

# EAA CHAPTER 534

Newsletter

6/26/2013

## BILL STARKEY

### MEMBER PROFILE

By Ed Odor



area. He attended Western Michigan University, and graduated with a degree in Aviation Engineering Technology in 1965. Bill worked for 22 years for Detroit Diesel and in 1978 decided to get his private pilot license.

He attended ground school at a local high school and got his pilot's license at Oakland – Pontiac Airport at Pontiac, Michigan. He said that the field had seven flight training schools. The airport had two parallel runways with a right hand pattern for one runway and a left hand pattern for the other. "It was usual for there to be multiple training flights in each pattern at the same time." Bill soloed in a Cessna 150 after 8 hours and got his check ride and license at 38 hours. The airport was a very good place to get training because of the traffic/control tower. He flew for about 3 years until his work transferred him to Louisville, Kentucky.

In Louisville, Bill started a homebuilt project, the Quickie Q-2, a small two-place kit built plane. When it was nearly finished, two of his EAA Chapter co-members were killed in two separate 'freak' accidents. One was the local DAR, an experienced builder and pilot. Bill's wife wanted him to quit the project and he

## Cleaning the Hangar

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After last month's EAA meeting, some of the guys stayed afterwards for some hangar maintenance. Thanks for all the hard work fellas!



advertised the project in Sport Aviation Magazine; it sold within a week and went to California.

In 2007, Bill and his wife, Mary, moved to Florida, in The Villages, where they now live. After 30 years of not flying, he saw a video of a Searey airplane. In 2009 he took a demonstration ride with Kerry Richter, President of Searey. That awakened his desire to fly again and he ordered his kit very soon afterward. His kit number is 558 and Steve Barber purchased the next kit # 559. Bill rented two bays of Tom Bowden's garage at Umatilla and started construction. When our EAA Chapter 534 hanger became available, he moved the project there for almost a year before renting his own hangar at the Leesburg Airport. His plane is nearing completion except for painting her wings and the installation of the instrument panel and electrical systems.

He has contracted with Angel Rivera at Progressive Aerodyne to do the panel and other electronic wiring, and has selected the Dynon Flight Deck-180 unit with an Adventure Pilot IFLY -720 GPS and a I-Comm A-210 radio.

## NEW LEESBURG AIRPORT MANAGER LEO TREGGI

By Ed Odor and Paul Adrian



Ed Odor and Paul Adrian sat with newly appointed airport manager Leo Treggi recently. Leo's position is part time, but he is thinking full time about progress for the Leesburg International Airport. He is a native of Brazil, a naturalized US Citizen and a graduate of Emory Riddle Aeronautical University. Leo served in the US Navy. He has a private



pilot, commercial license that he got at Ft. Lauderdale.

He has two master degrees; one is an MBA, Masters in Business Administration, and is now working toward a law degree. Leo explained that he is excited about aviation and likes the airport environment. He explains that the business of airport management involves mostly

administrative duties of finance, regulations, contracts and development of the airport's potential. He feels that his aviation background coupled with a business education and his future law degree will enable him to effectively deal with the many facets of his job.

As a newly appointed administrator, Leo is saddled with completion of projects initiated before his arrival. He is actively involved in

procuring funding for projects to expand the services and activities of the airport. One immediate project is the construction of a water ramp from Lake Harris near runway 31. This past Thursday, he hosted an inspection by FAA officials relating to this project and got the go ahead for it. As part of this, the FAA gave verbal approval for a designated water landing area that is 2000 feet wide and 15000 feet long leading to the ramp.

He is interested in developing an annual airshow for Leesburg to draw the public to visit the airport and become more familiar with what the airport is all about. In that regard, he opened the possibility of including the EAA Chapter 534 fly-in with the airshow in partnership with other community organizations.

Leo is interested in the possibility of adding 1000 feet to runway 13-31. Although there are obvious restraints, he is looking into alternate possibilities for doing so. Another vision that Leo has, is for the development of an expanded General Aviation facility fronting highway 441. It would include a restaurant with a roof-top observation

deck and generate more public exposure to the airport. He is looking toward the design and development phase during 2014 and the construction phase during 2015.

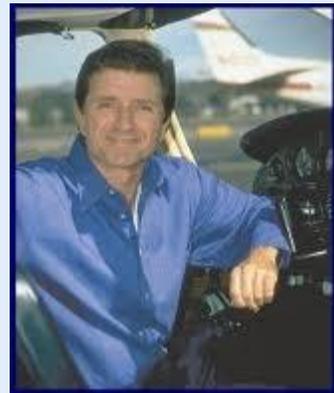
Without being able to discuss the identity or details, Mr. Treggi told us that in addition to the recent addition of Wipaire to the airport business community, there are two more businesses investigating the possibility of their locating at the Leesburg Airport. As an inducement for more business development, Leo is working toward the designation of the airport as an International Trade Zone. This would facilitate import and export businesses to locate and do business at the airport and save greatly on import and export taxes.

Leo is to attend this year's National Business Aviation Association convention and he is looking forward to having a booth at next year's NBAA convention to be held in Orlando.

Progress starts with a vision and both Paul Adrian and Ed Odor saw this process with our new airport administrator.

Why Fly? Why spend all that money on flight training, aircraft maintenance, fuel etc.?

Famed flight instructor, author and speaker, Rod Machado answered this question in an eloquent essay entitled "Become Something New"



A link to that essay is posted here. Just press control and left click to follow the link

[http://www.rodmachado.com/become\\_private\\_pilot/become\\_something-New.php](http://www.rodmachado.com/become_private_pilot/become_something-New.php)

## PRESIDENT'S CORNER...

Friends, this is my first installment of Presidents Corner for the Newsletter. I do not have the words to express how excited and proud I am of the accomplishments this Chapter has made in the last 18 months. We have doubled our membership, flown more than 200 Young Eagles, moved into our hangar and held the first fly-in at the airport in years. These are terrific strides for our small band of volunteers. You should have no problem looking in the mirror and saying "Good Job" to yourself, you should also take time to say it to your Chapter friends next time you see them. We have had so many good things happen for us but with great regret we have recently had one terrible one too.

Most of you now know that we lost our good friend and Chapter member Paul Soule' on Saturday the 8<sup>th</sup>. He was returning from Ft. Lauderdale Executive Airport when a combination of bad weather and complete instrument failure joined forces to bring him down. Paul had become a good friend of mine and I will miss his daily visits to the hangar. Paul's wife Jodi Soule', will be holding a celebration of life at the Soule' home on July 20<sup>th</sup> starting at noon. The address is 981 Hawks

Landing Fruitland Park FL 34731. If you would like to stop by that would be great. In Paul's honor Jodi has offered to donate most of Paul's tools from his home workshop to the Chapter. John Weber and I will be visiting Jodi to look over the donation and figure out what she wants to keep and what will go to the hangar. I will update you as the days go by.

On other news, I will be meeting with the Airport Manager this week to reaffirm our lease with the city for our hangar. There is no reason at the moment to think that we are in jeopardy and I fully expect that our lease will continue on with no problem. It is important that we review what we are doing as a chapter and make sure that we are doing all the things necessary to retain our lease. Some of these things include, holding more fly-ins, pancake breakfast at our hangar, flying Young Eagles etc.....

Elections will be coming up in November, have you been asking yourself "why don't they do this, or why don't they do that"? Get nominated for a leadership position and you may find out why! It's your chance to help direct the future of the Chapter and I urge everyone to take time, discuss the options and vote, vote, vote! Per Chapter by-laws I will be announcing the nominating committee at this month's meeting. I cannot stress how

important elections are. The people that YOU put in charge will be the ones that set the tone and course of our next two years. It is imperative that you not sit back and grumble about problems in leadership, speak up and vote! Better yet take up a leadership position in the chapter. Our annual fly-in will be held in November again this year. As it was last year, it will be an "all hands" affair. Please start thinking about your schedule and if you can make time to help out at the fly-in please make plans to do so.

The hangar is really starting to take on a life of its' own. There is activity several days a week and Thursday is a big one. You can find the "Hangar Monkey" crew working on Lou Larsen's Pietenpol and they are really making some big progress. Many upgrades have been made to the hangar and there is some cool stuff hanging from the walls and ceiling. A big thanks to all the members that are working hard to make the hangar a fun place to be.

Thank you for  
volunteering your time to the  
Chapter-

Arnold Holmes

Oh! I have slipped the surly  
bonds of Earth  
And danced the skies on  
laughter-silvered wings;  
Sunward I've climbed, and  
joined the tumbling mirth  
Of sun-split clouds, — and  
done a hundred things  
You have not dreamed of —  
wheeled and soared and  
swung  
High in the sunlit silence.  
Hov'ring there,  
I've chased the shouting  
wind along, and flung  
My eager craft through  
footless halls of air. . . .

Up, up the long, delirious  
burning blue  
I've topped the wind-swept  
heights with easy grace  
Where never lark, or ever  
eagle flew —  
And, while with silent, lifting  
mind I've trod  
The high untrespassed  
sanctity of space,  
Put out my hand, and  
touched the face of God.

— *John Gillespie Magee, Jr.*

## **Our Greatest Fear — Marianne Williamson**

**It is our light not our  
darkness that most frightens  
us**

Our deepest fear is not that  
we are inadequate.

Our deepest fear is that we  
are powerful beyond  
measure.

It is our light not our  
darkness that most  
frightens us.

We ask ourselves, who am  
I to be brilliant, gorgeous,  
talented and fabulous?

Actually, who are you not  
to be?

You are a child of God.

Your playing small does  
not serve the world.

There's nothing  
enlightened about  
shrinking so that other

people won't feel insecure  
around you.

We were born to make  
manifest the glory of  
God that is within us.

It's not just in some of us;  
it's in everyone.

And as we let our own  
light shine,

we unconsciously give  
other people  
permission to do the same.

As we are liberated from  
our own fear,  
Our presence automatically  
liberates others.

—Marianne Williamson