



Experimental
Aircraft Association
Chapter 533

President's Message April 2021

To all EAA members:

I hope everybody is in good health and spirits. I think winter is behind us and spring has finally come. Flying activity is picking up. Our resident Navion has taken to the air again. Dwight, I hope you are enjoying it. Chapter breakfasts will start the 1st Sunday in June. Hope to see you all there.

Thanks,
Brian

EAA 533 Board of Directors Meeting

April 7, 2021

Attending: David Baker, Mike Depue, John Flanagan, Kevin Hooey, David Javarey, Brian Jones, Sharon Kaiser, Dick Welles

Excused: Mike Taveniku

Members: Chris Gabers, Dwight Myers, Stephen Thomas

Meeting called to order at 7:03PM by President Brian Jones. Dick Welles read the minutes of the previous meeting. Sharon Kaiser noted that the board minutes of December 2, 2020 needed correcting: \$1,009.27 was paid for school taxes only. The minutes stated that both school taxes and property taxes were paid. Upon motion of Dick Welles, second by Mike Depue, and vote, the minutes and the correction to the December minutes were approved.

Treasurer's Report:

John Flanagan presented the Treasurer's Report:

Checking Account	\$29,907.08
CD	\$11,259.17
Total	\$41,166.25

There were no major bills in the past month. Upon motion of Dick Welles, second by Kevin Hooey, and vote, the Treasurer's Report was accepted as presented.

New Members, Badge/Hangar Access: There were no new membership applications in the past month. Members Jacob Barnes, Jr. and Chris Hickok, also members of Elmira Aeronautical Associates, have requested hangar badges. Upon motion of Mike Depue, second by Dick Welles, and vote, both members were approved for badges. Brian Jones noted that hangar badges now expire in one year; the previous badges were good for two years.

140 Status: The door hinge has been repaired. The annual will be done by Mike Frost on April 17th, along with the J-3 Cub.

J-3 Cub Status: Mike Depue reported that the left mag is not operative.

Hovercraft/Project Night: The rudders have been glassed.

Website: No change from previous month.

Newsletter: No problems, per Newsletter Editor Mike Depue

2021 Events: Discussion on how to handle food service for the fly-in breakfasts. It was decided to have a designated person handing out plates and cutlery, as well as a server at the coffee urn.

Fly-in advertising needs to be started. Brian Jones will look into it and will contact Jim Suggs about past advertising.

Other business: Sharon Kaiser presented the executed lease agreement with the County of Chemung. It will be kept in the document file.

Brian Jones reported that the sewage vent on the hangar roof had come loose, and that he had repaired it. Roof repair needed this spring. A supply of roof screws is needed.

Hangar Tenants: Stephen Thomas plans on bringing in his Sonerai project, pending insurance coverage. One of Jim Suggs' aircraft will be in the hangar for the next six months.

There being no further business, upon motion of Mike Depue, second by Dick Welles, and vote, the meeting was adjourned at 7:50 PM.

Respectfully submitted, Sharon Kaiser, Secretary

Member Information



Like us on Facebook. Search for EAA 533 on Facebook or go to:
www.facebook.com/EAA533.

**** The website is up and running!** Hangar Tenant Agreement and Semiannual Aircraft Review Checklist as well as the hangar procedures document are available on the **website:** www.eaa533.org

Chapter email address to contact board:
EAAChapter533@gmail.com



Any EAA 533 members interested in bringing **projects into the hangar** should contact the hangar committee with space requirements and requests. (John Flanagan, Brian Jones and Kevin Hooey are the current committee).

Board of Directors 2021

Brian Jones	President
brianjones8@juno.com	
Kevin Hooey	Vice-President
khooey@stny.rr.com	
John Flanagan	Treasurer
jflanaga@stny.rr.com	
Sharon Kaiser	Secretary
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Mike Taveniku	
mtaveniku@gmail.com	
Dick Welles	
rvwelles@yahoo.com	

<p>Chapter Activities (All dates and times subject to change)</p>

NEXT board meeting: Meeting is scheduled for May 5th, 2021 at 7pm.

Fly-In Breakfasts: Will be scheduled for the first Sunday in June thru October. Stay tuned for updates.

Other Aviation Events:

Old Rhinebeck Aerodrome, June 19, 2021 season open, Rhinebeck, New York
<https://oldrhinebeck.org/>

National Warplane Museum Airshow, July 10 – 11/2021, Geneseo, New York
<https://nationalwarplanemuseum.com/airshow/>

Greater Binghamton Airshow, July 17-18, 2021, Johnson City, NY
<https://flybgm.com/bgmairshow.html>

EAA AirVenture, July 26-August 1, 2021, Oshkosh, Wisconsin

<https://www.eaa.org/airventure>

This Month in Aviation History

Doolittle Raid, (18 April 1942), a surprise attack on Tokyo, Japan, by U.S. bombers during World War II. Little damage resulted, but the raid was a boost to American morale at a low point in the war. The affront of the raid to Japanese national pride motivated Japan's leaders to pursue offensive plans with fresh urgency.

After Japan's attack on Pearl Harbor, President Roosevelt demanded that the U.S. military find a way of striking back directly at Japan. The only possible method was with carrier-borne aircraft, but standard naval planes had too short a range—carriers launching them would have to sail dangerously close to Japan's well-defended coast. Instead a special unit of USAAF B-25 Mitchell bombers, far larger than naval aircraft, was trained under Colonel James Doolittle to take off from the carrier USS Hornet. They were to drop their bombs on Japan and then fly on to land in an area of China controlled by the pro-Allied Nationalists. Doolittle and his sixteen bombers took off successfully on 18 April—no mean feat for aircraft laden with bombs and fuel. Because the naval force had been spotted by the Japanese, the launch was made 650 miles (1,000 km) from Japan, instead of 400 miles (650 km) as originally intended. The

bombers arrived over Japan in daylight but suffered little damage from enemy action. Almost all succeeded in bombing Japanese targets, most in Tokyo but also in Kobe, Yokosuka, and Osaka. After the attack, all the aircraft ran short on fuel. One diverted to land in Soviet Russia. The other fifteen headed for Nationalist China but had to abandon plans to land at airfields, instead crash-landing or bailing out. All the aircraft were lost but only three crew members were killed, while eight fell into the hands of the Japanese, who subjected them to torture and starvation.

Excerpt taken from britannica.com



Image taken from history.navy.mil

Any questions, comments, photos or suggestions, please contact me at: mrdepue@reagan.com

Newsletter compiled and published by: Mike Depue