

JUNE, 2006



Jim Brewer will host **EAA Chapter 534's** June meeting at the **Preston Aviation** hangar at **Mid-Florida Airport (X55)** at Eustis, reached from CR 44B, north from US 441 at the Donnelly Street light in Mount Dora. Turn east onto the dirt lane between the Lake County fire station and the church. Take a right at the hangars. Preston's is in the southeast corner of this hangar building.

EXECUTIVE COMMITTEE NOTES Our meeting was marked by the appearance of Mr. Charlie Weller, Leesburg (LEE) Airport Manager. Weller indicated that although the number of LEE-based aircraft is down by about 50 from five years ago, the airport is now a money-maker for the City of Leesburg. Weller mentioned that the recent sharp increase in fuel costs may have had an effect on the reduced number of operations at LEE. Weller described the security already in place and outlined what the eventual system will entail with photo ID cards for tenants and aircraft owners and transponders for their vehicles. Additional T-hangers are planned and the field's control tower is scheduled to be operational shortly. Weller assured us, as a fellow small plane pilot, that LEE will remain "small plane friendly."

He also outlined his plan to bail the Civil Air Patrol's Lake Composite Squadron out of its current situation of being unable to properly maintain its building and of his plans to develop it into a City of Leesburg Conference Center. Although **EAA Chapter 534** will lose its office and reference material library, we would be permitted to schedule and hold our meetings in the building. Several hundred thousands of dollars are earmarked for renovation, restoration, and bringing the building "up to code."



MAY EAA Chapter 534 toured the City of Leesburg's new East Side Fire Station located at LEE. From Executive Committee member Charlie Schnitzlein: "Hi Bill- A few pictures from our visit at the fire house. Our tour guides were: Vincent Taaffe, firefighter/EMT Joe Garbaravage, firefighter/paramedic. They were both knowledgeable and enthusiastic about their job and the equipment. They gave us a good tour. Charlie" The editor's thanks to Charlie for his welcome contribution to this month's **534 Times**- and the

great pix! (doncha just *love* "that" green?)

Interesting aviation video site: <http://tinyurl.com/oshf2>



Mike & Norma Cannon
 Mid Atlantic Fly-In photo: Schulz

MID-ATLANTIC FLY-IN The Mid-Atlantic Fly-In (MAFI), is ignored by all EAA publications because it is not an "Official EAA" function and, therefore, essentially a "non-event." Nonetheless, Sun 'n Fun founder Billy Henderson had a hand in the genesis of this four year old gathering of birds attended this year by a few Central Floridians. Having made the 500 mile trip by car were the Cannons, Mike and



"Cap'n Jack" Barker
 Mid-Atlantic Fly-in photo: Schulz

Norma, and your scribe. Also there, having flown in with a friend in the friend's Maule, was "Captain Jack," **EAA Chapter 534** member emeritus Jack Barker.



The four "Red Baron" PT-17s
Mid-Atlantic Fly-In, Lumberton, NC photo: Schulz

Among the interesting aircraft at MAFI on Friday were two USMC Harrier "jump jets;" two US Army helos; a fantastically restored gull-wing Stinson which saw service with the RAF in India during WWII; a tandem-seat "Swift" USAF trainer in a gaggle of Swifts; a Douglas AD-4 Skyraider, one *huge* puppy!; a truly beautiful design, the Fairchild "24;" a big ol' Grumman "Iron Works" S2B which very impressively folded its wings as it "gar-rump, gar-rump, gar-rumped" its way to the ramp (sure beats "ssssssssssss"!); the "Red Baron" Stearman contingent; a Cessna O-2 "Mixmaster;" and a shiny-skinned North American SNJ with a bright red cowl ring in USN mufti.



Ranger-powered Fairchild "24"
Mid-Atlantic Fly-In, Lumberton, NC photo: Schulz

Friday was gorgeous, what this writer's grandfather used to call a "weather maker," but with relatively few planes in attendance... working stiffs, doncha know. Driving to Carlisle, PA, on Saturday, radio and TV carried news of severe T'storms with hail that rolled through the Carolinas' border area. Surely MAFI did not have the opportunity

to turn out as planned. Finally, an observation. There were four (!) aircraft in MAFI's Ultralight area and no U/L vendors. Will LSA finish off ultralights?



Restored Lend Lease RAF Stinson
Mid-Atlantic Fly-In, Lumberton, NC photo: Schulz



Grumman S2B
American Airpower Heritage Museum
Mid-Atlantic Fly-In, Lumberton, NC photo: Schulz



Temco TE-1B "Swift" tandem trainer
Mid-Atlantic Fly-In, Lumberton, NC photo: Schulz

Sell your airplane or airplane stuff for FREE at barnstormers.com

UPCOMING EVENTS In the coming months, **EAA Chapter 534** will have a viewing of an **AOPA DVD** on the finer points of "UPS AND DOWNS OF TAKE OFFS AND LANDINGS" (July), visit **Al Kimball's Workshop** (August), tour the new **LEE control tower** (September), and we will entertain the possibility of visits to some of our members' projects.

CESSNA LIGHT SPORT AIRCRAFT? Extracted from an article in the **Wichita Business Journal**, by Ken Vandruff

Cessna Aircraft Co. is studying the feasibility of building a **new single-engine airplane**-- one that would be smaller than the company's four-seat 172 Skyhawk.

The company plans to unveil a proof-of-concept design for an airplane that **meets the criteria for a Light Sport Aircraft**.

"An important part of our thought process in looking at LSA is the value in terms of new pilot starts," said Jack Pelton, Cessna president and CEO, in a statement. "Experience has shown that Cessna brand loyalty is a powerful force in our success, and we believe this new category of aircraft could provide a conduit for new pilots to grow through the Cessna product line."

Cessna will unveil its LSA concept July 24 at the Experimental Aircraft Association's annual convention in Oshkosh, Wis., to evaluate market reaction. A final decision on producing the aircraft will be made during the first quarter of 2007.

Dryden Aircraft Photo Collection <http://www.dfrc.nasa.gov/gallery/Photo/index.html>



"THIS IS YOUR CAPTAIN SPEAKING..." THE EDITOR ON THIS 'N THAT... Your editor was not at the May meeting's visit to the new Leesburg East Side Fire Station; he was visiting family and friends in the Hudson Valley and NW CT. While in New York, he decided to check up on the members of the "Hudson Valley Hornets," formerly EAA Chapter 474 based at Kobelt Airport (N45) in Walkill, NY. When the airport ownership changed hands several years ago, the new owner essentially evicted the Chapter from their hangar/club house, built from a pole barn which had been a horse stable

some miles distant. The members dismantled, moved, and re-constructed it with the blessings of the airport's then-owner and it served them well for many years. There was hangar space for eight to ten Champ/Cub-size planes with an attached meeting room/machine shop. Activities on the weekend included lots of flying and attendant partying on the roomy deck out front overlooking the south end of the N45's N-S runway.



When the Chapter was disenfranchised, a former pilot offered them the opportunity to build their own strip. This is, of course, not permitted under the EAA Chapter charter and the group disbanded and re-organized/incorporated under the old "Hudson Valley Hornets" name, but lost about 40 EAA members in the process. They then bought old 'dozers, trucks, and a Euclid earthmover, and carved and blasted out of the apple trees and local shale a north-south runway parallel to the adjacent New York Thruway. They've built a new, modern clubhouse on a knoll with a view of the Shawangunk Mountains and the 3,500' turf strip (Old Orchard Airpark, OOA, New York Sectional). They are building, or have built, nearly a dozen private condo-hangars with more on the drawing boards, proving that there *can be* life after EAA affiliation. www.hudsonvalleyhornets.com/



photo: Schulz



Orange County (NY) Airport

photo: Schulz

Your scribe also visited Orange County (MGJ) airport in Montgomery, NY (neat restaurant!), where EAA Chapter 1280 has a mobile home as a clubhouse. Though the unit has been temporarily displaced by airport revitalization projects, peering in windows revealed that there is a kitchen and a "necessary" room with the majority of the interior being a shop/meeting/lounge area, complete with the ubiquitous open-but-empty Dunkin Donuts box and the ever-ready charcoal grille to be rolled out at the drop of a hat... or burger! Are we getting any ideas here?

DOUGLAS AD-4 "SKYRAIDER" Few aircraft have been known by so many names as the Skyraider. At various times in its career, it was designated the BT2D, AD (Able Dog), A-1, and was also affectionately called the Destroyer, Hobo, Spad, Sandy, and the Flying Dump Truck. The Douglas AD Skyraider was built to replace the SB2C Helldiver. It was the most powerful carrier based dive bomber ever built. Its single-engine with its three fuselage stations and six racks on each wing could carry a varied assortment of ordnance including bombs, rockets, mines, torpedos and napalm at weights greater than that of the four-engine B-17 Flying Fortress. **Length-** 12.22 m (40.1') **Height-** 4.57 m (15.0') **Wing span-** 15.47 m (50.8;) **Wing area-** 37.19 sq m (401 sq. ft.) **Cruise speed-** 174.05 kts **Maximum speed-** 270.27 kts **Rate of climb-** 701.01 m/min (2,300 FPM) **Service ceiling-** 7,924.40 m (26,000;) **Range-** 1,935 km (2,700 NM) **Propulsion-** One Wright R-3350-26W89A cyclone 18 cylinder radial of 2,700 hp **Armament-** Four M-3 20 mm cannons mounted in the wings, Fifteen underwing & centre-line hardpoints for up to 8,000 lbs of bombs, gunpods or fuel tanks, various combinations of 5" High Velocity Aircraft Rockets (HVAR) and two 12" Tiny Tims.



photo: Schulz

A QUESTION: The president learned that at least one former member is "former" because there is not enough opportunity to socialize. This person would prefer a brief business meeting followed by just plain (plane?) "catching up" and "jibber-jabber." Thoughts? Write schulznotee@yahoo.com