

**Meeting this
Saturday;
August 28th, 2010 @
0900
Breakfast at 0800**

**Come meet a
Thunderbird pilot,
Retired USAF General
Lloyd "Fig" Newton!**

Program

Saturday, August 28, 2010

On Saturday, August 28, 2010 EAA Chapter 175 will have a special guest and program. Four-star USAF General Lloyd "Fig" Newton, also a Thunderbird pilot, will present a program to members and guests about his service aviation experiences.

GENERAL LLOYD W. "FIG" NEWTON BIO

Retired Aug. 1, 2000

Gen. Lloyd W. "Fig" Newton retired as commander of Air Education and Training Command, headquartered at Randolph Air Force Base, Texas. As commander, he was responsible for the recruiting, training and education of Air Force personnel. Air Education and Training Command consists of 13 bases, more than 43,000 active duty members and 14,000 civilians.

The general was born in Ridgeland, S.C., where he graduated from Jasper High School. He earned a Bachelor

of Science degree in aviation education from Tennessee State University, Nashville, where he was commissioned as a distinguished graduate through the Reserve Officer Training Corps program in 1966.

EAA Chapter 175 August 2010 Newsletter



Please come early for breakfast @ 0800. All are welcome!

After completing pilot training at Williams Air Force Base, Ariz., in June 1967, he attended F-4D qualification training at George Air Force Base, Calif. He flew 269 combat missions from Da Nang Air Base, South Vietnam, including 79 missions over North Vietnam. The general was selected to join the U.S. Air Force Aerial Demonstration Squadron, the Thunderbirds, in November 1974. He held several positions including narrator, slot pilot and right wingman. From 1978 to 1982 he was assigned as an Air Force congressional liaison officer with

the U.S. House of Representatives, Washington, D.C. He has commanded three wings and an air division, and held numerous staff positions. From 1993 to 1995 he was director of operations, J-3, United States Special Operations Command. The general is a command pilot with more than 4,000 flying hours in the T-37, T-38, F-4, F-15, F-16, C-12 and F-117 stealth fighter. He assumed his current position in March 1997.

EAA CHAPTER 175 MONTHLY MEETING MINUTES FOR JULY

EAA CHAPTER 175 MONTHLY
MEETING MINUTES

DATE: July 24, 2010

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

ATTENDANCE: 15/16

Business Meeting

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

Treasurer Tom McLinskey updated the members on the chapter's financial status, noting the Silver Lady group loan payments are current and the annual \$1,500 donation from Sun 'n Fun Fly-In for our efforts operating the

Volunteer Kitchen has been deposited. The report was unanimously approved. Minutes of the June meeting, included with the July newsletter, were unanimously approved as submitted.

Tom McLinskey reported the Silver Lady Ercoupe annual inspection has been completed with no significant problems found. Somewhat over two hundred flight hours were logged over the past twelve months, largely by a few active owners. There are two openings available in the Silver Lady Ercoupe shared ownership group at this time. Ginger Adelstone is reviewing our membership roster to bring records up-to-date. When that part of the review is complete, we'll do a membership interest survey to help in planning future chapter programs and activities. Luis Hoyos briefed the members on plans for the MiniMax project, noting Mike "Z" has offered to serve as Maintenance officer, having built a MiniMax in years past.

Bud announced that retired Air Force General "Fig" Newton, former fighter pilot and the first African-American Thunderbird demonstration team member, will be our special guest next month. He encouraged all members to put the word out and invite a friend or aviation enthusiast to come to this meeting. It is an especially good opportunity for young people to hear his presentation, as he is involved in a number of motivational programs with them.

Program

Our speaker today was Chance McColl, Director of Engineering--- Marietta Division, of Technical Data Analysis, Inc. (TDA). Clients include NASA, NOAA, Homeland Security, US Navy Structures Division, Lockheed Martin, other governmental agencies, several foreign air forces and aerospace firms. He is an aeronautical engineer who has formerly worked on projects with Boeing, Lockheed-Martin and other aerospace organizations.

Chance noted the operational life of an aircraft varies depending largely upon how it is used. Factors such as: airframe hours, high airspeeds and "g" forces, turbulence, age and hard landings shorten airframe life. Flight at lower levels, where general aviation aircraft typically operate, are ten times as likely to encounter turbulence compared to airliners operating at higher flight levels. Studies have shown that a 50% reduction in turbulence can extend airframe life by up to 250%. General aviation represents the largest number and most varied types of aircraft and usages, yet is the least monitored in terms of the impact of how aircraft are operated on the length of their service life.

Airplanes are designed to withstand maximum and repeated loads expected in service without developing fatigue cracks or catastrophic failure due to material or structural fatigue throughout the operational life of

the airframe. TDA has developed an inexpensive "black box" for general aviation, called the Trendbox200 data recorder unit, to measure real time operational forces on airframes, with Web-based analytical software by Flightframe. The objective of aircraft "lifing" (what AOPA calls True Life) is to enhance safety through continual measurement of structural fatigue factors and tailor maintenance to the actual usage pattern of the individual aircraft rather than arbitrary hours or time spans.

Having detailed flight data enables aircraft owners and operators to better monitor the condition and plan maintenance of their equipment. Benefits include lower operating costs and enhanced safety. Some specific examples are:

owners/operators/charter companies having a life history of each aircraft to benefit resale by removing unknowns; flight schools can assess the usage of each aircraft; aircraft manufacturers can better understand how their aircraft are being used and design accordingly; maintenance providers can see how an individual aircraft is being operated. Multiple ownership aircraft can analyze the performance of each user. Flight schools can review individual flights for better training. CAP units can review their searches to improve results.

Chance quipped that the FAA considers \$10,000 a "low cost item". The TrendBox200 is not

FAA certified and made with “off the shelf” components to keep cost down. It sells for \$1,499 plus a subscription to the analytical software. It is handheld, portable from aircraft to aircraft and weighs less than one pound. It includes a 3-axis accelerometer, 2-axis gyro, GPS and antenna. Outputs include: “g” force data; pitch, roll angles and rates; altitude; GPS position; ground speed and vertical speed. Post flight, users can obtain a 3 dimensional analysis of the route flown. The Aero Shell aerobatic team is utilizing it, along with some major flight schools and other aviation outfits. Chance invited anyone interested to contact him for additional information or visit him at the TDA booth at AirVenture this summer. He took questions from the floor for quite some time and stayed to talk with members and guests individually afterward.

The program ended at 1010.

Submitted by:

Gordon Knapp

Secretary

For the fun of it!

1. Oshkosh 2010 @ <http://marcbrecy.perso.neuf.fr/Oshkosh.html>
2. Sometimes, there’s a bad day (hopefully) for the other guy: <http://jalopnik.com/5614781/jack-roush-plane-crash-series/gallery/1>
3. 1.3 billion people and only 200 private

aircraft...something will give:

<http://www.wired.com/autopia/2010/08/chinas-private-pilots-fly-under-the-radar/#more-25936>

4. Remember the AOPA Flight Safety meetings every 2nd Tuesday of the month at MOSI, 3rd floor... a great time to meet fellow pilots, get points for the FAA “wings” safety program and learn good safety information!
5. Check out the article on the future of aviation



<http://blogs.forbes.com/wheelsup/2010/08/21/predicting-the-aviation-of-tomorrow-from-solar-power-to-flocks-of-aircraft>

6. Maybe the Airbus Fantasy plane of the future?



Our future, by and large depends on fuel efficiency, and if you think what flying in future would be like; Airbus is to give you a glimpse. The plane maker has unveiled a fantasy plane at the Farnborough Airshow in the UK. The lightweight plane’s ultra-long, slim bent-back wings, a U-shaped tail and light-

weight ‘intelligent’ body will add to the ‘eco efficiency factor’ as the concept consumes less fuel, produces little emissions and creates less noise in comparison to its current counterparts.

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EDITOR'S CORNER

MY THOUGHTS ON WHERE THE FUTURE OF AVIATION BEGINS

*I begin my sixth year teaching
Aerospace Technology to high
schoolers at Robinson HS in
South Tampa.*

See website at

<http://robinsonhs.mysdhc.org/teacher/3731Kaloostian>

*It is now the ONLY high school
level Aerospace class in our
county. Two others have closed
down. That is tragic since our
great state provides a
foundation of opportunities to
beginning fliers, astronauts,
aerospace engineers, etc. We
need to continue to reach out to
young people, excite them, get
them to look skyward and
dream.*

*Without your chapter's
generous support last year, my
students today would not have
the ability to learn "how to fly"
using yokes and rudder pedals
with Flight Sim X. I have 24
seats all equipped for the
budding aviators. (By the way,
my first period now has 38 kids
in it!) THANK YOU!*

*I have a past alumnus who is
paying for two to three of my
students to receive their private
pilot's rating "on his dime!"
That is remarkable for them; a
dream for him to excite the kids
as he was excited at the age of
15. The Air Force Association
just made another large
donation to help me buy LEGO
Mindstorm robots for my space
probe unit of study. The
National Aviation Academy
(private A&P school in
Clearwater) is donating a
"working" cutaway recip
engine so I can have a great
training device in the classroom
when we talk about recip. All
of you/them are helping to make
the program unique and, I
believe, one of the best around.*

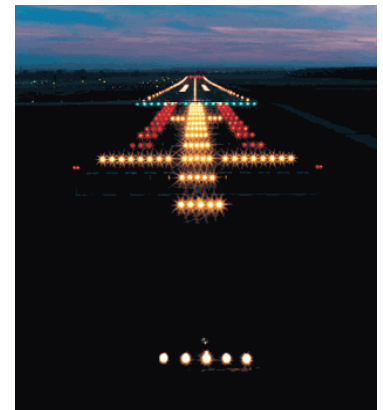
*But these kids need the
opportunities to get up in the air*

*and feel the forces of flight, look
around from a bird's eye view
and begin to believe they can fly
as many of us have and still
are...reaching out to touch the
face of God!*

*Please contribute your time and
resources during our future
EAA Young Eagles Fly-
outs...they are key to the future
of aviation! Thank you.*

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

Jeff Kaloostian, Editor



**Comments or email address
changes to
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