

EAA CHAPTER 534

Newsletter

July 2014

Chapter 534

Meeting held June 28th, 2014



EAA Chapter 534 president Joel Hargis did a great presentation on using ADS-B (Weather & Traffic) and AHRS in the cockpit with an IPAD.

ADS-B *Automatic Dependent Surveillance-Broadcast* is a replacement for (or supplement to) traditional radar based surveillance of aircraft. ADS-B is a major change in surveillance philosophy – instead of using ground based radar to interrogate aircraft and determine their positions; each aircraft will use GPS to find its own position and then automatically report it.

[Read more...](#)

<http://www.triq-avionics.com/adsb.html>

AHRS *Attitude Heading Reference System*

Attitude Heading and Reference Systems better known as AHRS is a 3-axis Inertial Measurement Unit (IMU) combined with a 3-axis magnetic sensor, and an onboard processor that creates a virtual 3-axis sensor capable of measuring heading (yaw), pitch, and roll angles of an object moving in 3D space.

[Read More...](#)

<http://www.vectornav.com/support/library/ahrs>

Old and New Business:

- Fans purchased for our hangar are up and mounted.
- A suggestion was made to provide updates of members build projects in the newsletter and website using pictures of owners and their aircraft to date.

Pictures can be sent via email to John Weber (ransfly@aol.com).

- 501c (3) On-going process.

After 13 Years of Construction

Glaser SIIS FT N600 Launches

by Mark Banus



Justin Lewis



Mark Banus

After 13 years of construction, Glasair SIIS FT N600 launched from Chesapeake regional (KCPK) on her maiden voyage the morning of Wednesday June 4, 2014 piloted by Maj. Justin Lewis of FLS Micro Jet fame. Dale Fowler in his Glasair N264DD was the chase plane providing external eyes on and confirming airspeed and altitude readings for Justin.

I am a low time pilot (200+) and had not flown for the last 5 years during the final assembly of my Glasair. The transition plan worked out with EAA 339 flight advisor, John Andre called for 5-10 hours additional flight time to include some Glasair time. I received 7.7 hrs. dual instruction in a 182 @ KLEE. I was fortunate to also get two hops in Dale Fowler's Glasair II FT N264DD. But I was still a bit uneasy about being N600's test pilot. A friend of mine, Maj. Justin Lewis volunteered to fly the first few flights. I jumped at the offer. Justin is US Navy trained pilot, flew F-14s, E-6s, instructed in T-45s and now flies A-10s for the ANG. Previously he owned a Glasair (N68DJ) which he flew for 400+ hrs. He is now an air show pilot flying the FLS Micro Jet in Air shows such as Sun-n-Fun and Oshkosh.

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Knowing Justin and his aviation career I anticipated a high level of professionalism. However, he and his crew chief (yes, he brought his crew chief) far exceeded my vision of how to conduct the test flight evolutions.

1. First they reviewed the documentation. They then spent the better part of two days inspecting my airplane. They inspected every item, every wire/bundle and added spiral wrap and tie downs to anything that could possibly move. This is after the DAR and I had certified the plane ready for flight. A trained fresh set of eyes is a wonderful thing! The good news is they did not find any safety of flight issues.
2. Justin arrived with eight flight tests designed with the associated kneeboard cards to capture engine and aircraft performance data. He had obviously spent considerable time designing the flight test program prior to his arrival.
3. Several hours were spent discussing the specifics of N600 and the operation of unique features. Three ground runs were conducted to confirm engine and engine instrument operation, including performing a high speed taxi run to ensure aircraft control effectiveness.
4. Test Flight #1 explored flight controls and characteristics. Flight Test #2 was a repeat of FT #1 to confirm performance data. During FT #3 stalls were investigated and flutter testing was performed.
5. After each flight I was provided a lengthy oral debrief followed with a written report with the details of the profiles flown and detailed data collected. The reports were 1.5 to 2 pages in length.
6. Unfortunately, marginal WX at KCPK prevented more flights before Justin had to return to OKC.

This was the most complete and professional testing I had seen. Knowing N600 had proved to be a stable, predicable aircraft gave me confidence to launch MY first flight June 14, 2014. I was able to concentrate on flying the new aircraft instead of worrying if and how it would fly. Priceless, I would highly recommend bringing in a "Hired Gun" like Maj. Justin Lewis for your initial flights. You will be very glad you did. (And so will your spouse©)

LEESBURG INTERNATIONAL AIRPORT

Taxiways Alpha and Kilo Partial Realignment

Project Status: In progress

Project Cost: 1.7 Million

Engineer: Hanson Professional Services, Inc.

Contractor: C.W. Roberts Contracting, Inc.

"We have started the Taxiway Alpha Realignment project. As result, there will be runway and taxiway closures starting June 2nd until the project is complete. We anticipate that the project will last approximately 120 days. NOTAMs will be issued; please plan accordingly."

For additional information, please contact the [Airport Manager](#).

Airport Advisory Board

(Interesting information)

[Minutes available from their March Meeting](#), this provides purchasing information on the property that provides access to the lake.

[Looking for Personal Stories involving aviation...](#)

If any of our members would like to share any aviation type experiences they've had through the years, we are interested in hearing them. I'm sure these would be educational, thrilling, enlightening and heartwarming. If your experiences are military, career, or personal, we would like to hear them.

Please contact me:

Laura Vaughn (ljv3660@hotmail.com)

FOR-SALE

GLOBE SWIFT Aircraft ready to paint, C-145 engine, needs panel work and instruments. Asking \$45,000

- Contact: Marliseay Houghton: 863-414-4335

Dates	Event
In 1950	Constructed as a GC-1B. Globe GC-1B 3739
On 22 August 1956	Certificate of airworthiness for N2AF (GC-1B, 3739) issued.

UPCOMING MEETINGS:

July 5th - Free Flight Airport Coleman FL, Pancake Breakfast (EAA Chapter 534 will be cooking!), Chicken Dinner, Good Food, Good Music, Skydiving Demos, Airplane Rides, Tandem Skydives and Many other great prizes! All proceeds go to benefit Sumter County Humane Society/SPCA. 8AM.

Volunteers from Chapter 534 needed, please arrive at Coleman Airport between 7-7:30 AM.

July 12th - Orlando Apopka Airport - EAA New Chapter Meeting, Chapter 534 will be cooking the pancakes 8 AM.

July 26th - Membership lunch and Pietenpol update! Spouses and family invited. 11:00 AM. Location: EAA Chapter 534 Hangar, Leesburg International Airport.

EAA CHAPTER 534 OFFICERS:

President: Joel Hargis

Vice President: John Weber

Secretary: Steve Tilford

Treasurer: Ed Cihoski

Directors: Robert Vaughn, Steve Barber, Paul Adrien, David Pierce.

<http://www.534.eaachapter.org>