Mid-Florida Chapter 534



SEPTEMBER 2024



Home of Squadron 534 Youth Aviation Program Leesburg, FL

DATES:

Young Eagles – October 5th (Pictures from last YE on page 5)

VMC – TBD

Chapter meeting – September 28 - Pancake breakfast instead!

Next YOUTH PROGRAM: in hangar! Sept 14 "Fold and Fly" 10:00AM

Time for elections:

If you would like to run for office or become a director, please contact Eric Stolz (703) 508-9096

Pancake breakfast - Sept 28

See flier page 5

OFFICERS

PRESIDENT Mike Hage mikehage@hotmail.com VICE PRESIDENT John Weber ransfly@aol.com (Visual Meteorological Conditions) VMC ZOOM SECRETARY Judie Betz judiebetz@gmail.com TREASURER: Alaric Schulte aschulte@gmail.com DIRECTORS + PR Ted Luebbers floxin64@gmail.com + Activities Paul Adrien ezalpha@aol.com Marty Harris mh5474566@gmail.com + Newsletter + Youth steering committee WEBSITE: ljv3660@hotmail.com Laura Vaughn MEMBERSHIP Marc Morel marcmorel@embargmail.com

Ray Scholarships Mike Nunez + Young Eagles Jodie Soule Joel Hargis + PR-city affairs

mnunez6@cfl,rr,com j.soule@ix.netcom.com jhargis@parksite.com

President's Corner

Mike Hage



They say getting your PPL is just a license to learn. I know my upset recovery and

tailwheel training helped me to get out of a hairy wind shear event a couple years ago. Just the other day, John and Steven lost their airspeed indicator. John's freshly minted instrument rating may have been the difference between a successful landing and a horrible incident. Like they pound into your head, Pitch + Power = Performance. He knew the visual pitch attitude and RPM setting and was able to fly it to the ground and live to fight another day.

My dad always talked about self-fulfilling prophecies. Guys he worked with would repeatedly state they hated their job and were going to quit. Eventually, to save face, they had to guit since everyone was waiting for it. So here it is, I plan on completing my commercial and CFI by spring.

I have no more excuses:

- I'm retired so time isn't the problem.
- I have a plane, so access isn't a problem.
- We are heading into fall/winter so I can't blame it on the heat.

I have the financial resources to do it. Feel free to poke and prod me when you see me. Whatever it takes to keep me on track.

Tailwinds.

Mike

Looking for someone to head up the Youth Program! Talk to John Weber or Mike. ALERT! This is central to our chapter's success.

Inspirational Quote:

"The air up there in the clouds is very pure and fine, bracing and delicious."

- Amelia Earhart



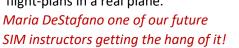
SQUADRON 534 Youth Aviation Program updates! I am pleased to report that the steering committee which includes our Ray Scholars, has made great progress refreshing the wonderful legacy of our youth group.

Unique Identification: New logo, shirts, hats and name badges with new colors. *(Shirts have arrived!)*

Recruiting: Focused on Lake County schools and existing youth organizations. *Recruiting & info fliers are printed with copies on 534 website*

Workshops: We all agree that aviation is a collection of disciplines for future aviators to absorb, including systems, assembly and building, tools and techniques. Youth will have planned presentations and hands-on workshops. in their own space.

Simulator: Formal flight planning and pilot instructor communications with headsets with potejntial for flying the flight-plans in a real plane.



Food service: committed crew for preparation, cooking and cleanup headed up by David Hopkins.

Young Eagles: First-time YE will get priority front seat flying A non-flying plane will position in front for hangar for sample preflight demo for kids and parents! Our Youth group and members will engage visitors, kids and adults.

Ray Scholarships: Hoping to pick-up more qualified youth as we grow the Youth population back next cycle.

Admin: Need help with keeping Youth member's attendance and logbooks.

Funding: We have monies in our treasury previously donated for Youth group. This will be earmarked for activities and materials needed for the above.

A debt of gratitude to John Weber and all the volunteers who will turn these words and ideas into reality. A special thanks to our **Ray Scholars** who bring brilliant ideas to the table with the important insight of their youth and experience.

Marty Harris Steering committee chairman





Young Eagles – Oct 5th

Of Special note-

Mason will be building a donated VP2 in his garage! What a great kid!



Youth program - Sept 14 Fold and Fly paper airplane



Three ways to pay your dues - pay with PayPal on our website under the membership link, pay in person at a Chapter meeting or at the hangar on Thursdays or Saturdays, or send a check in the mail made out to EAA Chapter 534 to my address below.

> \$20 to: Alaric Schulte – EAA 534 8701 Airport BLVD, Suite 103 Leesburg, FL 34788

SAFETY

Mourning dove bird strike on take-off (my neighbor)

Not good! Blocked air intake filter!



Take aways:

This would cause power loss, so either abort take-off or land ASAP!

YES! Carb heat will provide an alternate air source with some degradation of power (Understand your systems}

FLY SAFE!





Chapter 534 Young Eagles

- We will continue with our great sign-up team led by our chairwoman Jodie Soule.
- There will be "name tag stickers" for all who are without our 534 tags. All members "adult and youth" will now help host and engage our Eagles and their families showing them the planes we are working on as well as flight SIM and chatting about the Youth Program.
- Our existing youth members will be wearing the new "Squadron 534" T-Shirts.
- Judie Betz and others will walk families around an exhibition plane in front of hangar, demonstrating a traditional walkaround and safety checks. This should save time for YE pilots.
- All first time YE get front seat for first flight.



Project Updates Pietenpol - Ted Working on empennage cabling



Murphy Rebel – Mark Working on torque tubes



Cessna 150 - Steve Wing Root attach issues



Stinson Future up for discussion

Good Weather, Good Plane, Good to Go! ------> or NOT?!? John H. Weber CFI-LS September 6, 2024

I am sure that most of us in our training have come across the acronym of **"I'm SAFE".** This is the first step of all the preflight sequences we should be doing as we get ready for a flight. This stands for **"Illness, Medication, Stress., Alcohol, Food/Fatigue, and Emotion."**

Every 2 years, I have to take a "Flight Instructor Refresher Course" to renew my CFI. I have been using the one by AOPA for the last 2 renewals. In this course, they use as an example a gentleman who lost his mother and due to his "stress" of this, he had an accident that killed his son. Very graphic and, I for one, thought that wouldn't happen to me. **WRONG.** Last month, I lost my father and it has only been the last week that I am starting to feel comfortable flying again. Previously, I would find myself forgetting simple things that taken by themselves might not cause a problem, but sure made things a lot riskier. After all, what does it take to plug a headset into the right jacks so that the tower can hear you appropriately? I canceled trying to fly that day after miscommunication with the tower. Have I still been flying? Yes, but it has been in a 2-pilot situation where I am in more of a safety pilot situation rather than being the lone PIC. In a way, this has been good therapy for me, as everything has not been up to me. Flying in this way, I know that I have been of help to at least one of the pilots I accompanied in the last week or two.



We ALL have STRESS in our lives. The hard question for each of us is how to define and quantify our stress, then what to do to mitigate this risk if we fly. I think this is the most difficult line item of the "I'm SAFE" acronym.

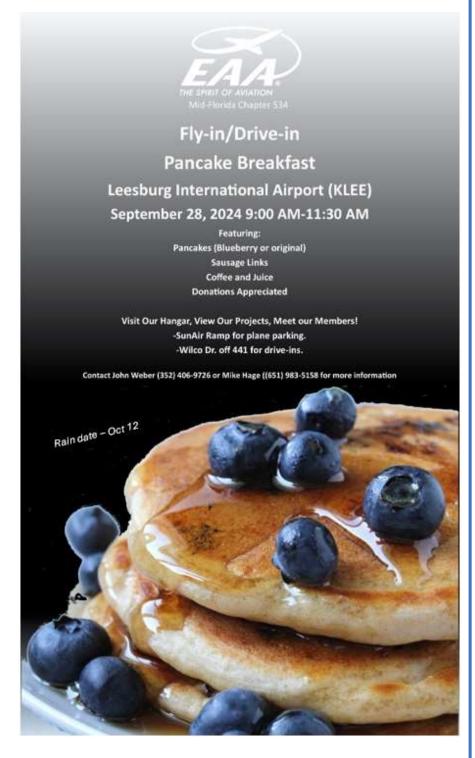
Illness seems a little easier: if I am sick=No flying. Medication is one that I think most of us have a good handle on, as well. Still it seems a little overboard to me that we shouldn't fly for 60 hours after taking Benadryl, with a dosing interval of 6-8 hours. (Most meds are 5 times the dosing interval before flying.) Alcohol: 8 hours bottle to throttle (minimum) is kinda a nobrainer. Food should be pretty easy to quantitate as well. Fatigue is another one that can come up and "bite us on the backside". How well did we sleep? Are we rested for a flight? This is another one that is difficult to quantify for me. I have read that fatigued drivers have the same level of incapacitation as drunk drivers. Emotion is another fuzzy gray area that we each have to decide for ourselves.

The bottom line is, our preflight should start before we even leave the house. I, for one, kinda went through the rote motions of this, however, life has taught me that perhaps there was method to the madness (acronyms preached by the FAA.)

Fly safe my friends, and when in doubt-DON'T!

Airport News

Note: very professional flier from Mike Nunez - thanks









All YE photos courtesy of Ted Luebbers