

EAA CHAPTER 534

Newsletter

4/20/2013

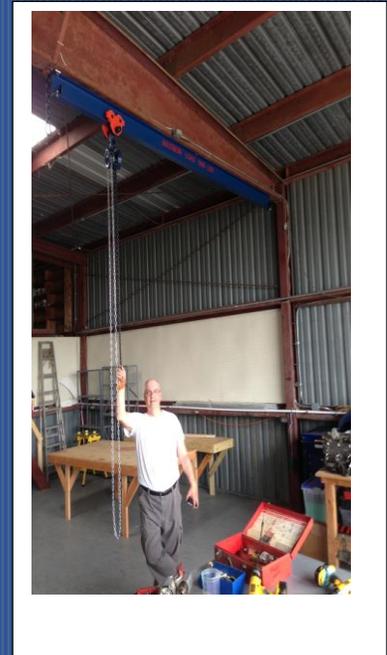
Young Eagle Pilots Rewarded

During last month's Chapter Meeting, The Boy Scouts honored those pilots that participated in the Feb 16th Young Eagles Rally with a small plaque commemorating the event. Eighty Three Young Eagles flew that day. Seventy-Four Scouts earned their Aviation Merit Badge. They also designed and flew their own model planes.



NEWEST ADDITION TO THE EAA HANGAR.

This is the new beam in the hangar to help maneuver engines from workbench to airplane. Steve Barber donated the beam, chain fall and the chain fall trolley. Robert Vaughn helped on the install.



Here are some pictures from the trip to Lou Larsen's to pick up his Pietenpol. Workers included: Charlie Schnitzlein, Paul Adrien, Bill Starkey, Robert Vaughn, Dale Cornelius, Ed Odor, Dr. John Weber and son. Lou already had the model A engine loaded up in his truck by the time we got there. The engine, fuselage, and wings are in the EAA hangar.



OPERATIONS AT NON-TOWERED AIRPORTS

With the upcoming sequestration and the closure of 149 control towers nationwide including our own at KLEE, I thought it a good idea to review flight operations at non-towered airports. Below are three links that discuss different aspects of non-towered airport flight operations. Keep your mouse's pointer over the link, press Control and then click. The first link takes you to a webpage with three different videos on the subject.

<http://www.pilotworkshop.com/nta/>

The AOPA has a rather detailed pdf file.

<http://www.aopa.org/asf/publications/sa08.pdf>

And a PDF file that discusses radio communications at non towered airports.

http://www.chesapeakeportpilot.com/pages/articles/taming_the_nontowered_babble.pdf



At last month's Chapter meeting, Don Kosmin was awarded for his first flight in his recently completed Rv9 project. Chapter President Arnold Holmes and all the chapter members honored Don in this amazing achievement!





MEMBER PROFILE:

Dale Cornelius

By Ed Odor

Dale Cornelius has quite an interesting background. He was raised on a Nebraska corn farm, the youngest of four with two older brothers and a sister. As a young man he said that his greatest ambition was to 'get out of town'. The US Army was his home from 1957 to 1963, serving in the Philippines and Viet Nam. Following that he worked for RCA, installing missile sites in Utah and New Mexico.

During this period, he became friends with a fellow who was flying pipeline patrol and would go out with him from time to time. This guy was a CFI and offered to give him flying lessons during his patrol duties, FOR FREE! Dale said that he did this so that Dale could do the patrol any time that he was sick or otherwise could not make the run. So Dale got his private pilot license lessons for free, flying the company plane. What a break that others of us would envy.

He came to Florida to work for Pan Am and got his multi-engine at Flight Safety in Vero Beach and his instrument at Boca Raton. His job with Pan Am was doing avionics maintenance. He worked as an employee of Pan Am under Pan Am's repair license. While with Pan Am he worked in South America mainly on

aircraft radar and radio equipment.

Dale had a stint flying for a mining company in Zaire, Africa. He flew there for six months. They flew Piper Aztecs. At another time he flew six months for the National Center for Atmospheric Research (NCAR). South Africa was noted to be subject to severe hail storms and this was a study to see if 'seeding' clouds would reduce the severity of the hail storms. He said that he thought that it didn't have much effect.

Another span of Dale's flying was two summers in Alaska for the BLM. That's where he learned to cook. He said that the company put four guys up in a small house and delivered food. One benefit was free long-distance phone calling. He would look over the delivery of food, then call his mother in

Nebraska and ask her how to cook it. He flew Cessna 421's during this time. He decided that he didn't like Alaska in the summer and didn't think that he would like it in the winter for sure.

He got a job with Texas Instrument (TI) out of Dallas Texas, but working and traveling worldwide TI, sent him to England working on instruments in F111's at the RAF Upper Heyford, England USAF base. He met a lady there and took her to an airshow. That was twenty some years ago. We are all delighted to know Jane and they seem to be delighted that they met each other.

Dale retired from Texas Instrument in 1994, moved to Leesburg, FL and our chapter is enriched because of that decision.

IN CASE YOU MISSED IT!

EAA Chapter 534 Meeting Minutes for March 30 2013

- 1) The meeting was called to order at 9:15 am
- 2) The Boy Scout leaders report on the campout last month. We flew 83 Young Eagles. 74 earned their aviation merit badges. They passed out certificates of appreciation. We are planning on repeating this event next year.
- 3) Welcome to visitors- One from The Villages and one from Plantation.
- 4) Thank you to Tim and Ed for their first newsletter. Members should feel free to send them material.
- 5) Our speaker from Tri-Nav charts cancelled. They make bound charts. They will sell their charts to our members for 40\$. There are four sections of the US.
- 6) The Chapter Supper at Sun n Fun was planned. Beef Stew on the menu.
- 7) Plans for Corvair College were discussed. Sixty People signed up
- 8) Young Eagles Report- We flew 16 Girl Scouts this month. Plans were made for another rally on April 20th. (This was cancelled due to weather but rescheduled for Saturday May 18th.) Motion made and carried that we can be more flexible about taking more than one child at a time for their Young Eagle Flight.
- 9) Lou Larsen made a presentation for his Pietenpol project. Lou started his project in 1995. Lou selected his own Douglas Fir for his project. Lou is using a Model A engine. It has a pressurized oil system for the main bearings.
- 10) A drawing was made for the Kobalt tool kit. (Bill Howard). A second drawing was made for the Tri-Nav Chart collection. Laura Vaughn won the drawing and gave it to Joel.
- 11) Arnold made a first flight presentation to Don Kosmin for his Rv-

Corvair College Photos:

About 40+builders attended the Corvair College. They were from all parts of the country, even one from Alaska. Several Corvair powered planes flew into the college, the first was a Corvair powered Pietenpol from Live Oak. The members that participated had a fun time and have already asked if we can do it again next year.



TOO TIRED TO FLY

By Tim Porter

I knelt down, opened the door to my hangar's mini-fridge and looked inside: 201.6 ounces of caffeine, taurine, glucoronolactone, B-vitamins, glucose, sucrose and alpine spring water- 24 cans of 8.4 oz. Red Bulls.

For the last year, I was finding it more and more difficult to get a good night's sleep. I was feeling tired all the time. My level of fatigue, sometimes bordering on exhaustion, had varied. Often, flying was no big deal. Occasionally, I would cancel my flight. And sometimes, I shouldn't have been flying in the first place.

So why were all those Red Bulls in my mini-fridge?

I needed them to be alert enough to fly.

I stood, walked over to my Cherokee 140 and made a very difficult decision. I padded her spinner, said good-bye, drove home and went to bed.

For the past year, my wife had become increasingly concerned. She had watched me fall asleep earlier and earlier at night, noticed me snoring more and more

loudly and had witnessed several episodes in which I would choke myself awake. She had been urging me to talk to my doctor and get a sleep study. But I consistently ignored her and blamed the problem on a very busy veterinary practice and stress.

My wife stuck to her guns.

"I think you have sleep apnea."

Sleep Apnea (SA) is a sleeping disorder characterized by periods of apnea, a medical term that means cessation of breathing. These periods of apnea last for an average of ten seconds and can occur many times during the night, interrupting the normal sleep cycle and depriving the patient of deep, restive sleep.

Without a proper reinvigorating sleep cycle, the person suffering from sleep apnea feels exhausted and tired during the day. Chronic sleep deprivation whether related to SA or not can lead to depression, poor concentration, slow reflexes, poor memory and disturbances in cognitive thinking. SA can also lead to serious health problems, including diabetes, high blood

pressure, heart disease and stroke.

Flying can feel routine at times. Other times, instrument failures, lost comms or last minute routing changes by ATC can increase workloads to the point where we really need to be on top our game. In other words, when things go wrong or something changes, we need to exercise good judgment.

Lack of sleep or a Jack and Coke before climbing into the cockpit have similar results. They slow down reaction times, interfere with cognitive thinking and prevent sound judgment. And what is the leading cause of most aviation accidents? Pilot error. What is the root cause of all pilot error? A lack of sound judgment.

So, it's no wonder that fatigue has been a contributing factor in many aviation accidents. It was one of the theories in the NTSB's investigation of Northwest flight 188 which flew over its destination in Minneapolis and in a Go! Airline flight which overshot their destination in Hawaii in 2008. That crew flew for 30 miles over the Pacific Ocean before returning. The captain's undiagnosed sleep

apnea was a contributing factor in the incident.

The relationship between sleep deprivation/SA and poor concentration, memory, reflexes and disturbances in cognitive thinking are important concerns when flying. And while falling asleep on final approach is no joke, a stroke or heart attack secondary to SA on final approach are also concerns for the FAA and for pilots flying with undiagnosed and untreated sleep apnea.

The FAA estimates that 12 million people in the United States alone have some degree of sleep apnea. And less than 25% of those people have actually been diagnosed. That leaves more than 9 million undiagnosed. Think about it. How many of those are pilots? How many of those are commercial pilots? IFR pilots?

Diagnosis is easy. I saw my doctor, discussed my symptoms and he referred me to a sleep center where they placed wires on my head, chest, legs, nose and eyelids and watched me sleep. A few days later, I had the diagnosis of moderate obstructive sleep apnea.

There are different treatment options, including surgery, dental implants and weight loss where obesity has been determined to be a contributing factor. But the more common approach is the use of CPAP (Continuous Positive Airway Pressure), a machine that blows pressurized air through your nose and opens up the airways in the back of your throat while you sleep.

Sleep apnea is a disqualifying medical condition for all classes of medical certification. However, pilots diagnosed with sleep apnea may have their medical certificate re-instated through a special issuance certificate.

The FAA will require the initial sleep study, a titration sleep study (this one utilizing a CPAP machine), a letter from the diagnosing physician stating that his or her patient appears well rested, does not have an apparent tendency beyond normal to fall asleep, and has no evidence of heart disease. The FAA will also require a printout from the data in the prescribed CPAP machine showing that the pilot/patient is compliant with treatment.

Sleep is an important aspect of health. Chronic sleep deprivation can, no matter what the cause, result in long term medical problems, not to mention lack of concentration and focus in the cockpit. Since using the CPAP machine my daytime sleepiness has resolved and I am much more alert, active and focused.

Looking back on my flying. I remember a lot of simple mistakes, placing the wrong frequency in the comm radio etc. but fortunately there were no accidents as a result of my SA.

The pilot in command and his or her health is an important part of an airplane's performance. Sometimes we can get so caught up in other aspects of flying that we ignore that. The fact of the matter is we have a responsibility to maintain our health and seek out medical attention when something is wrong, not only for our passengers, and the folks on the ground but also for our fellow pilots. A responsibility that I was reminded of by my concerned and loving wife.

EAA BOARD MEETING

- 1) Corvair College: The chapter made 100 dollars profit and received a core Corvair Engine. Arnold lost 156\$. He fronted the money for the Saturday night dinner and we did not have as many attending as expected. Motion made and carried that the one hundred dollars be given back to Arnold, which he donated back to the chapter.
- 2) The chapter taxes have been filed.
- 3) Young Eagles flight planned for Saturday April 20th. (This was rescheduled for Saturday May 18th due to weather.)
- 4) Sandra will be getting an award from the Boy Scouts. She did a lot of work with the registration and coordinating the pilots.
- 5) Chapter dinner at Sun n Fun- Rained out but the food was good and the company was even better.
- 6) Chapter patches- We needed EAA approval and city approval for the patches. Hopefully, we are on the last rendition. We need to see the difference between the embroidered and the woven patch.
- 7) Joel is working on getting the Wright Brothers Award for Dave Taisch. He would like a formal presentation. We could have this at a regular meeting. He would like to invite family and friends.
- 8) Meetings- Johnny Overspray for this meeting. Arnold will talk to him about what he needs and wants to do. May-Bristol LSA. June- Searey tour.
- 9) Lou Goldstein has been ill. Les Woolf has been having some health issues as well.
- 10) Need to coordinate times and a work plan with Lou Larsen for the Pietenpol. Charlie and Lou will be here on Tues/Thurs mornings. Arnold- Sat mornings. Lou will be Shop Foreman on Tues/Thurs. Arnold-Sat
- 11) Need to consider fund raising ideas for our chapter project. Consider having a LLC, form a flying club and sell shares.