



Experimental
Aircraft Association
Chapter 533

President's Message February 2021

To all the EAA family:

I hope everybody is doing well. With spring just around the corner and COVID coming under control it looks like by summer life may getting back to some kind of normal. I hope that our aviation activities will a happen this summer.

I hope to see everyone this summer.

Happy Flying,

Brian

EAA 533 Board of Directors Meeting February 3, 2021

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

Excused: Mike Taveniku

Members: Karter Hooey, Stephen Thomas

Meeting called to order at 7:02PM by President Brian Jones. Minutes of the previous meeting were read by Dick Welles. Upon motion of Dick Welles, second by David Javarey, and vote, the minutes were approved as read.

John Flanagan presented the Treasurer's Report:

Checking Account:	\$30,915.35
CD:	\$11,259.17
Total:	\$42,174.52

The final bill for the Ray Scholarship has not yet been received. Upon motion of Mike Depue, second by David Javarey, and vote, the treasurer's report was accepted as presented.

New Members, Badge/Hangar access: No new applications, or badge/hangar access requests have been received in the last month.

140 Status: No change from previous month.

J-3 Cub Status: Stephen Thomas initiated a discussion on the issue of EAA 533 charging hangar rent to Elmira Aeronautical Associates for the Cub. Stephen explained the E.A.A. has no funds available for paying rent. The issue impacts the renewal of the lease that E.A.A. has with the Wings of Eagles, which will renew in March. Discussion followed on the value of keeping the Cub in the hangar. Brian Jones made a motion that EAA 533 will not charge Elmira Aeronautical Associates hangar rent for the next 12 calendar months. David Javarey seconded the motion. Upon vote, the motion carried.

Hovercraft Status: Filling and sanding on the rudder is continuing.

Website: No change from previous month.

Newsletter: Sharon Kaiser reported that she was contacted by current Newsletter Editor, Joy Baldwin. Joy is resigning by June 2021 and a replacement needs to be found. Mike Depue offered to take over as Newsletter Editor. Sharon Kaiser will notify Joy and ask her to help Mike with the transition.

Events: Kevin Hooey reported that he contacted Bill Abbott, Rochester FSDO. Bill is okay with doing a FAAST presentation at our hangar when it is possible. Kevin mentioned that a future field trip to the Rochester FSDO would be of interest to the chapter. Brian Jones suggested a chapter trip to the Curtiss Museum in

Hammondsport. David Javarey suggested a trip to Eagles Mere in Pennsylvania.

Other Business: Hangar Lease. Sharon Kaiser reported that EAA 533 received 2 original lease agreements between Chemung County and EAA 533 for the time period from May 1, 2021 to April 30, 2026. The lease includes an option for four additional five-year terms. After reviewing the lease agreement, David Javarey made a motion to accept the agreement with Chemung County, Mike Depue seconded, and upon vote, the motion carried.

Action items: Brian Jones reviewed the stipulation that owners of aircraft in the EAA 533 hangar are to provide proof of insurance. A white board will be displayed, with expiration dates, to promote compliance.

Roof repair to be done in the Spring. Brian Jones will wire and hook up the TIG welder, as well as servicing the water heater.

Waiting list for member projects in the hangar:

Bob Stage – Taylorcraft wings

Stephen Thomas – Sonerai II

Andy Diffenderfer – Avid (for reassembly)

There being no further business, upon motion of David Javarey, second by Dick Welles, and vote, the meeting was adjourned at 7:55 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	
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Dick Welles	
rvwelles@yahoo.com	



To all members: If you haven't done so yet, please send in your 2021 Chapter dues to Sharon Kaiser.

**Chapter Activities
(All dates and times subject
to change)**

NEXT board meeting: Meeting is scheduled for March 3rd, 2021 at 7pm.

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

Other Aviation Events:

SUN n' FUN, April 13-18, 2021, Lakeland, Florida
<https://flysnf.org/>

EAA AirVenture, July 26-August 1, 2021, Oshkosh, Wisconsin
<https://www.eaa.org/airventure>

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

National Warplane Museum Airshow, 2021 dates TBD, Geneseo, New York
<https://nationalwarplanemuseum.com/airshow/>

This Month in Aviation History

21 February 1919 — The prototype of the first United States designed fighter to enter large-scale production, the Thomas-Morse MB-3 (to be made by Boeing), makes its maiden flight.

(Excerpt taken from skytamer.com)

The Thomas-Morse MB-3 was an open-cockpit biplane fighter primarily manufactured by the Boeing Company for the U.S. Army Air Service in 1922. The MB-3A was the mainstay fighter for the Air Service between 1922 and 1925.



Picture taken from defensemedianetwork.com

Ordered by the U.S. Army on the basis of a promised 150 mph (241 km/h) top speed and a 1,500 ft.min (7.62 m/s) initial climb, the MB-3 designed by B. Douglas Thomas was a single-seat unstaggered single-bay biplane of wooden construction and fabric covering.

Developed in 1919 by the Thomas-Morse Aircraft Corporation of Ithaca, New York, the MB-3 fighter was based on the French Spad-7, with rights on the design held by the Air Service. Thomas-Morse produced fifty MB-3's for the Air Service and ten for the U.S. Marine Corps but were underbid by Boeing for contracts to deliver 200 additional planes, which Boeing designated the MB-3A. Boeing's mass production methods allowed it to profit while still charging a lower price (in the case of the MB-

3A, \$7,240 per copy), but was the beginning of the decline of Thomas-Morse. Boeing credits this contract with rescuing the company from financial difficulties following the cancellation of orders after World War I, and with being the impetus for its rise as a premier manufacturer of military aircraft.

Army pilot Frank B. Tyndall pulled the wings off an MB-3A flown from a short runway near the Boeing factory and parachuted to safety after a spectacular low-level bail-out. Boeing made minor structural refinements and created completely new tail surfaces for the last 50 aircraft delivered.

The MB-3A was delivered to the Air Service beginning in 1922 and was its primary pursuit aircraft. By 1925 the MB-3A was considered obsolete, and with the re-organization of the Air Service into the U.S. Army Air Corps in 1926, it was replaced by the Curtiss PW-8 and Boeing PW-9 fighters.

(Excerpt taken from livingwarbirds.com)

Special Thanks to Joy Baldwin:

On behalf of the members of EAA 533, I would like to thank Joy Baldwin for several years of service to the chapter as Newsletter Editor. She has done a superb job of keeping us informed on the events and information pertaining to success and continuation of EAA 533.

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

Newsletter compiled and published by: Mike Depue