



Home of Squadron 534 Youth Aviation Program

DATES:

Young Eagles – 05/11/24

pilots arrive at 8:30 for briefing.

Be sure your EAA protection training is up to date.

VMC – APRIL 25 TBD Always fun and helpful! 7:00PM

Chapter meeting - Admin bldg
APR 27th, 2024 9:00

The program for the April meeting will be Chuck Troutman and Steven Nelson discussing their Zenith 601! followed by a visit to the hangar for anyone that wants to see it.



OFFICERS

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President's Corner

Mike Hage

When I built my hangar up north a few years back, I added a small apartment in the back. It has the basics like a living room for me and the boys to watch the Vikings lose, kitchen to store the beer, bathroom to recycle the beer and an enclosed storage area (bedrooms aren't allowed). Originally it was supposed to be very basic but once Gloria saw an opportunity to be a designer, it started to transform with a tiled walk-in shower, fireplace, barn doors, carpet and kitchen cabinets. Overkill, but if the budgeting department wanted it, so be it.

Fast forward a few years and we decided to retire to the Villages and turned over our house to our daughter. Our thought was we would stay there for a few months every summer. In reality, we realized that living with our adult daughter for a few months would be as she put it, 'Awkward'. So here we are, living in the hangar. It's almost like camping at Oshkosh, except my bed is comfortable and dry. Now if only the weather would cooperate and my honey-do list would go away, I might actually be able to get out and fly.

Tailwinds,

Mike

NOTE:

*Adult "EAGLES" flight event May 18th!
Pass the word to your friends who may like to fly or used to fly and want to again!*

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

Inspirational Quote:

"To most people the sky is the limit. To those who love flying, the sky is home"

unknown



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 potential for flying the flight-plans in a real plane.



Maria DeStafano one of our future SIM instructors getting the hang of it!

Food service: committed crew for preparation, cooking and clean-up 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 pre-flight 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 – May 11, 2024

Ray scholarship –

- **Mike Nunez** has taken responsibility for Ray Scholars this year.
- **Luke** passed his checkride. Cheers!
- **Nick** has soloed (YAY) at Sun Air (non-Ray)
- **Searching for new candidate**

Treasurer Report –

- Chapter dues or donations may be sent to Alaric Schulte our treasurer
- We have **53** Members.

If you see a new member /visitor always say
“Hi and WELCOME”

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

“WHO said it and WHERE is it WRITTEN?”

Rock Rockcastle FAASTeam

Reading John's article brings to mind what Rock used to say in his safety seminars.

Between hangar talk and social media hearsay, someone is going to get in trouble.

FAR's and manufacture's data is our safest bet on controversial issues and practices.

Occasionally, even some CFI's can be well meaning but incorrect in their instruction!

FLY-SAFE!

Social Media-Friend or Foe?

John Weber

I have mixed emotions about social media, from the aspect that we can have more educational opportunities from which we can partake, it can be beneficial. I receive notices from SAFE (Society of Aviation Flight Instructors and Educators) and NAFI (National Association of Flight Instructors) concerning various webinars and programs that are available. From these webinars, we can learn more about different engine set-ups that can be used in our experimental amateur-built aircraft. Viking Engines and William Wynne's FlyCorvair have a lot of information that is available on FaceBook. There are Facebook pages for just about any aircraft that you can think of: Pitts, Pietenpol, Zenith high wing, Zenith low wing, Rans, Vans, just take your pick. I recently used the Bede 4 page to gain information on what Proseal to use on our chapter's BD-6, because I put the Proseal we received from Bede in a safe place to store-safe enough that I can't find it now. We ordered a different product that will be more "universal" in its use, rather than having to get 2 types of Proseal. On the other hand, I see things every day that make my head hurt and that **make me foresee a "train wreck" coming.**

For example, I think there are many folks who are influenced by too many forums, such as the Kitfox page. I was reading a post last night that was written by a man who had purchased a Kitfox 1 with a 90hp Rotax engine and had his **"7-hour tail wheel endorsement"** - with NO Kitfox time. My Kitfox has the 65hp Rotax, and I believe it has more than enough power. I have logged over 450 hours of tail wheel time, and I still find the Kitfox 1 to be a handful to land. My brother (with more tail wheel time and Pitts time) didn't find it a fun plane to land. The person in question was trying to do right and get some transition training, but unless he is the next Bob Hoover, 5-10 hours is not going to be sufficient to make him proficient in the aircraft. I think he bought into the "Kitfox hype" and I hope that he doesn't get hurt. Another post I read was from a young man who had purchased a Pitts fuselage, and his first post was "Where can I get plans for a Pitts?" The keyboard warriors were expounding on this, but my concern is that if you have the burning desire to build/fly this particular plane, it would seem reasonable that some basic information gathering would have been appropriate. I felt like replying that he should check out his local EAA chapter. Internet forums CAN give you some good information, but **on the internet everyone can be an "expert"**. This could result in someone making a bad decision based on someone's "expert opinion". I try not to give my "expert" opinion on situations like this, unless I feel that **in some way safety has been compromised.**

Another area that concerns me are some of the new instructors that feel that they ARE the next Bob Hoover or Chuck Yeager. One flight school in particular that trains exclusively in the Cirrus stated that **"Anyone who uses a slip on final approach is an unsafe pilot"**. This is a bunch of BS, as slips are just another tool for the the pilot to use, as needed. I directly messaged this "flight school" and they did not have the professionalism to respond. They have had other posts that make me do a "face palm".

Bottom line-Social media can be a good source of information and learning. However, **beware the "experts"** that may not know the difference between a spinner and a tail wheel, and don't forget to take things with a grain of salt, so to speak.

Cheers, John