

EAA CHAPTER 534

Newsletter

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Airport Personnel Profile Dave Lewis

-Ed Odor

Dave Lewis is an interesting person with quite a unique and diverse background. Dave 'started out' as a funeral director in Miami. One day he decided to take flying lessons and then decided that he liked flying better than funeral directing. He soloed in an Aeronca Champ at the Homestead General Aviation airport in 1966.

His career 'took off' as a flight engineer in Alaska on C-130's in 1969. The delay in building the pipeline that year forced him to move on as

corporate pilot for Dresser Industries in Dallas on the Gulfstream, Jetstar, and King Air. His airline career went through pilot positions with Standard Airways, Saturn, TWA, Saudi Arabian Airlines, Evergreen, and Southwest. After Southwest, he became Chief Pilot for Boeing Netjets on their BBJ program. Then back to corporate with Fun Air (Tel Aviv), and Venetian Casinos (Macau, China). The year 2006 found him based in Frankfort, Germany where he flew special missions to Bagdad Iraq and Kabul Afghanistan. Can you believe this aviation history?

After this, Dave 'retired' to South Lake Tahoe, Nevada and through a company of his own called Worldwide Aviation, an aviation support company, he stayed active in aviation. Dave is rated in Boeing 727,737,747, Gulfstream, Jetstream and Hawker. He also holds Flight Engineer

CHAPTER PROJECT PHOTOS!



ratings on the C-130, B-747, B-720, B-707, and B-727.

What brought him to Leesburg? The answer is children and grandchildren. Our community is fortunate to have his presence and participation.

What is Dave's vision for KLEE? "Five years from now, you will not recognize Leesburg international Airport."

He joined the airport board in September of 2011 and became chairman in 2012.

Airport Board meetings, open to the public, are monthly now and progress is evident.

Leo Treggi, our new KLEE Airport Manager and Dave are working together to make things "happen." Wipaire came on the field in January 2013 with approximately 10 employees in temporary



Hi all,

We had a great work day on the chapter Pietenpol today at the hangar. We found out that our fuselage is actually a

facilities. When their \$4.5 Million dollar Service Center is completed, their total staff will be 60 to 70 employees. With the completion of the planned KLEE seaplane ramp and Wipaire facility, Leesburg will be joining forces with Tavares, a complete seaplane center. With seaplane maintenance support in Leesburg and 'Seaplane City' at Tavares, it's a natural association.

Dave supports Leo as someone that is impressive, competent and his cooperation with the Airport Board is excellent.

Brainerd Helicopters (Fire Hawk) is in the expansion mode and plans to add many additional jobs to our airport community.

There are also three prospective tenants currently planning on joining our

GN-1 Aircamper fuselage. We started straightening the right upper longeron. A group of wood workers start to cut down the vertical stabilizer and the rudder. We still have some planning and some issues to bring forward to the whole chapter at the next

airport community which promises even more expansion opportunities. Dave points out that with each new tenant, the airport presents more opportunities for exposure and employment for young people right here in Leesburg. He also believes that the value of the airport to the city is not appreciated. The FDOT figures for 2008 shows 509 employees with \$17,607,900.00 in salaries, having an economic impact on the City Of Leesburg at \$63,729,000.00.

Dave is a very active supporter of the Mid-Florida EAA Chapter 534 and has served as ramp security during Young Eagle flights. He has a very progressive vision of KLEE and the unique possibilities that exist here. Dave's son, Chris Lewis is also a pilot on the Lear 55 and the Citation.

meeting. At noon, we started grilling and had hamburgers, hotdogs, and bratwurst for lunch. Will let you know when the next work day is, and all are welcome to come out and enjoy. -John



Friends,

I read today that the Founder of the EAA, Paul Poberezny has passed away at 91 years of age. On many levels this is a big loss. Paul founded the EAA in 1953 and I feel that what he created has been the major influence in keeping general aviation open and viable. Think about what the GA landscape would look like today if it were not for the EAA and the ideas that it promoted for most of its existence. Early on, the EAA focused primarily on how the common man could access flying at a cost that was significantly less than owning a factory built aircraft. That ideology became watered down over the years and to some degree that has been good. I do feel that it is important for our organization to include everyone interested in aviation, not just those who want to build airplanes.

As the EAA grew, it became necessary to come up with more and more funding

to keep it going. The annual fly-in at Oshkosh became a spectacle of not only aviation but also of major non-aviation sponsors and vendors.

A few years ago, Paul wrote a book about his life and I remember very clearly walking through one of the vendor pavilions where he had set up a booth to sell his books and sign copies. I stopped a few booths down and watched in amazement as I witnessed the hundreds (thousands?) of people walk past his booth and not even acknowledge his presence. I began to wonder how many of these people even knew who he was or that it was his enthusiasm that made the Oshkosh Fly-in possible. I had bought a copy of the book several months earlier and had already finished reading it so I knew what the story was, the man worked tirelessly to build something on the foundation of excitement and the pure love of aviation. In the 7-10 minutes I watched his booth, not one single person stopped to say "Hi" or buy a book or even ask a question. It seemed to me at the time to be indicative of what the EAA had become, an organization

who had forgotten (or not promoted) it's past.

Let's not become a Chapter that has lost its way or forgotten from where we came. It remains an important and worthy effort to continue to grow our Chapter through promoting interaction within our Chapter and our Members. It is your responsibility to ensure the continued viability of the Chapter by participating in the many projects that the Chapter is involved in. We continue to support the early ideas that Paul started the EAA on, like building the Pietenpol. We also support the more modern version of EAA by including everyone interested in aviation through programs like Young Eagles and our Fly-In each November where we invite the general public. It is important for us to be good ambassadors of our sport and it's also important for you to be involved in the operation of our Chapter. Please take the time to show up at our functions as well as volunteer to help. Only you can keep our Chapter going and I am counting on you to do it.- Arnold Holmes



LESSON'S LEARNED:

-Tim Porter

I recently flew my first long distance trip in my Cherokee 140...from Leesburg Florida to KDAW. (Skyhaven airport in Rochester, New Hampshire) and back, a total of 2400 nautical miles. The flight from KLEE to KDAW was flown with a fellow pilot, Jon Ehrlichman, flight instructor extraordinaire and a Flight Scheduler at Plane Sense. The return flight was solo. There were plenty of lessons learned.

- 1) 2 hr. legs are much preferred over 3 hr. legs especially after morning caffeine and lots of water
- 2) Never rely on the GPS gods to tell you when to switch tanks. Keep track of that on your knee board scratch pad. That's what paper is for. After all, you're the pilot in command, not the Garmin 430
- 3) Yes, iPads, loaded with all of your charts and airport diagrams and approach plates can fail even with a 100 percent charge. Always have some kind of backup. (Yes, this can happen. My iPad had a nervous breakdown and went into a

continuous feedback loop of gibberish. Shutting it down for five minutes and positive affirmations had no effect.)

4) Handling the radios when you're in the right seat involves a lot more than setting the radio freq. Helping your fellow pilot with situational awareness, loading those VOR frequencies, reminding your fellow pilot of assigned altitudes during climbs, etc...in other words your primary role is to help the guy in the left seat look good.

5) Sometimes you can find the most amazing things in the most out of the way FBOs.

6) Don't like the weather at your destination airport? The weather is always better somewhere else.

7) When using the OBS on the Garmin 430 to align with the runway heading, all other waypoints need to be deleted.

8) Just because you called for a weather brief from Flight Service and they told there was no adverse weather on your route of flight, it's not necessarily so.

9) Know the full names of all waypoints and identifiers on your route of flight not just their three or four letter identifiers.

And finally, the true power of aviation and the people who love it has nothing to do with glass panels, GPS, twin engines or turbo props and everything to do with pilots themselves. More than once, on my return solo voyage, I got a call from Joel Hargis, asking me how I was

Notes from Leo Treggi

Leesburg International
Airport Manager

- First, I would like to thank Joel for the wonderful tour of the airport he provided.
- Secondly, I would like to say that the new gates are not operational yet. Most likely, they will become operational at the beginning of September.
- The Airport will host the Chamber of Commerce board's retreat in October.
- The Airport Layout Plan update was approved by the City Commission and submitted to the FDOT and FAA.
- We have applied for an Airport Improvement Program grant for the realignment of part of taxiway Alpha. The estimated grant, if awarded, is 1.6 Million. We are expecting to hear the answer from the FAA anytime in August.
- Lastly, I'm looking forward to the participation of all in the planning and coordination of what is to be LEE's first annual event next year.

doing, and how the trip was going. Jon Ehrlichman followed my return trip on Flight Aware and was on the phone when I had a question about approaching T-storms from the west when departing KSAV (Savannah, Georgia). Support from the KLEE aviation community is always there and I'm a better pilot for it.

Touching the Future, One Child at a Time

-John Weber



(Intro-theme from Dagnet-the names have been changed to protect the innocent)

I was talking to one of my pilot mentors this week and he relayed this story to me. My mentor, Bill, keeps his Pitts S-1T at a small country airport in North Carolina. The airport manager is very willing to work with Bill about him practicing his IAC routine close to the airport. Bill was

working on his aerobatics late afternoon on July 5, and had to stop as it was getting close to sunset. As Bill was taxiing into the hangar where he keeps the Pitts, he saw 3 cars full of people pull up to the fence. He told the airport manager, who was in the hangar, about the cars and people and the manager said, "Go see what they want."

As Bill went to the fence, a large group of adults and children got out of the cars and came to the fence. Bill was sure that he had made someone mad and was about to get chewed out, however, the opposite was true.

The spokesperson of the group was a 10-year old girl, whom we shall call Suzie. She told Bill, "Today is my birthday and we were having my party outside, and we saw your airplane doing tricks over the airport and it was so COOL! Will you go up and do some more for us?" Bill explained that as the sun was setting he couldn't go do anymore. The young lady was momentarily crestfallen, but then exclaimed, "You made this my best birthday party ever! Can I have a pinky-touch?", and proceeded to push her hand through the

EAA CHAPTER 812 IS LOOKING FOR PILOTS!!!

EAA Chapter 812, the Ocala chapter, is looking for some help! They have a Young Eagle's Rally scheduled for Saturday Sept 7th and have 100 kids scheduled. And they're looking for some extra pilots to assist. Any pilots interested in lending a hand, please contact Warren Levin, the Young Eagle's Coordinator for Chapter 812.

Mr. Levin's contact number is

1-262-498-9558

CHAPTER NOTES:

1) Our first Young Eagle's Rally, after our summer break, is scheduled for Saturday September 21st. All pilots should be on the ramp by 8:30 am.

2) This month's Chapter meeting will take place at the Airport Administration building. 9 am -Saturday August 31st. This month we will be visiting Steve Tilford's RV.

fence towards Bill. Now Bill is not a “young child” person, but still went forward and did a pinky-touch with the young girl. As the group was leaving, Suzie turned around and said, “Remember, I will have another birthday next year!”

Chapter Meetings

1) August 31st 9am Airport Administration Building.
Steve Tilford’s RV Project.

2) September 28th 9am.
Breakfast at the hangar and work on the project

