



Experimental
Aircraft Association
Chapter 533

President's Message June 2021

To all EAA Members,

Just a reminder that we have a breakfast this Sunday, July 11th, and any help you can give would be appreciated.

As EAA members, one of our goals is to try to get people into aviation as Norm E. did. Read New York Zenith CH750 on page 112 of this month's (July 2021) Sport Aviation.

Thank you,
Brian

EAA 533 Board of Directors Meeting May 5, 2021

Attending:

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

Members/Guests:

Andy Diffenderfer with Elyse Elsbree

Meeting called to order at 7:04PM by President Brian Jones. Minutes of the previous meeting read by Kevin Hooey. Upon motion of Dick Welles, second by Mike Depue, and vote, the minutes were approved as read.

Treasurer's Report:

John Flanagan presented the Treasurer's Report:

Checking Account	\$29,900.30
CD	\$11,259.17
Total	\$41,159.47

If the board approves, John will apply for a debit card with Elmira Savings Bank, which will be a dedicated scholarship account for the Ray Scholarship recipients. Currently, there are two recipients: Lucas Pratt and Jack Vakiener. Kevin Hooey made a motion to establish a scholarship account at Elmira Savings Bank, Dick Welles seconded, and upon vote, the motion carried.

New Members, Badge/Hangar Access:

Sharon Kaiser presented a membership application from Jack Vakiener, 2021 Ray Scholarship recipient. Upon motion of Dick Welles, second by Mike Depue, and vote, Jack Vakiener's membership application was accepted.

Mike Taveniku's hangar badge is expiring. Paperwork will be provided.

140 Status:

Plane is flying good, after annual

J-3 Cub Status:

Mike Depue reported that he flew the plane, and it idled normally at 700 RPM, as well as flying good at power.

Hovercraft/Project Night:

John Flanagan said Kevin Polovick is selling a Rotax 447, the engine that would be suitable for the Hovercraft thrust engine. Dick Welles made a motion to approve up to \$500 for the engine, Mike Taveniku seconded, and upon vote, motion carried. A motor mount is under construction.

Website:

Nothing new to report.

2021 Events:

Next fly-in breakfast is Sunday, June 6th. John Flanagan will get propane. It was decided to hold the July fly-in breakfast on Sunday July 11th. August through October breakfasts will be held the first Sunday of the month. Prices: \$8/adult, \$5/12 & under. Hours: 8-11AM.

Dick Welles announced that the Vintage Sailplane Event will be held July 10 – 17 at Harris Hill.

Brian Jones said that the Wings of Eagles museum is trying to ascertain the whereabouts of a Stinson L5 from their collection.

Dick Welles reported that the Harris Hill museum is doing a silent auction for old sailplanes that have been in storage for an extended time.

New Business:

Kevin Hooey is willing to make a donation to the chapter for two sheets of aluminum that he needs for his project. David Javarey made a motion to accept Kevin's offer, Mike Taveniku seconded, and upon vote, motion carried.

Hangar Committee:

Brian Jones reported that member Andy Diffenderfer wants to bring his Avid project into the hangar. Andy will bring it on Sunday, after the fly-in breakfast. Stephen Thomas will be bringing in his Sonerai project when he is able.

Old Business:

The roof needs repairs this summer.

Upon motion of David Javarey, second by Mike Depue, and vote, the meeting was adjourned at 7:35 PM.

The meeting was reopened at 7:40PM by President Brian Jones. Andy Diffenderfer will need a hangar badge and

key. Mike Taveniku made a motion to authorize Andy Diffenderfer for a badge and key to the hangar, David Javarey seconded, and upon vote, motion carried.

There being no further business, upon assent, the reopened meeting was adjourned at 7:43PM.

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
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Kevin Hooey	Vice-President
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Chapter Activities
(All dates and times subject to change)

NEXT board meeting: Meeting is scheduled for July 7, 2021 at 7pm.

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

Other Aviation Events:

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

The First Ford 4-AT-A Trimotor Flight

11 June 1926: The first production Ford 4-AT-A Trimotor, serial number 4-AT-1, flew for the first time at Dearborn, Michigan. It was registered NC2435.

Designed as a commercial passenger transport, the Ford Trimotor was a high-wing monoplane with fixed landing gear. One engine was mounted at the nose, and two more were suspended under the wings. It had a crew of three and could carry up to eight passengers in a completely enclosed cabin. The airplane was designed and built by the Stout Metal Airplane Division of the Ford Motor Company, based on its unsuccessful Stout At-3.

A distinctive feature of the Trimotor's construction was the corrugated metal skin which was used to provide strength and rigidity. (Corrugated skin panels had been used on the Junkers F.13 in 1919.)

Changes to production airplanes came quickly and no two of the early Trimotors were exactly alike.

The Ford 4-AT-A was 49 feet, 10 inches (15.189 meters) long with a wingspan of 74 feet (22.555 meters) and height of 11 feet, 9 inches (3.581 meters). It had an empty weight of 5,937 pounds (2,693 kilograms) and gross weight of 9,300 pounds (4,218 kilograms).

The 4-AT-A was powered by three air-cooled, normally-aspirated 787.26-cubic-inch-displacement (12.90 liter), Wright Aeronautical Corporation Model J-4 Whirlwind 9-

cylinder radial engines, producing 215 h.p. at 1,800 r.p.m., each, and turning two-bladed propellers. The J-4 Whirlwind was 34.0 inches (0.864 meters) long, 44.0 inches (1.118 meters) in diameter, and weighed 475 pounds (215 kilograms).

The Trimotor 4-AT-A could cruise at 95 miles per hour (153 kilometers per hour) and its maximum speed was 114 miles per hour (184 kilometers per hour). Its service ceiling was 15,000 feet (4,572 meters) and it had a range of 500 miles (805 kilometers).

This airplane was very popular at the time and was the foundation for many commercial airlines. Several were also in military service. Between 1926 and 1933, Ford built 199 Trimotors. Though advances in aeronautics quickly made the Trimotor obsolete, its ruggedness and simplicity kept it in service around the world for decades.

The very first production Ford Trimotor was operated by Ford's airline, Ford Air Transport Service. It was re-registered NC1492. At 8:45 a.m., 12 May 1928, 4-AT-1 stalled on takeoff at Dearborn. The airliner crashed and caught fire. Pilots William Munn and E.K. Parker were killed.

Excerpt taken from AeroTime Hub website



Image taken from airwaysmag.com

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

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