

# EAA CHAPTER 534

Newsletter

May 2016

## Projects Report:

### **Chapter Project Report**

*Business Meeting report*

**TM-5** – Steve Barber – reports that the alternative starter that was being investigated for purchase would not work on the engine so we are back to the original starter for the time being. The engine is actually a C-85, not an O-200 as originally thought. They will continue to investigate a solenoid operated starter for the C-85. Pending that investigation, the money allocated previously for a new starter will not be needed.

**Piet** – Linda Larson reiterated getting a Memo of Understanding together with the Chapter about the Piet completion/sale. It still seems that the Chapter may want to offer some sort of outline for it as a conversation starter in order to get it going ahead. Robert will work something up to start a framework for the Memo. Steve Tilford offered to assist Robert as well. If you have put money into this project, please bring in receipts for same so we can get a good accounting of what the Chapter has invested on the project. There is a clipboard in the office for them. As for the plane itself, the steam return line is still a work in progress but some progress is being made. A mold for the fitting location on the engine head is being made which will allow attachment of the return line. More as it happens.

### **Young Eagles Report**

We are done flying Young Eagles, due to the hot weather, until Sept/Oct time frame. Joel suggested 9/24/16 as our initial fall YE date to start up again. The YE event will take the place of our scheduled membership meeting that day.

### **Old Business**

**Festival on Wheels in October** – Per Jodie's conversation with Tracey Dean, she's got a verbal OK from the FAA for the Wheels & Wings weekend but no official written authorization yet. We will be advised when this happens.

## **New Business**

*Full Rich Flyers Flying Club hosted by Scott Purrone* – According to Scott's latest email, there are filed articles of incorporation for the flying club, including elected officers to get it started. They are waiting for paperwork back from the State. The goal is a KLEE based flying club with both pilot and social membership. They are using guidance from AOPA to form the club. Again, more as it happens. They are still looking for a Chief of Maintenance, Chief Pilot/Instructor and a Treasurer. If anyone is interested, please contact Scott Purrone at [FRF@cfl.rr.com](mailto:FRF@cfl.rr.com).

**Volunteers are needed** for Young Eagles - and a chapter photographer as well while Ted's gone. Please contact any board member if you would like to give either job a try.

**New flight school at KLEE** – Jodie mentioned there is talk of a commercial flight school called Aero Sims opening a school at KLEE. Not many details are known yet but with multiple locations they are thinking of opening a site at KLEE.

**EAA Chapter 635 (Deland)** hosting Young Eagles event – They did one in conjunction with the '99's and flew a bunch of kids last Saturday. Jim Musgrave suggested we consider maybe teaming up with them next spring for a large event.

**Chapter member, Stacey Murdock** is moving. He's going homeless in an RV for an extended roll around the country. Iowa, OSH and Northern Michigan are a few of the stops he's planned. We wish him safe travels!

## Memorial flight for Charlie

*Charles E. Schnitzlein  
Aug 4<sup>th</sup> 1930 – April 17<sup>th</sup>, 2016*

## Boy Scouts of America

A presentation was made to acknowledge participating Members of the Chapter for their help with the February campout and their Young Eagles event.



## April Meeting Presentation

*The Fairchild AC-119G Shadow and AC-119K Stinger*

Our presentation for April was "AC119 Gunships in Vietnam" It was given by Mr. Roger Stevens, who flew 56 missions as an AC119 Aircraft Commander. Very interesting history of the gunship idea and one of the aircraft used.



**Operational history** ([info from Wikipedia](#))



By November 1968, the aircraft had deployed to Vietnam and joined the 14th Special Operations Wing at Nha Trang Air Base. The AC-119Gs were placed in the 71st Special Operations Squadron which was formed from the activated 71st Troop Carrier Squadron, of the Air Force Reserve located at Bakalar Air Force Base in Columbus, Indiana. When the 71 SOS returned to CONUS in 1969, the gunships were taken over by the newly formed 17 SOS.

The AC-119Ks were placed in the 18th Special Operations Squadron. With the addition of the two types, the 14 SOW for a time in 1968 was flying eight different aircraft from ten different bases in South Vietnam. The 14 SOW was inactivated in 1971. Limited numbers continued to be operated out of Thailand as late as the fall of 1972, but the AC-119 was phased out shortly after from the US Air Force. The AC-119G and 119K continued to serve in extremely small numbers with the Republic of Vietnam Air Force

(VNAF) until the de facto reunification of the country in 1975. During the Vietnam War, only five AC-119 Gunship IIIs were lost to all causes.

### May Meeting Presentation

EAA Chapter 534 Member Paul Adrien presented a, "Pilot's Vision Test," a quiz to test your knowledge of current FAA Vision Requirements.



#### PILOTS VISION TEST

1. To be eligible for a 3<sup>rd</sup> Class medical certificate, distance vision must be:
  - a. 20/20
  - b. 20/20 in each eye separately, with or without eyeglasses.
  - c. 20/40 in each eye separately, with or without eyeglasses
  - d. No requirement
2. Near vision for 3<sup>rd</sup> Class must be:
  - a. 20/40 in each eye separately, with or without eyeglasses.
  - b. Ability to read aeronautical charts
  - c. Ability to read and understand FAR's
  - d. No requirement

(answers following quiz)

3. Color vision for 3<sup>rd</sup> class must be:
  - a. Normal
  - b. Able to distinguish aviation signals red, green and white.
  - c. Ability to perceive those colors necessary for the safe performance of airman duties
  - d. No requirement
4. **T or F:** A pilot may have any amount of nearsightedness, farsightedness, astigmatism, only one eye, etc. and still qualify for a medical certificate.
5. Failure to pass vision screening tests will mandate a special evaluation by an "eye specialist" to determine if a waiver is required. This "eye specialist may be:
  - a. An optometrist or an ophthalmologist
  - b. An optometrist only
  - c. A general physician
6. **T or F:** The best cockpit lighting for night flight is red light.
7. **T or F:** Pilots NOT required to wear eyeglasses while flying have better safety records as a group than those who must.
8. A single engine airplane approaching head-on can be discerned no further than \_\_\_\_ miles away.
9. **T or F:** A clear blue sky is the best background for spotting other aircraft.
10. **T or F:** Binocular depth perception is essential for flying
11. **T or F:** The best eye protection from the sun while flying is a Red Sox cap.
12. **T or F:** Light colored clothing is best for cockpit wear.
13. **T or F:** Contact Lenses are not recommended for pilots

Answers on the next page.

1. c. b. is for first & second class. Rx must be worn.
2. a. for all three classes. d. was former requirement (none.) In addition: First & Second class requires 20/40 at 32".
3. c. for all three classes. b. was former requirement for second & third classes. a. was for first.
4. T. As long as visual requirements are met. A waiver may be required.  
(statement of demonstrated ability.)
5. a. An ophthalmologist is required only in cases of KNOWN pathology. If you think you may have difficulty passing, it is best to see your Optometrist first in order to get his evaluation included with the initial application in order to avoid the denial process.
6. F. A faint blue light is best. Although red is best for dark adaptation, it requires greater focusing effort, especially with age, smoking or at high altitudes. Red detail on charts disappears also.
7. F. Accident record is equal to or worse than those with glasses and midairs are more frequent. Poor near vision is also dangerous; more time reading charts & gauges = less time scanning for traffic.
8. 7. Four miles more typical under normal conditions.
9. F. Condition is called empty-field myopia. Visual Acuity is reduced to 1/2 normal or worse. Look at a wingtip or at the ground, then scan in sectors. Ground detail also reduced. Bifocal wearers are less affected.
10. F. Useful only at close range (within 100') Monocular clues are much more important.
11. F. For flight into the sun: gray or reddish brown gradient lenses. For general wear: Photochromic or neutral gray.  
Polarizing lenses not recommended; they show plastic window strain patterns.
12. F. Reflects off instruments.
13. F. Excellent for flight, but at high altitudes use sun glasses and lubricating drops.  
FAA has banned mono-vision contact lenses (one eye corrected for distance, one eye for near.
14. F. Not required, but a good idea.

*Questions? Comments? Call Dr. Adrien 352-250-0055.*

## May 21<sup>st</sup> - Eagles in Appreciation

As an expressions of appreciation for the pilots and volunteers, Deidre Taylor and others representing "The Pathfinders", presents members of EAA Chapter 534 with awards and a plaque. The Pathfinders is a faith based organization that assist young girls.



## FOR-SALE

### ➤ 2015 SeaRey LSX

70 total time hours since new! \$99,900 PRICED TO SELL!

Always hangered. Fly right now!

\*FRIESE AILERONS\* upgrade. Dynon D-180, Ifly 740 GPS, ACI landing gear warning system, Icom A210 radio, PS3000 Audio panel with recorder, Garmin GTX 327 mode C transponder, Viking 110 (Honda) engine, Warp drive 68" taper tip prop (great set-up). Back-up ASI, sheepskin upholstery, Monroy A300 traffic alert, All LED lights. Tinted canopies & windshield, vinyl graphics, 26-gallon tank, MATCO wheels, brakes upgrade, and 4 point seat belts.



Priced \$37,000 below the lowest priced factory Searey. Economy of this engine is unmatched; 4 GPH on regular auto gas. Flies beautifully!

Leesburg hangar being leased month-to-month and lease may be transferrable.

"I have personally flown almost every hour on this aircraft and have been thrilled with its performance."

*Daniel Myers, CFI*

For more information, contact Bill Starkey: 502-548-7156 or email: [billssearey@yahoo.com](mailto:billssearey@yahoo.com).

## Chapter Meetings for June

- **JUN 18** - Business Meeting  
9:00 am Administrative Building Leesburg International Airport  
Business meeting Saturday the 18th @ 9am @ admin. building.... all members invited to attend.
- **JUN 25** - Pancake Breakfast and Fly-In  
9:00 am Leesburg International Airport, EAA Hangar  
Pancake breakfast and fly-in in place of the regular membership meeting. Following the fly-in, the Explorer Post committee will be holding its monthly Post meeting (also at the hanger) to continue private pilot ground school for our Explorers.

## EAA CHAPTER 534 OFFICERS:

President: Jodie Soule

Vice President: John Weber

Secretary: Steve Tilford

Treasurer: Ed Cihoski

Directors: Robert Vaughn, Steve Barber, Paul Adrien, and Joel Hargis

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