

Smoke Signals

EAA Chapter 175 Newsletter



Newsletter for October, 2013

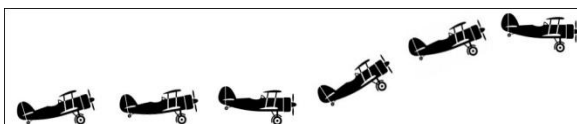
Next Meeting

Saturday

11/23/2013

Breakfast @ 0800

Meeting@ 0900



President's Corner

Hello everyone!

Another year has come and gone, and I do believe all of you make up the best chapter I have met!

We survived SNF, even with all the changes, but Rich Denton and a crew of volunteers made it happen! What a great job by all of them! You always make us so proud!

We had 8 events this year, with one more Young Eagle Rally to go on Dec 7.

(Volunteers welcome!)

They consisted of a Blind Poker Run, and several Young Eagle events, one especially for the kids of the Deployed Military and Gold Star families from MacDill hosted by TPF! Thanks to all who helped make that a very successful event; it will become a yearly tradition. And we had a Eagle Flight/Open House that, though small, was very successful. Since the Eagle Flights are not supposed to be about quantity, but rather a more personal, one on one mentoring program, it should really be done by invitation to those adults we know who are serious about obtaining their pilot license.

It has taken a good part of this year for

a new Letter of Agreement to come about concerning our lease relationship with CAP, and their lease with HCAA.

Though we are still working on it with CAP 's attorneys, it should be done soon. In the interim, Mark Moberg and Jeff Ellston at Leading Edge have been gracious enough to allow us the use of their facilities! It has been a real pleasure to work with them, and to have a nice comfortable place for the planes and all our guests this year! Thank you, Leading Edge!

2013 Annual Dinner and Program. January 11, 2014, 5-9 PM

at the *Frontier Steakhouse Cattle Company* located at 8602 E Slgih Ave, Tampa, FL 33610. Don Aiken, Executive Officer from NOAA Aircraft Operations Center will be presenting our annual program. Please RSVP Dennis Whitley with the number of persons that will be attending the dinner at : dhwhitley@tampabay.rr.com. Please let Dennis know by Jan 5 how many to expect from your family.

Thank you everyone, for making this year so special. It has been a wonderful experience to be your new President,

and with several new people in Officer, Board, and Chairman positions.

Everyone came together and worked hard to give you, our membership, a terrific year in Membership activities!

And there will be even more next year! New ideas have been tossed about, and it looks like next year will be even more fun! That is what we are about.

Teaching, learning, and spreading our love of aviation with everyone we meet, so more will experience what we love to do. Whether it be flying, building, or working in the SNF kitchen, or teaching, it is great to be around the people that make Aviation what it is today!

Regards to all,

Ginger Adelstone
EAA 175



Football can wait.

Watch for the Tony Janus Celebration Jan 1.
There will be a re-creation of the original flight
by Kermit Weekes, who is building a 'replica' (a
new original?) at Fantasy of Flight.

From Kermit's Blog:



Check the City Website for details:
<https://stpete.site-ym.com/?Flight2014>

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
dwhitley@tampabay.rr.com



Upcoming Events

...Out and About

Dec 14, 2013 – [South Lakeland X49ers' EAA Chapter Meeting](#) Lakeland, FL, 26 miles
Oct 13, 2014

Jan 18–19, 2014 [FAA SportAir Workshop– Sheet Metal & Gas Welding](#) Lakeland, FL, 27 miles

Jan 20, 2014 – [ELSA Airplane or Weight Shift Repairman Course](#) Lakeland, FL, 27 miles
Dec 21, 2013

Apr 1–6, 2014 [SUN 'n FUN International Fly- In and Expo](#) Lakeland, FL, 27 miles
USA

Welcome Back Snowbirds!

From Gordon (as usual)

SUN 'n FUN CAMPUS, LAKELAND, FL. – (November 19, 2013) - On Monday, November 25, 2013 at 10:10 a.m., U.S. Navy Lt. Commander Michael Cheng, Blue Angel #8, will arrive at the Lakeland Linder Regional Airport to conduct a pre-season briefing for the appearance of the United States Navy's Flight Demonstration Squadron, the "Blue Angels" at the 40th Annual SUN 'n FUN International Fly-In & Expo April 1-6, 2014.

A media briefing is scheduled for 10:20 a.m. at SUN 'n FUN's Florida Air Museum, 4175 Medulla Road, Lakeland, FL. While in Lakeland,

April 4-6, 2014, the Blue Angels will be heavily involved with school visits accompanied by local U.S. Navy and Marine Recruiters, community outreach and media demonstration rides on "Fat Albert", a C-130 Hercules. Visit <http://www.blueangels.navy.mil/> for more information about the Blue Angels.

WARNING –

POSSIBLE EXAMINER OVERREACH

(From Avweb.com)

Pilots and controllers who may be obese will have an extra hoop to jump for their medical certification to ensure they don't have obstructive sleep apnea (OSA). Federal Air Surgeon Dr. Fred Tilton has notified ([PDF](#)) Air Medical Examiners (AMEs) that they will soon be required to measure the [body mass index \(BMI\)](#) of all pilots and controllers during their medicals. Anyone with a BMI of 40 or more (up to 25 is normal) and with a neck circumference of 17 inches or more will automatically have to be evaluated for OSA by a doctor who is a "board certified sleep specialist." Anyone who has OSA has to get it treated successfully before he or she can fly again because OSA is a disqualifying condition. And, chances are, if their BMI is that high (five feet eight inches and 260 pounds) and their neck is that thick they do have OSA, according to Tilton. "OSA is almost universal" in those individuals, Tilton tells the AMEs. OSA disrupts restorative sleep and causes daytime sleepiness, cognitive impairment and can even cause sudden cardiac death, but Tilton doesn't say in his brief note what data (how many OSA-related accidents have been recorded, for instance) his staff have used to draft the new rule. But it doesn't end with the obviously fat.

Tilton says that while the initial action will target those with the BMIs above 40, his plan is to root out all sleep apnea victims and ensure they don't fly until they're treated. "Once we have appropriately dealt with every airman examinee who has a BMI of 40 or greater, we will gradually expand the testing pool by going to lower BMI measurements until we have identified and assured treatment for every airman with OSA," he wrote. That means even the moderately overweight (BMI of 30 or less) can likely expect the referral to a sleep specialist because Tilton says that up to 30 percent of those who carry an extra 20 or 30 pounds have OSA. For unknown reasons, pilots will be targeted first. There are "logistical details" to be dealt with before the rule is implemented for controllers but Tilton said the plan is to include them, too. National Air Traffic Controllers Association declined comment.

Programs:

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

Meeting Minutes:

EAA CHAPTER 175 MONTHLY MEETING MINUTES

DATE: October 26, 2013
LOCATION: EAA Chapter House,
Tampa Executive Airport (KVDF)
ATTENDANCE: 17

Business Meeting

The chapter meeting was called to order at 9:00 AM by Jeff Kaloostian. Thanks were given to Mike Santucci, Allen Chester and Steve Reisser for preparing breakfast this morning. We had a guest Val Johnson, brought to us for the meeting by Art North. The other guest, Bob Gibson, EAA Chapter 282, was our program speaker.

Old Business

Meeting Minutes:

Steve Reisser stated we had the meeting minutes for July were distributed by email in Smoke Signals and posted to our website (<http://www.175.eeachapter.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:

A brief report was given on the Eagle Flights at Leading Edge earlier in the month. Although the turnout was small,

the experience was great for participants and pilots.

Art North stated that the Silver Lady was still down. They are recovering the wings and repainting. The aircraft should again be airborne in about a week.

New Business

Young Eagles Flights

EAA 175 is planning a Young Eagle event at the Chapter. We are checking into changing the location to Leading Edge Aviation on Saturday, December 7th from 10AM to Noon. We need volunteers. List was distributed for volunteers and pilots to help with the event.

Winterfest

Jeff Ellston, from Leading Edge Aviation, would like to know if we would be interested in displaying some of our Aircraft at their upcoming Winterfest Event Saturday, December 14, 2013. Basically it is a car enthusiast show that includes a "Toys for Tots" toy collection effort. Last year we had 350 cars on display and an estimated 2,000 guests.

Last year, a Cirrus was on display as one of their flight school aircraft. This year they would like to add another aircraft if our group would have any interest. **The event runs from 11am to 4pm. The aircraft would**

need to be positioned by 10am. The idea is to see if we can stir some aviation interest in the car crowd. Here is the link to the Winterfest event.
<http://ildswinterfest.com/> The site says there is a fee, however, they are inviting us to be there, so it is waived.

New Ground School

A new free ground school will be sponsored and taught by Steve Reisser starting January 11, 2014. The schedule is found on Steve's webstie at <http://groundschool.weebly.com/class-content.html>

Airport Changes at KVDF

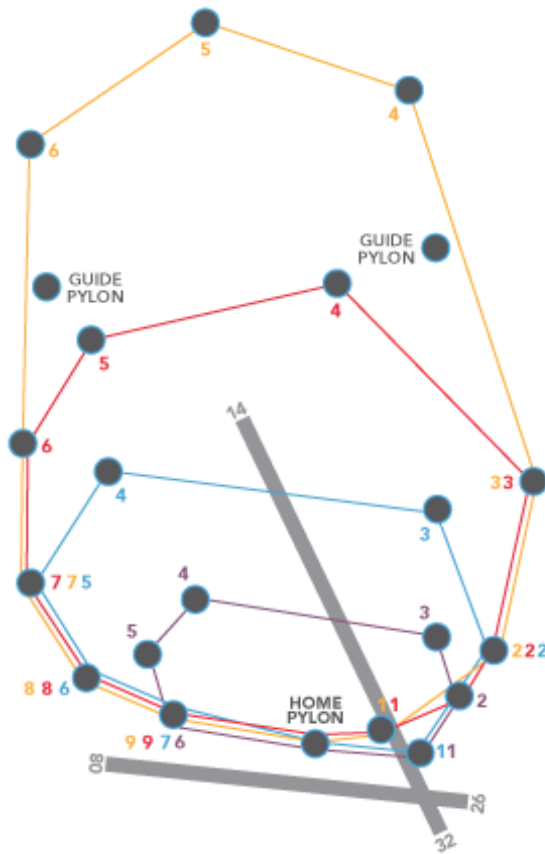
Don noted that the location of the Entry Code panel and street name behind the chapter house is being changed. Also in accordance with standardization by HCAA, the hangers are being renumbered and given specific street addressess to make it easy for emergency services to find aircraft and personnel.

With no other new business brought forward by the membership, a motion to close the business meeting was made, seconded, and accepted without objection at 9:20 AM.

Program

Mr Bob Gibson from EAA Chapter 282 presented a program on his trip to the Reno Air Races. Bob is an experience pilot flying since 18 years of age, receiving a degree from Embry Riddle and an an active pilot all his life.

The 2013 Reno Air Races which originally was hosted in Cleveland is an annual event that is enjoyed by aviators and the general public. It is an adrenalin pumping event with 5 different flight tracks to accommodate 5 classes of aircraft.



Formula 1
Class. All aircraft must adhere to the following requirements:

a minimum dry empty weight of 100 pounds, non-retractable landing gear, a minimum wing area of 66 square feet, a fixed-pitch propeller constructed of either wood or composite materials and a 100 HP 200 cubic-inch Continental engine. The course is approximately 0.18 miles and speeds can exceed 250 mph. Photo: Tatsuo Sakurai



T-6 Class.

Aircraft that are eligible to compete must be one of the

three different types (all are variations of the same model) of WWII trainers - AT-6, Harvard's, or SNJ's. All entries must use the 650 HP, nine cylinder Pratt & Whitney R-1340 radial engine. The course is approximately 5 miles with speeds in excess of 230 mph. Photo: Allen Hess



Biplane Class.

This class must also comply with rules that regulate

the size and power of their craft. Biplanes must have a minimum dry weight of 500 pounds, at least 30 percent of the required 75 square foot wing area must be contained in the smaller of the two wings, non-retractable landing gear, a fixed pitch propeller, and the largest engine permitted is the 360 cubic-inch, 180 HP Lycoming engine. The racers utilize the same 3.18 mile race course as the Formula 1's with speeds in excess of 200 mph. Photo: Allen Hess

Sports Class. This class is open to production kit-built aircraft powered by a reciprocating engine with a displacement of 650 cubic inches or less. Aircraft must have a current FAA Airworthiness Certificate. Pilots must have at least 500 hours of flight time-in-type, and be EAA formation flight certified to participate in a race. These aircraft run a 6.99 mile course at speeds in excess of 350 mph. Photo: Allen Hess



Unlimited Class.

Even though this racing class is called "unlimited"

there are certain restrictions placed upon all entries. All aircraft must have piston engines, be propeller driven, and capable of pulling 6 G's. Besides that, this class is basically a "no-holds-barred" affair operating within these few requirements. Anything goes! From exotic fuel blends and nitrous injection, to powerful Griffon/Merlin V-12's and bodacious monster P&W R-4360's, to custom composite airframes and highly modified WWII fighters. These are without a doubt Reno's "Big Guns" and air speeds often exceed 500 MPH on portions of the 8.43 mile race course. Photo: Jim Froneberger





Jet Class.

The Jet Class was inaugurated in 2002 as an invitation-only class, featuring match racing with Czech-built Aerovodocho dy L-39 "Albatros" jets. Today the class has opened the field by adding other aircraft such as Provost, Iskra, L-29 and DeHavilland Vampires. This class truly stands for the "Fastest Motor Sport" with speeds exceeding 500 miles per hour on an 8.47 mile course.
Photo: Jim Larsen

Lots of great pictures of a variety of aircraft including a surprising runway incursion was shown by Bob. The video/audio taken at eyelevel by Bob were breathtaking from "High Ridge".

The program concluded at 10:10 AM

Respectfully Submitted by
Steve Reisser, Secretary, EAA 175

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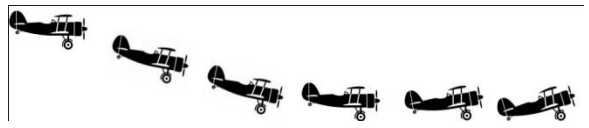
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Weather Awareness!

It's still hurricane season. Be aware thru
Dec1.

Wordless Workshop





Miscellany