

EAA CHAPTER 534

Newsletter

5/20/2013

SANDY AWARD

During the last EAA Chapter meeting, Sandy Bevin received an award from the Boy Scouts for all of her help organizing the Young Eagle Flights for the Boy Scout Campout in February! Congratulations Sandy!



Fire Extinguisher in the Hangar



Thanks to new member Bob Young, we now have fire extinguishers in the hangar.

SAFETY SEMINAR

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This is a presentation from Sun 'n Fun 2013 on handling inflight emergencies. The presentation offers some informative, and entertaining video and audio clips. The speaker is Jason Schappert. Jason was named the AOPA's top collegiate flight instructor in 2008 and is the author of eight flight training books. He is also the creator of m0a.com, an aviation website with lots of instructional videos. To open the link below, place your mouse pointer over the link, press Ctrl and then left click.

<http://www.m0a.com/how-to-handle-inflight-emergencies/>



MEMBER PROFILE:

Paul Soule

By Ed Odor

Paul was born in Canton, Ohio and at four years old, his family moved to Miami, FL. It was 1941 and his earliest memory of aviation was of a military aircraft that buzzed the beach and crashed. After the war, his family rented their garage apartment to Chuck 'Speed' Fowler, who happened to have been a military pilot that flew 'the hump' in C-47's (DC-3 to some of us). Speed went on to become senior captain for National Airlines. As a Boy Scout, twelve years old, Paul had his first plane ride, with a group of fellow Scouts, in a C-47 as a Scouting adventure. They were flown around Miami for 30 minutes of so. He was hooked! He said that it was his 'Young Eagle' flight before there was a Young Eagle program.

His second ride at 15 was in the front seat of an 85 HP Aeronca as a student pilot. There was a club at Brown's Airport called ATC (Air Training Club) that was operated by a group of ex-military pilots. They

donated their services as instructors and the plane cost \$5/hour, wet. The airfield was East of Highway 1 in Miami. It is long gone now, replaced by very pricey real estate.

An early flying job was for the Dade County Sheriff's Patrol. The job was flying up and down Krome Avenue (US 27), checking for speeders. It was in an Aeronca, flying at 50 feet. The decision of the day was whether to fly over or under the power lines that crossed the street.

"There were no jobs for a 19 year old pilot", Paul said, but the Air Force had an Aviation Cadet pilot training program. Paul made application and after a six-month wait, he was accepted for pilot training. At the time he was enrolled at the University of Miami studying engineering. The next eight years he served in the Active Air Force flying Strategic Air Command (SAC) KC-97 tankers around the world. He said that most of the SAC duties were in COLD places. Remember that Paul was raised in Miami.

He was released from active duty, and flew for eight more years with the Air Force Reserve, flying C-119's (flying boxcar), FAC Missions in the U3A, and C-130's. His most gratifying memory was as Chief of Standardization for a Tactical Airlift Wing. He was tasked with transitioning the unit into the C-

130 aircraft. His was the first Air Force Reserve unit to achieve combat ready status in the Air Force.

Paul has flown and owned numerous aircraft but has never built an airplane. He was for a period of time helping to restore a Cessna 'Bamboo Bomber'. He remembers stitching the fabric onto wing ribs, but lost contact with the project when he entered Air Force Pilot training, and doesn't know how it turned out.

With over 20,000 hours flying time in a myriad of aircraft and presently owner of three; what is his interest in EAA Chapter 534? He said that it is in support of aviation. Paul is a natural teacher and he identifies as having been introduced to aviation with the Scout Troup. Presently he is very active in our Chapter's Young Eagles project, introducing young people to aviation.



FLY TO VENICE

Venice Municipal Airport (KNNC) was built in the early 1940's by the United States government to serve as a flight training facility during World War 2. At the end of the war, the airport was given to the City of Venice with the stipulation that if it were not used as an airport it would revert back to the United States government.

Today, of course, it is a general aviation facility, located 1.7 miles south of the downtown area, along the Gulf of Mexico shoreline, on approximately 835 acres. It has two 5,000 foot long, 150 foot wide, runways which intersect each other...Two GPS approaches and one NDB approach.

The view as you arrive, can be quite spectacular at times, especially runway five, as the downwind turn to base and then final, can take you over the beach/ocean. Keep in

mind, especially when flying there on the weekend, to see and be seen, as it can be a very busy non-towered airport. Announce your position and intentions on the CTAF. And as you arrive, be aware that runway 13 utilizes a right traffic pattern.

After you land, be sure to stop by Suncoast Air Center, the primary FBO, on the field. The ramp fee is waived with fuel service fuel. Self-serve is available but does not waive the ramp fee. Once inside the FBO, Suncoast Café provides a good view of the airfield, great food, and great conversation. Free shuttles are available to Sharkey's, a local beach side restaurant. A free shuttle is also available to the Marriott Fairfield Inn and Suites. The shuttle and a small discount on your room are only available to pilots so make sure to let them know who you are! And before you leave, don't forget to go hunting for Shark's teeth on the beach, a favorite activity of native's and tourists alike!

SKIP THE 100 DOLLAR HAMBURGER AND FLY A MISSION

Pilots 'n Paws is a 501c3 non-profit organization in which volunteer pilots assist in the transportation of animals for those who rescue, shelter and house the canine and feline homeless. Dogs and Cats are flown from animal shelters to their forever homes or from one shelter with no space to care for them to other shelters that can. Volunteering as a pilot is easy. Just go to their website at

<http://www.pilotsnpaws.org>

And fill out a short application. The members of Humane Societies and rescue organizations that you will fly for are always grateful for any help you can give them. So, become a hero this weekend and fly a mission for pilots n paws!



Young Eagles in May

Saturday, May 18th, greeted an eager group of pilots and young eagles with great weather and a great opportunity to share the excitement and thrill of aviation.



John's New Engine

John Weber got a Corvair engine and short block from Gary Simmons in Kissimmee. (407-361-5217). He may still have 1-2 engines that are rebuildable as Corvair conversions. He also has a lot of misc. Corvair parts as well. Call if interested



EAA CHAPTER 534 MEETING

This month's meeting, Saturday May 25th at 9am, will be a Hangar Work Party. Steve Tilford, our temporary Hangar Director, hopes that he can get plenty of volunteers to help clean up, set up and organize all the stuff in our hangar

PANCAKE BREAKFAST!

June 8th! Gator Field! Mark your calendars!