

EAA CHAPTER 175 Feb 2011 NEWSLETTER

***Next meeting
Saturday;
Feb 25th @ 0900
Breakfast at 0800***



PROGRAM for Saturday, Jan 28th, 2011

This month's program will be presented by Mr. John Colman, a long time airplane and helicopter pilot with some great stories about the beginnings of Vandenberg Airport from way back when and his experiences over the years. Come and hear this very interesting speaker for history!

President's Corner

By Bud Yerly

Next month's meeting date change info...

Rich will attend the 1000L 17 March final meeting where Laura will hand out credentials.

Our Chapter meeting should be no earlier than 1300L and no later than

1400L on 17 March (like we have done in the past) to distribute info.

I personally would like to depart with a work crew at 1500L on Sat 17 Mar to move the gear to the new kitchen. About 8 helpers and we can knock it out in drive time plus two hours max. Home by 1900 at the latest. Other option is Sunday Afternoon about 1300L.

I anticipate that we will start making sandwiches on Friday the 23rd and definitely by Sat 24 Mar. Show starts on Tuesday 27th. and goes through the 1st.

Plant City Airport is having their Trains Plains and Automobiles on Saturday the 24th so I am sure the Plant City Chapter will need volunteers, but I don't see how we

can help since we will be in full sandwich mode.

EAA CHAPTER 175 MONTHLY MEETING MINUTES

January 28, 2012

Chapter House KVDF

The meeting of EAA 175 on Saturday, January 28, 2012 was opened by Bud Yerly at 9:00 AM. There were 23 persons in attendance of the meeting, with an additional 3 that attended breakfast but had to leave before the meeting. Bud recognized the breakfast crew of Earl Groff, wife Pat, and Steve Reisser for preparation this morning. Guests were recognized including Richard Ilfol, Tom Beisar, Ariel Sposito, and Brian Garner. Both Ariel and Brian are students in the current ground school

session at the chapter house held each Saturday.

Old Business:

Treasurers Report: Tom Mclinskey was not present to give a financial report but verbally reported this morning to Bud that finances were in very good shape.

Meeting Minutes: Bud Yerly stated that the meeting minutes were emailed and posted to the chapter website and asked if there were any additions or corrections. No additions or corrections were offered. A motion was made and seconded to accept the meeting minutes as posted and without objection was passed.

The membership was reminded that we need kitchen volunteers for monthly EAA meetings. Earl Groff is the primary cook through March but needs support from at least one additional

member. The sign up list was passed through the members for volunteers.

Bud reminded the membership that we need to collect annual EAA 175 membership dues from all whom have yet to pay. Ginger Adelstone collected membership dues and will note paid membership, then pass the money to Tom McLinskey. Dues are \$24 for the 12 months of membership and prorated at \$2/month for members joining after January.

Art North addressed the membership about the Silver Lady Club. The LSA qualified Ercoupe has a couple of available memberships with a \$1,500 buy-in (recoverable on exit of the club from other new members), \$100/month maintenance fee, and a dry rental rate of \$25 per hour. Please contact Art if you are interested in joining the Silver Lady Club. It is a great airplane with great fellowship.

Sun & Fun Volunteer Kitchen Chairman Rich Denton came early but could not attend the business meeting due to Sun 'n Fun meeting today so Bud briefed the membership with some discussion regarding the fact that the situation with the volunteer kitchen is still in a "state of flux." A new fence has been constructed which affects the camping area some of our kitchen volunteers now rely upon but alternates are being considered. Bud said everyone needs to read his response in the January 2012 EAA 175 newsletter which pretty well states the issues to be resolved. Bud also passed about the Sun 'n Fun Volunteer Kitchen Help Request List. Many signatures were collected. Bud stated that he would scan and email the list to Rich Denton.

New Business:

Bud stated that he wants to get the Board of Directors together soon to resolve the continuance or

discontinuance of the garage which currently costs the chapter \$100 per month without return of any benefit. The space is taken up by the old Mini-Max project which NAA has expressed an interest to remove at \$500. If they do not take it soon we need to find someone to get it off the premises. Civil Air Patrol wants us to remove whatever other articles belonging to the chapter including some hazardous materials as soon as possible. All will be discussed when the Board of Directors meets in the near future.

The formal Business meeting was closed as approved by the membership at 9:30 AM.

Program:

The program this month was presented by Ms. Teresa Ferent, Recruiter for the National Aviation Academy (NAA). The program was informative and highly interactive

between chapter members and Teresa.

NAA [<http://www.naa.edu>], located at 6225 Ulmerton Road, Clearwater, FL 33760 (800-659-2080) specializes in the training of A&P mechanics and as well as the addition of Avionics certification not only locally but nationally and internationally. Just this semester, 60 students were added from Nigeria. The cost of the program varies depending of the needs of the student. The A&P full licensing program costs approximately \$40,000. There are grants provided by major groups such as Boeing and Lockheed-Martin but many student secure student loans. Student loan payoff begins 6 months after placement/employment at approximately \$100/month. Of students that complete the program with full attendance passing each unit of study there is a 100% employment rate!! Boeing Aircraft always takes the top 5 graduates of each class and

the salaries are excellent (\$53,500 annually) for starting a new job. Typical starting wages for graduates for A&P starting in:

General Aviation is \$15-22/hour

Heavy Commercial Aircraft \$18-45/hour

Aircraft Manufactures \$22-65/hour

UAVs \$28-75/hour

Overseas jobs \$120,000/year

Locomotive Repair \$100,000/year

Wind Power Maintenance \$65,000-100,000/year

Teresa and the membership agree that not even an associate, bachelors, masters or PHD college program shows that kind of results. Bud added "learn a trade and you will not starve". The quality of training is very good with intense daily studies. The instructor to student ratio runs 1 instructor to 12 students for "hand-on" hanger work, and 1 instructor to

55 students in the classroom. Graduates are highly sought after due to the fact that many who portray themselves as mechanics are sometimes not formally trained. NAA trains A&Ps exceptionally well. One member commented that sometimes new A&Ps don't have the seasoned problem solving abilities and varieties of experiences as the veteran certified A&P, but NAA provides the best that training can offer for a starting mechanic. Bud currently has employed a NAA graduate as says the training was excellent and when he needs another, he will definitely get a NAA graduate.

The demand for A&P Mechanics and Avionics certification added is rising exponentially. The average age of A&Ps nationally is now 55 years. These people will be replaced in the next 10 years and the demand is rising in the industry despite the lackluster economy. Placement for NAA graduates is definitely not a problem!

Some of the key questions arose from the membership included:

- If I was an A&P but have not done so for years, how does one get re-qualified? Teresa said that NAA has a re-certification, 2 week program that previous A&Ps can return to the mainstream of employment.
- What about being an inspector? NAA has a special Inspector Authorization program that is a 4 day class to train previous A&Ps as Inspectors.
- What about training skills for building our own experimental aircraft? NAA does not have any experimental builder support instruction, but EAA has several seminars to help builders at times and events throughout the year such as at the upcoming Sun 'n Fun.

- What about training for Rotax, Light Sport Aircraft? NAA again is only focused on A&P mechanics, inspectors, avionics and IN THE FUTURE, commercial flight instruction. Bud mentioned that there is a 160 hour course offered to prepare pilots to maintain Light Sport Aircraft.

Bud Yerly and the membership thanked Teresa for the program and presented her with a certificate of appreciation. The program was concluded at approximately 10:30 AM.

Respectfully Submitted,

Steve Reisser, VP

Acting Secretary

January 28, 201

MUST READS

1. This is way too cool for r/c stuff....check out the quadrotors: http://www.youtube.com/watch?feature=player_embedded&v=YQIMGV5vtd4#!
2. Meet the new president of Sun-n-Fun: <http://www.generalaviationnews.com/2011/12/08/meet-the-new-president-of-sun-%E2%80%99n-fun>
3. Don't forget r/c jets! <http://www.franktiano.com/FljetsFrameset.htm>
4. DARPA Works On Virtual Reality Contact Lenses

Digital images could be directly projected onto lenses to improve soldiers' situational awareness.

By **Elizabeth**

Montalbano  [InformationWeek](#)

February 01, 2012 01:03 PM



Slideshow: Next Generation Defense Technologies

[\(click for larger image and for full slideshow\)](#)

The Department of Defense (DOD) is working on contact lenses that would enhance soldiers' vision to improve intelligence, surveillance, and reconnaissance (ISR) activities without the need for specialized equipment that is currently used in the battlefield.

The Defense Advanced Research Projects (DARPA) agency is doing work at Washington-based Innovega iOptiks to create wearable eye lenses with tiny, full-color displays onto which digital images can be projected to give the wearers better situational awareness, according to the [agency](#). The lenses would allow users to focus simultaneously on images that are

both close up and far away, which would improve their ability to use portable displays while still interacting in real time with the environment around them, according to DARPA. A [graphic](#) on the agency's website shows the basic design of the lenses.

The technology is being developed as part of DARPA's [Soldier Centric Imaging via Computational Cameras \(SCENICC\)](#) program, which aims to integrate a range of technologies--including advanced imaging, optical-sensing, immersive displays, and video processing--to "eliminate the ISR capability gap that exists at the individual soldier level," according to the agency.

These activities are currently hampered by equipment such as binoculars, night-vision goggles, and the like, which "provide limited performance" as well as weigh a soldier down, according to the agency.

"The current gap in soldier-centric situational awareness results from the predominantly airborne, video-based, downward-looking, operational concept employed by

nearly all ISR systems producing critical limitations to resolution, field-of-view (FOV), waveband coverage, persistence, and access to actionable information at the soldier scale," according to a broad agency announcement about SCENICC on [FedBizOpps.gov](#).

A better solution, which the virtual-reality contact lenses could provide, would "operate hands-free, provide similar or better magnification on-demand, while providing FOV equal to that of the unaided eye," according to DARPA. It also ultimately would cost less than the equipment currently used for soldier ISR.

Using virtual reality technologies to improve how soldiers perform on the battlefield has been a particular interest of the U.S. military for some time, not only for ISR activities but also for soldier training.

The DOD already uses a variety of virtual worlds to simulate battle, and is even working on technology that would allow soldiers to actually feel [explosions or debris and gunshot impact](#) during training through computer simulation.

http://www.kurzweilai.net/darpa-works-on-virtual-reality-contact-lenses?utm_source=KurzweilAI+Weekly+Newsletter&utm_campaign=bd2df3e9b6-UA-946742-1&utm_medium=email

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EDITOR'S CORNER

Let's all pitch in and make this a great
Sun-n-Fun!

FLY SAFE

&

DON'T BE AFRAID TO
GO AROUND!

Jeff Kaloostian, Editor

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