

# EAA CHAPTER 534

Newsletter

May 2015

## Chapter Meeting May 30th

Our speaker this month was WWII Veteran

### Jack Hallett



### A Flying Story

**Jack flew the P-38 Lightning and the P-47. Shot down twice with one confirm air to air kill.**



## World War Two Fighter Pilot Tells EAA About His Experiences

*By Ted Luebbers*

Jack Hallett age 94 from Scottish Highlands in Leesburg Florida was the guest speaker at a recent meeting of the Experimental Aircraft Association Chapter 534 at Leesburg International Airport. He spoke about his experiences as a fighter pilot during the Second World War starting with his US Army Air Corp training until his resigned as a Major in the US Air Force Reserves in the early sixties. During that time he flew thirteen different aircraft starting out in a Stearman biplane and ending his flying career in a T-37 Jet trainer.

During his assignment in Europe he flew combat missions in a P-38 twin engine pursuit plane and a single engine P-47. He flew escort duty for bombers as well as close air- ground support. Jack served in England, France and Germany with the 367<sup>th</sup> Fighter Squadron of the 9<sup>th</sup> Air Force. He was shot down twice and had one victory to his credit. He received the Distinguished Flying Cross for destroying 100 German vehicles in one mission along with members of his squadron.

Jack spoke to a full house of members and guests of EAA Chapter 534 at the Leesburg International Airport administration building in Leesburg, Florida on May 30, 2015. He had his audience enthralled and on the edge of their seats with the many stories about his flying experiences. He is a native of Massachusetts and said after the war he got tired of shoveling snow so he moved himself and his family to Florida. He spent some years after arriving in Florida as a flight instructor in Bartow, Florida for a civilian flight school contracted to train Air Force pilots.

He is still very much interested in aviation but at this point in his life he no longer flies but is always on the lookout for a good ride.

## Chapter Updates:

Paul Adrien started a list to members at the presentation regarding a possible TRACON/Tower tour at MCO. This is tentatively setup for September 21<sup>st</sup>. There will be more information then.

**Lou's Pietenpol** aircraft was weighed Thursday; coming in at 733 lbs.



Lou's surgery went well, as of today he is still in the hospital, but making progress. We will have a card to sign and send to Lou at our next meeting on Saturday the 27<sup>th</sup>.

**EAA Hangar Lease update:** a lease agreement was submitted to and approved by the Airport Advisory Board at their 5/13 meeting. It will go before the City Council at their next meeting for approval. Joel was able to reach agreement on a 5 year lease at good terms. As a lessee, we will now get trash pickup on Tuesdays at the hangar.

**Activity Director Paul Adrien calendar report:** "The trip to Kimball's, a favorite every year was a good trip again this year. It is always interesting to see what they're up to and it was well attended. Sun-n-Fun had a good turnout for a Sloppy Joe dinner once again produced by Paul Adrien, Master Chef. Attendees were also serenaded by Joel's guitar music.

**June 27<sup>th</sup> Speaker USAF – Sal Bart Career**

**July 25<sup>th</sup> Chapter Member John Weber** will have a Stall/Spin Awareness presentation.

**August** is still open, let us know if you have any ideas.

**Sept 19<sup>th</sup>** will be a Young Eagles day flying Girl Scouts. Volunteer pilots will be needed for this, please let Joel know if you can fly.

## Keeping a Close Eye on ATC Privatization ([EAA.org News Article](#))

EAA opposing any move toward GA user fees

**June 18, 2015** - EAA is closely monitoring the development of a proposal in Congress to transfer FAA Air Traffic Control (ATC) functions to a private non-profit corporation. Under federal ownership, the air traffic system has long guaranteed equal access for all of its users with GA's share of costs largely funded through the collection of fuel excise taxes. The proposal to privatize ATC will likely lead to user fees for general aviation, a measure that EAA continues to vigorously oppose. Privatization also raises the specter of a system that prioritizes certain air traffic over others, rather than the current policy of equal access to the National Airspace System.

While talk of ATC privatization has been ongoing in Congress for months, Rep. Bill Shuster (R-PA), House Transportation and Infrastructure Committee chairman, formally announced the proposal during a speech at the Aero Club of Washington on Monday. He detailed a plan that would create a federally chartered corporation to administer air traffic services overseen by a board of directors made up of system user representatives. The corporation would be funded by user fees, which GA pilots currently contribute in the form of a fuel tax. Shuster plans to include the proposal in the forthcoming FAA reauthorization bill.

"Any privatization effort must not result in a pay-to-play scheme for general aviation," said Sean Elliott, EAA vice president of Advocacy and Safety. "Though we certainly understand the desire to find ways to make the air traffic system more efficient and cost-effective, the current fuel tax system of revenue generation works and is efficiently and fairly collected."

It is EAA's contention that, among other consequences, per-use fees for air traffic services effectively penalize the prudent practice of using ATC services, such as filing for IFR in marginal conditions or simply receiving VFR advisories.

EAA will be advocating on Capitol Hill on behalf of its members on this important issue. The simple and fair system of funding through fuel taxes and the "first come, first served" airspace access general aviation has enjoyed throughout its history in the United States cannot be sacrificed in the quest for efficiency

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