

**Meeting this  
Saturday;  
July 24, 2010 @ 0900  
Breakfast at 0800**

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### **Presidents Corner**

Making a tragic loss a positive.

By Bud Yerly

The loss of one's wife normally would be totally devastating for any family. I would probably crawl into a hole for a while, but not Steve Reisser and his family. It was inspirational to me to witness his strength and the closeness of his family. They were quick to praise those who supported and uplifted them and to ask others to reach out and help those who help us in our time of need. We have an opportunity to fulfill the wishes of Steve and his Wife Jackie and donate to Life Path Hospice. The chapter will take donations at our meeting on the 24th if you prefer to do it through the chapter and Tom will make a chapter single chapter donation.

If you prefer to make tax deductible donations directly please make your gift to LifePath Hospice by either:

- Calling 813 871-8111 or 866 204-8611 and make a gift using a credit card, or

## ***EAA Chapter 175 July 2010 Newsletter***



- Make a tax deductible check to LifePath Hospice, 12973 N. Telecom Parkway, Suite 100, Temple Terrace, FL 33637, or
- Make a credit card donation on line at <http://www.lifepath-hospice.org>

Keep Steve and his family in your prayers.

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### **Program**

EAA 175 program for Saturday,  
July 24, 2010

**Chance McColl**, Director of Engineering, From Technical Data Analysis, Inc. will present a program on "Airframe Trend Monitoring." Used for "visualizing flight, enhancing safety and saving money." Breakfast served starting at 8:00 AM. Everyone, members and non-members are welcome

to join us for breakfast and an interesting aviation program.

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### **EAA CHAPTER 175 MONTHLY MEETING MINUTES FOR JUNE**

### **EAA CHAPTER 175 MONTHLY MEETING MINUTES**

DATE: June 26, 2010

LOCATION: EAA Chapter House,  
Tampa Executive Airport (VDF)

ATTENDANCE: 16

#### Business Meeting

The meeting was opened by President Bud Yerly at 0900, thanking Dolores and Charlie Henwood for serving breakfast---with a special thanks to Dolores for handling clean-up chores while the chapter meeting was in progress. Visitors were introduced.

There was no Treasurer's Report, as Tom McLinskey had other obligations this day, but it was noted the chapter does not have to file the special IRS form, as we are not a federal tax exempt 501(C)(3) type organization, though we are chartered as a not-for-profit Florida corporation. Minutes for both the April and May meetings were approved as published in the newsletters.

Bud brought the members current on the situation with Vice President Steve Reisser's wife,

Jackie, who is seriously ill with advanced cancer. He asked that we not bother Steve with calls or e-mails, but that he, Bud, would keep us posted. In other items, Art North noted there are two openings in the Silver Lady Ercoupe at this time. Chapter Secretary Gordon Knapp said that chapter donations made to the Florida Air Museum's youth summer camp program, "Destination: Aviation", at last month's meeting were very generous. One more "pass of the hat" was made during this meeting for those who had not had an opportunity to participate last month. A full accounting will be announced when all chapter donations have been forwarded to the air museum.

Bud then led a discussion of the effects of fuels with ethanol added on engines most used in homebuilt, sport and general aviation aircraft, getting into details on the fuel system seals, lines, O rings and quick disconnect fittings. Water absorption is a serious issue and fuel with ethanol should not be used in aircraft with metal fuel tanks, as water condenses on the cool insides the tanks when less than full. Condensation is not a problem for polypropylene tanks. Ethanol additives in auto gas do not seem to adversely impact the performance of turbochargers. It was noted a few gas stations in our area still sell ethanol-free auto gas. Mike "Z" and Bud have had considerable experience with auto gas engines and gave the group many good insights. Mike

recommended that those pilots who don't put many hours on their aircraft engines use avgas to avoid potential problems. In summary, Bud says "the jury is still out" on prolonged use of auto gas with ethanol.

Discussion moved to the chapter's MiniMAX project, which is far enough along that we need to consider what to do with the VW engine that came with it. Bud, Mike and Luis Hoyas brought up many pros and cons of various VW conversions, both those done by individuals and specialty shops. For such a simple engine, converting to aircraft use presents issues of the correct propeller, prop hubs and bearings, cooling, camshafts, etc. The conclusion was that the best solution is to have our engine analyzed by Great Plains, a leading builder of VWs for aircraft use. Then, we'll know the most cost-effective way to proceed. Mike will take the first steps and report back to the members. Bud said the airframe is mostly done, well built and ready for covering---after we sand off varnish wherever the fabric will contact the frame. That's our first step after going over the entire project as it exists, noting any problems to be addressed. The business portion of the meeting was concluded at 0955 with the plan to go to the garage workshop next door to look at the MiniMAX.

#### Program

Chapter members and interested guests gathered by the side door of the workshop, but it seems one

of our leaders (whose name will remain confidential to protect the identity of the guilty in this case) didn't have the proper key! So, the plan to look over the MiniMax had to be put off until next month. A number of members remained at the chapter house to socialize. Six aircraft had flown in, making the morning an impromptu mini-fly in.

*Art North took Lyle Flagg, charter member of Chapter 175, for a flight in the Silver Lady. It was Lyle's first opportunity to fly in the Ercoupe. Thank you, Art, for your thoughtfulness and generosity.*

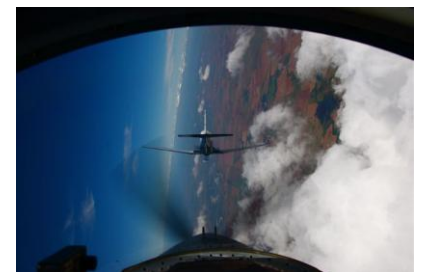
Submitted by:

Gordon Knapp

Secretary

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### **For the fun of it!**



Flying Check out Code One:

1. Solar power is coming!  
<http://www.gizmag.com/qin-etiq-zephyr-solar-hale-uas-perpetual-flight/15745/>
2. If you need an idea for an old fuselage:  
[http://collectiblecars.nytimes.com/View\\_Listing.asp?ListingID=COL1005111&From=P](http://collectiblecars.nytimes.com/View_Listing.asp?ListingID=COL1005111&From=P)
3. Check out a Nazi plane to bomb NY!

<http://jalopnik.com/5582511/the-nazi-rocket-plane-to-nuke-new-york-from-orbit>

4. Latest EAA e-Hotline newsletter @ <http://www.eaa.org/ehotline/issues/100709.html>
5. Gibraltar anyone?

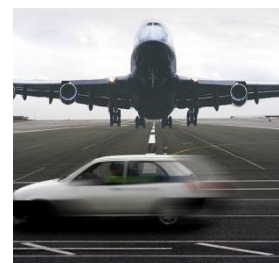
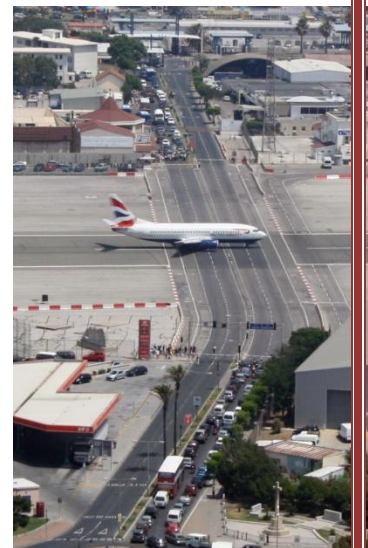
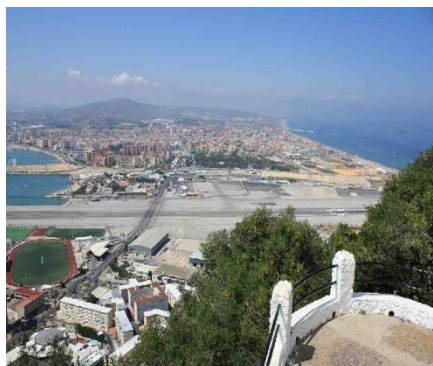
### Don't Run This **Red Light**

This is the crossing to Gibraltar from La Linea, Spain .

Shortly after crossing the border, one drives across the **Gibraltar Airport runway.**

It puts a whole new meaning to the saying, "Never run a **Red Light**!"

It is like this because there simply is not enough flat land in Gibraltar to put the airport somewhere else.



Our USAF friend at work!



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## **BOARD MEMBERS**

### **President**

Alan "Bud" Yerly  
813-244-8354 (C)  
[BudYearly@msn.com](mailto:BudYearly@msn.com)

### **Vice President**

Steve Reisser  
813- 482-1308  
[stevereisser@yahoo.com](mailto:stevereisser@yahoo.com)

### **Secretary**

Gordon Knapp  
813-251-5282 (H)  
[gordo.gram@verizon.net](mailto:gordo.gram@verizon.net)

### **Treasurer/Membership**

Tom McLinskey

813-988-4540 (H)  
[MacPitts@aol.com](mailto:MacPitts@aol.com)

### **Young Eagles Coordinator**

Tom McLinskey  
813-988-4540 (H)  
[MacPitts@aol.com](mailto:MacPitts@aol.com)

### **Newsletter Editor**

Jeff Kaloostian  
813-770-9372 (C)  
[jkaloostia@earthlink.net](mailto:jkaloostia@earthlink.net)

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## **EDITOR'S CORNER**

### **Pilot Poetry**

#### **Because I Fly**

Because I fly  
I laugh more than other men  
I look up and see more than  
they,  
I know how the clouds feel,  
What it's like to have the blue in  
my lap,  
to look down on birds,  
to feel freedom in a thing called  
the stick...

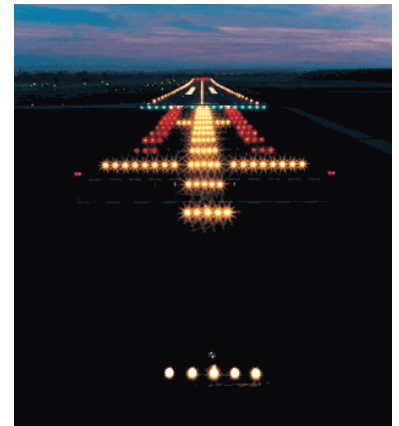
who but I can slice between  
God's billowed legs,  
and feel then laugh and crash  
with His step  
Who else has seen the  
unclimbed peaks?  
The rainbow's secret?  
The real reason birds sing?  
Because I Fly,  
I envy no man on earth.

— Grover C. Norwood

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**FLY SAFE  
&  
DON'T BE AFRAID TO GO  
AROUND!**

*Jeff Kaloostian, Editor*



Comments or email address  
changes to  
**Jeff Kaloostian**  
813-770-9372 (C)  
[jkaloostia@earthlink.net](mailto:jkaloostia@earthlink.net)