that Jim Kimball Enterprises is evolving into something different and perhaps more personally exciting for the Kimball Family. This aircraft restoration business that was started by Jim Kimball many years ago, still retains its name. Since Jim retired it was taken over by his son Kevin who is the JKE president and runs the day to day operations in more recent years. This father and son combination will continue on with Kevin's son Kal joining them to keep this flying dynasty going. This business cut their teeth with Stearman restorations. First, they restored a Boeing WWII vintage Stearman for their own use and when others saw how well it came out they wanted JKE to restore theirs also. For years they worked on this type of aircraft and collected parts from all over the country. Their next major endeavor was to secure the rights to build the Pitts Model 12 biplane. They became the exclusive manufacturers of the kit for this aircraft. They would either sell you the kit so you could build it yourself or they would actually put it together for you. Kevin said "we have sold around 125 Pitts Model 12 kits with around 78 having been completed and flown". They also restored antique aircraft to museum standards for

individuals or airplane museums Like Kermit Weeks Fantasy of Flight.

Jim Kimball Enterprises has now sold the Pitts Model 12 part of the business and has decided not to take on any more restoration projects for others. Kevin and his son Kal have moved on to working full time doing research and development at this location for Indmar Marine Engines, < [www.indmar.com](http://www.indmar.com) >. These are powerful inboard boat engines for fast ski type watercraft. Kevin indicated that aircraft restoration projects will now be done for fun on family aircraft projects. His son Kal is currently restoring another WWII era Boeing 1940s vintage Stearman. When it is completed they will have a second one in the family.

EAA Chapter 534 members were shown Kal's Stearman project with its completed fuselage frame and wood wings under construction. Between the father and son presentation the EAA chapter members were given a lot of information on the history of the Stearman biplane and how they were built. Outside the hangar stood a beautifully completed Stearman that the family restored for their own use. It had a few refinements that Boeing had never heard of or were not available in the 40s. Three generations of Kimballs have flown this airplane.

Although the Kimballs will be working full time on boat engines now, the vintage flying community will always remember their contributions and fine craftsmanship to aviation history.



Kal Kimball warms up the family Stearman.



Kevin Kimball talks about the frame of the fuselage that will be part of Kal's plane.



Kal Kimball and his Dad Kevin pose with the family flying machine. Three generations of Kimballs have flown this plane.

### **UPCOMING Meetings**

- March 10, Gator Field Breakfast
- March 24, Young Eagles
- March 31, Splash-In Planning, Chapter meeting.
- April 8, Tavares Splash-In Breakfast
- April 12, Chili Bash at Sun & Fun
- April 28, Joel Hargis: Tips for Flying and Communicating in Florida's Toughest Airspace
- May 26, Robert Lincoln: ADS-B. How's It Going?

### **EAA CHAPTER 534 OFFICERS:**

President: Jodie Soule

Vice President: John Weber

Secretary: Steve Tilford

Treasurer: Dora Odor

Directors: Robert Vaughn, Paul Adrien, and Joel Hargis, Jim Goodspeed and Ted Luebbers

<http://www.eachapter534.org>