

Smoke Signals

EAA Chapter 175 Newsletter



Newsletter for August, 2013

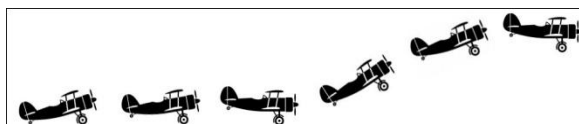
Next Meeting

Saturday

8/24/2013

Breakfast @ 0800

Meeting@ 0900



President's Corner

Open House / Eagle Flights

On Oct 5, we will be having an Open

House and Eagle Flights as a yearly promotion to attract people who may have started to fly, but life happened, and their dream was put on hold.

This is the perfect opportunity to introduce ourselves to these potential pilots. We will be having a few seminars to go along with this. Jeff Kaloostia will be speaking on What causes Lift, Steve Reisser will be speaking about his Ground School, and we have a instructor from Leading Edge to speak on what it takes to obtain the pilots license

This event is for the over 18 crowd, and will be held from 10-12 in Hangar B at Leading Edge.

I need pilots, and a few people to assist in the sign in of the future pilots, and I need as many of you as possible to be on hand just to meet and greet, and talk to them about aviation, and their interest in it. Just general fellowship.

You are a great Chapter, and I would like the customers to know how great you are too!

Thanks everyone! I want this to be a really great event for us all! Ginger Adelstone,



ATTENTION 'SEASONED' PILOTS!!!

If any chapter member has been flying for 50 years, and has not already received his or her Master Pilot Award, please contact Dennis Whitley, our Program Chair, but also the FAAS Team member who will research your safety record, and would also be your presenter at our Annual Dinner in January with a beautiful award plaque for you, and a pin.

Please contact him at
dhwhitley@tampabay.rr.com

Upcoming Events

...Out and About

August Forecast:

Today, weather will be hot, with afternoon thunder showers. Fly early, and spend time with your kids & grandkids.

Sep 14– 15, 2013	EAA SportAir Aircraft Building Workshops	Orlando, FL	90 miles
Sep 21, 2013	Timeless Wings & Wheels Fly-In Breakfast	New Smyrna Beach, FL, USA	119 miles
Sep 28, 2013	"One Man's Flight For Freedom"	Lakeland, FL, 27 USA	miles
Oct 25– 27, 2013	Wings 'n Things	Lakeland, FL, 27 USA	miles
Nov 16, 2013	When Pigs Fly South	Lakeland, FL, 27 USA	miles
Jan 20, 2014 –	ELSA Airplane or Weight Shift		
Dec 21, 2013	Repairman Course		

Program:

Saturday August 24th Allen Chester
 Oshkosh Report on activities.

Saturday September 28th Dick
 Petrucci Preflight and Safety

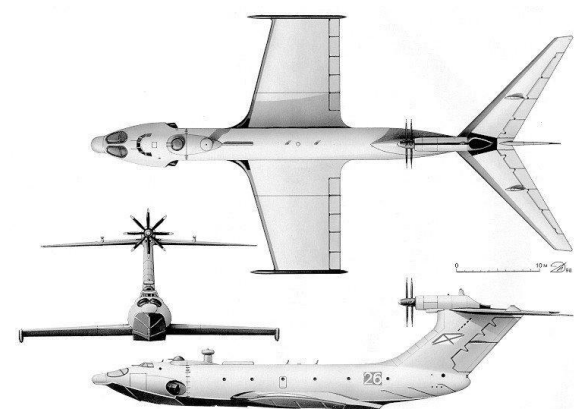
Saturday October 26th Bob Gibson
Membership activities and recruitment

Saturday December 28 To be announced.

Programs:

Dennis H. Whitley
Lead Representative – FAA Safety Team
ATP-CFII-SEL-MEL-AGI-IGI
dhwhitley@tampabay.rr.com
813-944-8026

More Strange Stuff From Gordon:



<http://www.darkroastedblend.com/2013/08/the-ekranoplans-showcase-part-1.html>

Challenge: use “Russian Military” and
“miniature” in the same sentence!

And then there’s this:

<http://www.wired.com/autopia/2013/07/how-to-fly-like-jetman/>

And this:



AVEMCO says:

What's the difference between an aviator and a pilot? A pilot can manipulate the controls of an airplane well enough to convince the FAA he or she deserves a license. Aviators, on the other hand, have a mindset that goes far beyond the technical aspects of flying to affect every decision they make in the air. In this month's Avemco Blog, [You Just Might Be an Aviator](#), Avemco Insurance Company Past President and retired CFI Jim Lauerman takes a lighthearted look at the serious subject of knowing whether you have what it takes to be an aviator instead of just a pilot.

You Just Might Be An Aviator

*By: Jim Lauerman, Past Avemco Insurance
Company President and Retired CFI*

August 2013

When I first opened my flight school in the mid-70s, I remarked to George, the local Designated Examiner, that I really enjoyed being a flight instructor teaching people to be pilots. While I didn’t understand his response at the time I will never forget

it. He said, "Jim, don't make them pilots, make them aviators." I was too embarrassed then to ask him to explain what he meant by that, but it made a lasting impression on me. George had trained B-25 pilots back in WWII and had been involved in general aviation flight training ever since. He had lost a lot of friends over the years and although he had a great sense of humor, George had seriousness about flight training which I still appreciate greatly.

Now, 38 years later and having thought a good deal about what George said, I want to share my conclusions about his remark. I'm going to take a somewhat humorous approach borrowing an idea from a well-known comedian and complete my comments with, "...you just might be an aviator."

So try this on for size:

1. If your motive for being a pilot has become more than just a desire for people to be impressed by the fact that you are one, you just might be an aviator.
2. If your most enjoyable moments flying are when you perform with excellence, even if no one sees it, you just might be an aviator.
3. If you take as much satisfaction in making a wise but conservative decision as you do when you reach your goal under adverse conditions, you just might be an aviator.
4. If you discover that you are learning a lot about yourself in your flying, weaknesses as well as strengths, you just might be an aviator.
5. If you can enjoy flying slow and simple aircraft as much as (or even more than) fast and complex ones, you just might be an aviator.
6. If you find the latest whiz-bang technological breakthrough to be an interesting, but not necessarily a "must-have" item, you just might be an aviator.
7. If you deeply appreciate the job that air traffic controllers do for you, yet always remember that you and you alone, are

responsible for the safety of your flight, you just might be an aviator.

8. If you treat other members of the general aviation community with dignity and respect, including linemen, flight instructors, insurance underwriters and FAA Inspectors, you just might be an aviator.
9. If you never feel as though you have flying all figured out, you just might be an aviator.
10. If helping other pilots understand points 1-9 above is something you feel called to do, you just might be an aviator.

OK, this just starts to define an aviator. What would you add to the list?

EAA CHAPTER 175 MONTHLY MEETING MINUTES

DATE: July 27, 2013

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

ATTENDANCE: 16

Business Meeting

The chapter meeting was called to order at 9:04 AM by Ginger Adelstone. Thanks were given to Charlie and Deloris Henwood for preparing breakfast this morning. Two guests, Mark Benedict, and Linda Kaufman, VP of EAA 282 were introduced to the chapter.

Old Business

Meeting Minutes: Steve Reisser stated we had no June meeting minutes because of the Young Eagle event at KTPF in lieu of the meeting. The last meeting minutes, May, were distributed by email in Smoke Signals and posted to our website (<http://www.175.eaachapter.org/>). No changes were recommended so a motion to accept the minutes as emailed to the membership was made, seconded and accepted without objection.

Treasurers Report: Don Miller provided a verbal statement of the current banking balance and expenses. A motion was made to accept the treasure's report, seconded, and accepted without objection.

Other Old Business. Ginger stated that she was still collecting money for EAA 175 shirts. She also noted that our past two Young Eagles events were very successful.

New Business

EAA 175 is planning many future events.

We are still waiting for money from Sun'n Fun for our volunteer work.

Tom Beiser stated that his RV14 wings are coming soon and he is looking forward to work on his aircraft. He also noted that if anyone might be interested in the possibility of investing in an airpark to let him know. He and others are exploring that as a possible future airport. Don Miller noted that he has researched that in Hillsborough County and the restrictions make it near impossible to build any new private airport. Tom stated that the airport would be in Pasco County. Please contact Tom if you might have an interest in that as an Pasco County Airport Investment.

With no other new business brought forward by the membership, a motion to close the business meeting was made, seconded, and accepted without objection.

Program

Dennis Whitley, FAA Safety Team member, was the speaker for an interesting program on Runway Safety.

The primary thrust of Mr. Whitley's comments focused on Runway Incursion Avoidance and the need for more vigilance in situational awareness. One interesting point about reporting runway incursions is the fact that with the advancement in technology, ATC can monitor incursions even at airfields that do not have towers because of the ability to monitor aircraft on the ground ANYWHERE. If ATC sees you violating

runway rules, even at a private field, you can be violated, so obey the rules everywhere.

Air traffic controllers as well as pilots share in loss of situational awareness. Distraction is the main reason that both ATC and pilots can be involved in runway incursions. Communications is EXTREMELY important. If you aren't sure of what is expected, ask again or get progressive taxi instructions. Make sure you know where to go. "The eye doesn't see what the mind doesn't know".

Both small and large aircraft are involved in runway incursions. Large and small aircraft do not make a good mix, and the smaller aircraft always get the worst damage if collisions occur. One airport in particular that have hotspots and large/small aircraft incidents is Sarasota.

As to incursion statistics, there were 199 in Florida last year. In our area there were 5 student, 5 private, and 2 commercial incursions. Seven of those incidents were at Sarasota.

As to 2012 deviations, there were 30 pilot deviations in the Tampa Area (mostly Class B intrusion). Statistics were as follows

Type	Percentage
Student Pilots	26%
Private Pilots	48%
Instrument Pilots	4%
Commercial Pilots	18%
Unknown	4%

The reasons for deviation include; failure to ask for help, failure to use diagrams, lack of training, and not familiar with the airport. Distractions cause deviations and include the inability to multitask, tunnel vision, unfamiliarity with equipment, head down too long, and use of unauthorized equipment.

Attitude in resolving incursion or deviation events with the FAA is very critical. With a truthful and conciliatory attitude, the FAA is more likely to give you a pass or gentle swat on the wrist. With a bad or negative attitude, the FAA is likely to throw the book at you!

There was some discussion on the hazards of MOAs, Alert Areas and sudden change in status that may not get to the FAA until 20 minutes after going into effect so entering unannounced active areas can get you a deviation or create serious safety events and consequences.

The program ended after a review of airport signage. at 10:08 AM

Respectfully Submitted by

Steve Reisser, Secretary

EAA 175

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From a Member:

<iderodonech@gmail.com> wrote:

Our team of three has launched a website that is to be populated by CFIs looking to advertise and sell market their lessons. www.flyample.com

The goal is to make it the easiest and totally free for CFIs to build custom page, get reviews from the students, and receive Paypal and Credit card payments. Students are able to find the lessons only by entering their city from the home page.

Our philosophy is to initially have small group of CFIs joined and stay in constant touch to quickly improve the website. The only way we would make money is to charge very small percentage from each booked lessons by students.

I would like to ask your favor to join our platform and give us a feedback, if you have few minutes.

Thanks in advance

Sincerely

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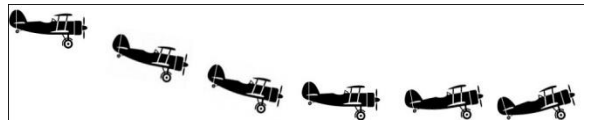
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