

EAA
Chapter 175
Aug 2011
Newsletter



**Meeting this
Saturday;
Aug 27th, 2011
@ 0900
Breakfast at 0800**

**CALLING ALL
COOKS...Or At Least a
Couple for This Month!**

Charlie Henwood is still helping Dolores, as she continues to recover at home from her broken hip operation, so he won't be able to help in the chapter kitchen this month.

So, we are looking for a couple of members to help prepare breakfast for this meeting.

It isn't hard work. We all know how to make coffee and cook pancakes and eggs. The supplies will already be on hand. All you have to do is the actual cooking.

PLEASE CONTACT GORDON KNAPP AT (813) 251-5282 OR E-MAIL gordo.gram@verizon.net AT gordo.gram@verizon.net to volunteer to help this Saturday. Thanks.

**PROGRAM for Saturday,
Aug 27th, 2011**

This month our members and guests are privileged to have a program on Aviation Stress presented by Dr Karen Dunbar. Karen has advanced degrees in Psychology and Chemistry and a successful career in both clinical and aviation related stress.

After retiring from active clinical work and moving to the Cayman Islands, Karen became a college professor of Psychology and Acting Director of Graduate Studies at the International College of the Cayman Islands. In her free time, she became involved in the Virtual Air Traffic Control Simulation (VATSIM), rising to the position of Events Director for the virtual United States area.

Following the devastation visited on the Cayman Islands by

Hurricane Ivan, Dr. Dunbar designed, implemented and evaluated a community based country-wide disaster-related stress treatment program, personally training over 300 community members in peer counseling skills. This program was vetted through the World Health Organization and was offered under the oversight of the Ministry of Health, Aviation and Works in the Cayman Islands.

Since returning to the US, Karen has volunteered hundreds of hours per year as a FAA Safety Team representative. In addition to offering peer counseling to pilots and administrative assistance to the FAA Production Studios in Lakeland, she is a radio interviewer for the Managing Safety radio show aired on Flightline internet radio, and is a regular speaker on Human Factors and Psychological Issues in Aviation for the Tampa Bay Area Safety Team.

**EAA CHAPTER 175
MONTHLY MEETING
MINUTES**

DATE: July 23, 2011

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

ATTENDANCE: 13

Business Meeting

President Bud Yerly opened the meeting at 0900, thanking Steve Reisser and Allen Chester for serving breakfast this morning.

There were no items of old business for discussion. Bud alerted the meeting attendees to

difficult issues experienced by several of our members and friends lately, including hospitalizations and the deaths of family members and asked that we keep these people in our thoughts and be supportive.

Minutes of the June meeting were approved as published in the July newsletter. Treasurer Tom McLinskey was in Switzerland with his family on vacation, so there was no financial report. We are looking forward to a first person report on general aviation flying in Europe upon Tom's return.

Regarding new business, Bud and Vice President Steve Reisser reviewed the decision made last month to host an open house at the chapter on October 22nd. A committee has been formed to begin planning the event. Soon, we'll be looking to chapter members to take on specific assignments for the day. Teresa Ferent, Community Resource Representative with the National Aviation Academy, one of the open house participating organizations, was introduced. In other business, Bud noted that none of our members have time to work on the MiniMAX aircraft project that was donated to the chapter, so the Board voted to put it up for sale at its recent meeting with an asking price of \$999. Bud asked that the members endorse this plan, which was unanimously approved. The next decision to be made is what to do with our garage before the lease is up for renewal next year. Rent is \$1200 annually, which is largely offset by

payments from Don Miller for aircraft storage. If we choose not to renew the lease, we will no longer be official tenants on the airport, as our use of the chapter house is merely by agreement with the CAP. We do pay electrical utilities, but the overall situation needs to be addressed soon.

The business meeting concluded at 0920.

Program

Steve introduced Gordon Knapp, Secretary, who recently returned from a family vacation (wife Cathy, their two daughters and their husbands and 14 year old grandson) in Alaska and agreed to do a "trip report" in lieu of our planned speaker for this month, who had to cancel.

(Note: Since he also writes the Minutes, this month's program report will be in the "first person" for convenience as well as a more logical sounding format.)

Thank you, Steve, for assisting me by putting together the PowerPoint slides that provided the basis for this presentation.

While this Alaskan trip was not intended to be the basis for a chapter presentation, there is no question it provided plenty of material, since our 49th state is the "aviatingest" state in the country. Approximately one of every 60 residents is a licensed pilot and the best (sometimes only) way to get into much of the territory is by bush plane.

Before we arrived in Alaska, however, our itinerary took us to Seattle for a day, where we toured The Museum of Flight, which many people call the "Boeing Museum"---because it is situated on Boeing Field and features the original Red Barn wooden Boeing factory as part of the exhibit facility. If you are, like me, an aviation museum "connoisseur", this collection is not to be missed. My last trip there was some ten years ago and it was good then, but has expanded dramatically and enhanced all exhibit areas. Being in the middle of Boeing territory, with engineering, test and modification facilities on the field (though manufacturing is in Everett and elsewhere), you might think the exhibits would be predominantly about that company. Not so. Aircraft of all eras and nations are on display as well as many "hands on" exhibits from a control tower to flight simulators to full-size cockpits to sit in. Plenty of buttons to push and levers to pull. It is very "kid friendly", too, and families were very much in evidence. Enhancing the aircraft exhibits were dioramas depicting WWI airfield buildings, vehicles and artifacts, for example, to give a "living history" feel to the displays. Continuous loop videos were running throughout the museum and the well-stocked gift shop was doing a land office business. Wisely, the museum layout enables visitors to go to the gift shop and restaurant without having to pay admission to the main exhibit area.

Off to Anchorage early the following day on Alaska Airlines, which “lost” Cathy and my reservations, despite the fact we had made them months in advance and had confirmation paperwork in hand! The rest of the family got through fine. Sea-Tac Airport was jammed with people, luggage in tow, and we were holding up progress while an agent flailed at a computer terminal trying to get things straightened out. Finally, a pleasant and calm woman, who I assumed was just another passenger, given how she was casually dressed, stepped out of line and took over the computer terminal! Turns out she was an airline supervisor and after some furious keystroking, got us on our way. Whew!

Arriving in Anchorage, I was struck at how modern the airport terminal was. It could have been any medium-size city in the lower forty-eight. It is named in honor of the late Sen. Ted Stevens, infamous for the multi-million dollar “Bridge to Nowhere” late in his 40 year legislative career---who died in the crash of a DeHavilland Otter in August of 2010 on a fishing expedition in Alaska. He is remembered by Alaskans for bringing huge amounts of federal money to the state. On the way into downtown, we drove along the shoreline of the largest seaplane anchorage in the world, adjacent to the airport. Dozens of floatplanes lined the shore and water flying activity was constant

hard by the runways of the Anchorage international airport---which had several freighter versions of 747s visible with names of Asian airlines on their sides.

No sooner had we checked into the hotel downtown than my grandson and son-in-law hailed a taxi and we were on our way back to the airport to tour the Alaskan Aviation Museum, within walking distance of the Ted Stevens Airport terminal and on the aforementioned seaplane basin. (Two \$25 cab fares, plus tips, within an hour and we just got here---“This is going to be an expensive vacation”, I thought to myself!) It was worth it, though, as this museum fits its name. A crowded metal hangar-like main building and some storage and workshop buildings adjacent make up the facility. Nothing fancy. There really weren’t many bush planes on display, but “tons” of old photos, memorabilia, etc. One neat feature was the main, narrow hallway from the reception area to the exhibits lined on both sides with old, very primitive aircraft skis. Across an open lot were some amphibians in sad states of decay, including a PBY Catalina and a Sikorsky S-42. The latter was minus wings and the aft fuselage. It was pointed out to me that some enterprising fellow had fitted outboard motors on it at one time and made his fishing boat from this derelict craft. We even spotted a nice Grumman Widgeon with several annual Sun ‘n Fun Fly-In decals in the windows---now, that would be a

long trip! (We can’t forget that chapter members Lyle Flagg and the late Bud Koetz did it in their C-172, years ago, as well as Stan and Kevin Sutterfield in Kevin’s Piper Pacer a year or so ago.) As if all this aviating wasn’t enough for one day, Anchorage also is home to Elmendorf Air Force Base, where Kevin is stationed flying F-22 Raptors. I didn’t have a chance to contact him, as we were off early the next morning for the land portion of our tour. Oh, it was “shirt sleeve” weather in Anchorage, which you may recall, was almost totally destroyed by an “off the scale” earthquake in the early 1960s. The harbor dropped something like twenty feet from that event. The underlying soil was mostly compacted sand that turned to “jelly” from the ‘quake’. The new Anchorage is built on more substantial ground and buildings have deep pilings to bedrock.

The next several days were mostly spent on motor coach and train to and from Anchorage to Denali National Park in central Alaska and then to Seward where we caught our cruise ship for the second half of the trip. To keep us busy on the bus, our guide (who had lived most of her life in the state and currently has a cabin on ten acres with no city utilities) gave us all “bingo” cards with common Alaskan features we could fill in, like a beaver, bear, mountain sheep, eagle, helicopter, etc. One item was an airplane with skis. Well, I’d seen plenty of old skis at the bush plane museum, but that would be cheating. How the heck

are we supposed to spot a plane with snow skis in the middle of the summer?!?! Well, several days later I did---seems many single engine aircraft have skis attached to their standard wheel landing gear year-round! The “trick question” I put to our group was which Alaskan mountain is higher---Mt. McKinley or Denali? Ha. They are both the same one. Denali is the native name for the highest peak in North America, but the federal government decided to name it in honor of President McKinley, who was instrumental in getting land set aside for Denali National Park. Alaskans refuse to call it McKinley. And, hey, GMC names its SUVs “Denalis”, not “McKinleys”. Oh, the mountain is obscured by clouds 70% of the year, but we were fortunate to see it clearly on several, brief occasions. Our tour guide’s husband, now retired, was a license climber and got marooned near the top of Denali early one summer while marking the trail with a team and spent a month there out of contact (radios failed) and was given up for dead. They encountered hurricane force winds for days and couldn’t move. Sounds like fun. Near Denali Park, we visited the man who has won more Iditarod dog sled race six times---more than anyone. In addition to competing (there are many such races---sort of Alaska’s version of NASCAR!), he now raises dogs for others and has turned his talent into an enterprise. You may know this annual race commemorates a heroic tale of a man who took his

dog team a thousand miles in mid-winter to deliver medicine to Nome, which was suffering a diphtheria epidemic. There was no other way to make the trip. On the way to/from Denali Park, we passed through Wasilla twice, home of “Mama Grizzly”, Sarah Palin. It is pretty “civilized” with a Home Depot, Lowes, CVS Pharmacy, Wal-Mart, etc.

Our return half of the Alaska tour was by cruise ship---a big change from hours on a bus. It mostly sailed by night, bringing us to a new port each day. Since this would likely be our “one and only” trip to Alaska, we did all the touristy things, but I’m glad we did. One day was a helicopter flight to a glacier. With only a slight breeze, we were comfortable with medium jackets. Another day, we went whale watching. Unlike Disney World or a National Geographic show, they don’t pop up on cue, but we were lucky to spot several, including a mother and calf. They only surface for a few seconds, so you have to be quick to see them. Another side adventure had us flying in a classic, round-engined DeHavilland Beaver through the Misty Fjords (who needs Norway?), ducking in and out of clouds and landing on a mountain lake. Even with other aircraft around, the feeling of isolation is impressive. At the float plane base, the operator told us ADS-B was pioneered in Alaska. Makes sense. Our Beaver pilot, incidentally, said he previously flew Boeing 757s charters out of Miami. I didn’t have the courage

to ask him how he happened to get “relocated” from that to an antique floatplane in Alaska.

The cruise ship brought our trip to an end in Vancouver. Some 20 or more years ago I’d been there for just one day, but didn’t have time to get out of downtown to the British Columbia air museum a few miles from town. So, when we first formulated this Alaska trip, I figured here’s my last chance and made a mental note to visit it for sure this time. We disembarked the cruise ship around 8:30 a.m. and immediately got on a tour bus for a trip around the sights of Vancouver and environs. It is the “San Francisco” of the Pacific Northwest---very cosmopolitan. After a couple of hours all over the city, harbor and parks, we checked into our last hotel and had the afternoon free before a 4:30 a.m. wake-up the following morning for our flight back to the US. We walked to a good seafood restaurant for lunch, then back to the hotel near the airport (nothing to see there) and took it easy after a frantic couple of days. In the middle of the night I woke up to realize I forgot all about the British Columbia Air Museum, probably right by our hotel at the airport while I’d lounged around our hotel room the previous afternoon! Argh!

Some Alaska aviation “factoids”---

***There are more aircraft
and pilots per capita in the state
than anywhere in the world***

The highways legally must be built with straight stretches that can be used as landing strips every few miles and aircraft have the right of way at all times---not just for emergency landings, but normal use of the road to reach outlying settlements

The meeting ended at 1010.
Submitted by Gordon Knapp,
Secretary

Must Read!

1. In case you missed it, a new mobile iTunes APP that after putting in your zip code will show all FAA safety seminars in a range you specify for your zip code. You can also register for all the great, free seminars that are offered. Most of our membership is uninformed as to the opportunities that are available in the community and will greatly benefit from attending these seminars. So, share the news.
<http://itunes.apple.com/us/app/event-search/id376492806?mt=8>
2. Check out Jetman in the Grand Canyon...flying at its best!...well, sort of
<http://www.google.com/url?sa=D&q=http://www.youtube.com/v/WgdIE2t8QkM%3F>
3. <http://jalopnik.com/5804095/bmws-parody-of-famous-shell-ad-ends-in-a-twist>

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EDITOR'S CORNER



Picture from the Minneapolis Star/Tribune taken on a June morning at the Minneapolis National Cemetery.

FLY SAFE

& DON'T BE AFRAID TO GO AROUND!

The Do's and Don'ts of Maneuvering Flight

Nearly one-third of all fatal accidents occur during maneuvering flight, in part because maneuvering at low altitude limits the amount of time a pilot has to recover. Maneuvering flight is basically any type of flying performed close to the ground -- even the traffic pattern is considered maneuvering!

Do's and Don'ts that can help keep you safe.

DO

- **Do** remember that the majority of fatal stall/spin accidents occur at low altitudes, because the closer you are to the ground the less time you will have for a successful recovery.
- **Do** practice stalls or approaches to stalls at a safe altitude. If you're rusty take a CFI with you.
- **Do** fly at a safe altitude so that you won't be surprised by

obstacles that may require abrupt maneuvers to avoid.

- **Do** remember that turns and sudden climbs increase the wing loading which will increase the stall speed, sometimes dramatically.

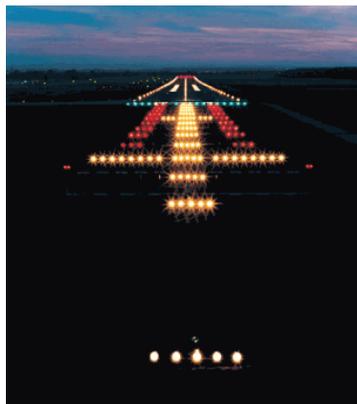
DON'T

- **Don't** explore the flight envelope close to the ground.
- **Don't** exceed 30 degrees of bank in the traffic pattern.
- **Don't** buzz or otherwise show off with an aircraft. Not only are you putting yourself at risk, but your pilot certificate too. The FAA gets lots of complaints that include cell phone pictures and videos.
- **Don't** attempt maneuvers for which you have not been trained. Get an Instructor on board the first time!

Jeff Kaloostian, Editor

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