

**Meeting this  
Saturday;  
June 26, 2010 @ 0900  
Breakfast at 0800**

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**Presidents Corner**

**Destination: Aviation  
Scholarship Donations---  
Last Call**

Thanks to the generosity of several chapter members, we have again made it possible for one or more disadvantaged youngsters to participate in the annual aviation summer camps offered by the Florida Air Museum at Sun'n Fun.

At our May chapter meeting, we collected exactly \$400. Bravo! Congratulations! Way to go! Kudos! Yea! Hoorah! Chapter 175 should be pleased with our continued support of this wonderful youth summer program.

We'll make one final pass at the June meeting to enable those who have not yet had a chance to make a contribution to so. As the old saying goes, "no contribution is too small---or too big, for that matter!" All funds will be put to good use by Destination: Aviation for scholarships or extras such as class materials, fuel for pilots who volunteer to fly campers, snacks, etc.

***EAA Chapter  
175  
March 2010  
Newsletter***



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**Program**

EAA 175 Program for Saturday,  
June 26, 2010

Saturday, June 26<sup>th</sup> will be a project day for our membership. We are gathering as many as possible to help prep the wings of our MiniMax (sand and varnish). We will do that early to minimize the heat but do wear light clothing. Bud Yerly and Mike Zidziunas will spearhead the festivities so come early for breakfast and plan to have FUN.

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**EAA CHAPTER 175  
MONTHLY MEETING  
MINUTES FOR MAY**

DATE: May, 2010

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

ATTENDANCE: 17

Business Meeting

The meeting was opened by President Bud Yerly at 0900. Bud thanked Ginger Adelstone and Jeff Kaloostian for preparing breakfast this morning. In the absence of Gordon Knapp, Secretary, who was attending a special Board planning weekend at Sun 'n Fun Fly-In, and Tom McLinskey, Treasurer, there were no formal minutes or financial reports given this month. Ginger took the minutes for this month's meeting as Recording Secretary. Bud welcomed our visitors.

Bud commented upon a conversation he had with a Sun 'n Fun Fly-In British visitor and exhibitor who was surprised at the amount of effort and large number of volunteers involved in all aspects of the event. In comparison to volunteers at England fly-ins, it seemed to him ours put in longer hours and do more actual productive work. Bud also noted aviation vendors are being very selective in the events they attend, given the economic conditions still prevailing. They will choose AirVenture, Sun 'n Fun or other venues that are most attended by their customer and prospect base, rather than participating in all of them. As a result, some "regulars" were not at Sun'n Fun this year, though traffic through the exhibit areas was good. (Note: Sun 'n Fun

reported a record number of vendors in April, including new Exhibit Building “E”).

Long-time chapter member Stan Sutterfield, who now resides at the Spruce Creek Airpark on the east coast, flew in today in his new RV-8A. Stan was the guest of honor at our chapter’s annual dinner in early January, where he presented a program on his building project and trip from Florida to Alaska with his son, Kevin, in a Piper Pacer. (Kevin’s “day job” is piloting an F-22 Raptor.) Stan gave an update on his RV since flying off the initial restrictions. He reported he is still making and adding modifications and there are some minor mechanical issues to be worked out, but he is very pleased with its performance, giving a true cruise of about 200 mph, with a fuel consumption giving the equivalent of 20 miles per gallon. Bud commented upon several conversations he had with Sonex, Jabiru and Europa vendors and flyers during the fly-in, noting that most kit aircraft with modest-sized engines are getting in the 20-25 miles per gallon range---up to 30 mpg with leaning and lower speed techniques.

Updating the members on the chapter’s MiniMAX project, Bud suggested we have a workshop for the purpose of removing the old varnish and sanding. Only a few people showed interest in volunteering.

Bud said if we don’t get started, we’ll never get it done. Stan noted that at Spruce Creek there are some 400 members in the EAA chapter and half or more attend their meetings; but, it is, like everywhere, challenging to get members involved. A brief discussion of rules for non-profit organizations, like our chapter, selling aircraft ensued. Bud noted there is someone interest in purchasing the MiniMAX, but not until it is done. This concluded the business portion of today’s chapter meeting.

#### Program

Steve Reisser presented a discussion of ADS-B, which is the acronym for Automatic Dependent Surveillance Broadcast, the basis of the FAA’s “NextGen” system of digital, as opposed to voice and ground based air traffic control. It will make aircraft identification, position, altitude and speed available to other aircraft and ATC.

The system will be comprised of ADS-B IN and ADS-B OUT transmitted data. The former will be available to appropriately equipped aircraft and vehicles in 2013 wherever there is radar coverage in the National Airspace System (NAS). ADS-B OUT capability will come on-line by 2020 and be mandatory---though these target dates will likely be extended. Essentially, all

aircraft operating where a transponder is required will need ADS-B capabilities. It is probable that current transponders and other present general aviation aircraft avionics will be able to be modified to meet the requirements. Commercial and IFR aircraft will have to meet additional equipment and performance requirements. Final rules are due out any day.

Steve gave an overview of Performance Based Navigation (PBN), which will ultimately replace current ground, based navigational systems (VOR-NDB). PBN is based upon RNAV and RNP. Steve inundated us with a bewildering array of future acronyms from SWIM to FIS-B, NNEW, OPD, UAT and my favorite, the “Extended Squitter”.

The ultimate purpose of these advanced systems is to enhance all phases of flight from planning to arrival and taxiing with reduced need for human intervention. When all these high-tech systems are eventually implemented and integrated, they will provide pilots with greater efficiency through real time weather, reduced fuel consumption, saved time by direct flight paths, reduced separation, obstacle and terrain avoidance and preclude possible runway incursions. Much of general aviation will only use a portion of these advanced systems.

It is beyond the scope and purpose of these minutes to cover the technical aspects of Steve's presentation in detail. Those members who want to learn more are welcome to talk to Steve directly.

The program and meeting concluded at 10:08 a.m.

Submitted by:

Ginger Adelstone,

Recording Secretary and

Gordon Knapp

Secretary

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## For the fun of it!

Flying Check out Code One:

1. Anyone familiar with speed?!  
<http://hooniverse.com/blog/2010/06/22/rocket-rails/>
2. Auf Deutsch:  
<http://www.formfreu.de/?p=18102>
3. Tim Neubert's new jet: **Polish built ISKRA military jet trainer** He's planning to race it in the jet class at Reno this fall.



4. Terraugia, Inc., developer of the Transition Roadable Aircraft, or "Flying Car," announced it has received a partial exemption from the FAA to allow the vehicle a maximum takeoff weight (MTOW) of 1,430 pounds (650 kg), or 110 lbs over the 1,320 lbs MTOW allowed for land aircraft by FAA light-sport aircraft regulations. The company states the additional weight will accommodate the structure and equipment necessary for compliance with the Federal Motor Vehicle Safety Standards (FMVSS), which are not required for non-roadable LSA.

The company originally requested a MTOW increase to 1,474 lbs, but the FAA cited established precedence in granting the exemption at 1,430 lbs - the same weight overage allowed for aircraft intended for operation on both water and land. Equipment to comply with FMVSS includes airbags, an energy absorbing crumple zone, and a protective safety cage.

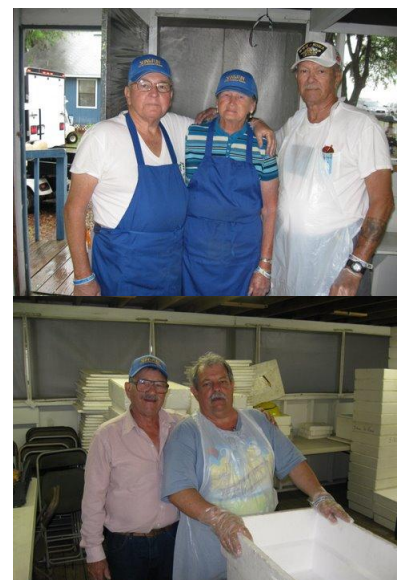
[Read the story](#)

### 5. *Cuzoom* Super STOL

One of the hot rod STOL planes at the Valdez May Day Fly-In this year was Mike Olson's *Cuzoom*, complete with leading-

edge slats, nitrous oxide boost, and an unreal angle of attack. [Watch the video](#) and hear what it's like to fly *Cuzoom* from pilot Ed Doyle, who made a 80-ft take-off, a 68-ft landing, and placed 5th overall in the STOL competition, alternate bush class. Also look for a story about the event in the July issue of *EAA Sport Aviation*.

6. Still trying to fly that car!  
<http://jalopnik.com/346909/barrett+jackson-panoz-esperante-flying-car-takes-off-for-only-45000>
7. Double-bubble aircraft?!  
<http://www.gizmag.com/mit-double-bubble-green-aircraft/15142>
8. From Art's camera: Thanks Art!



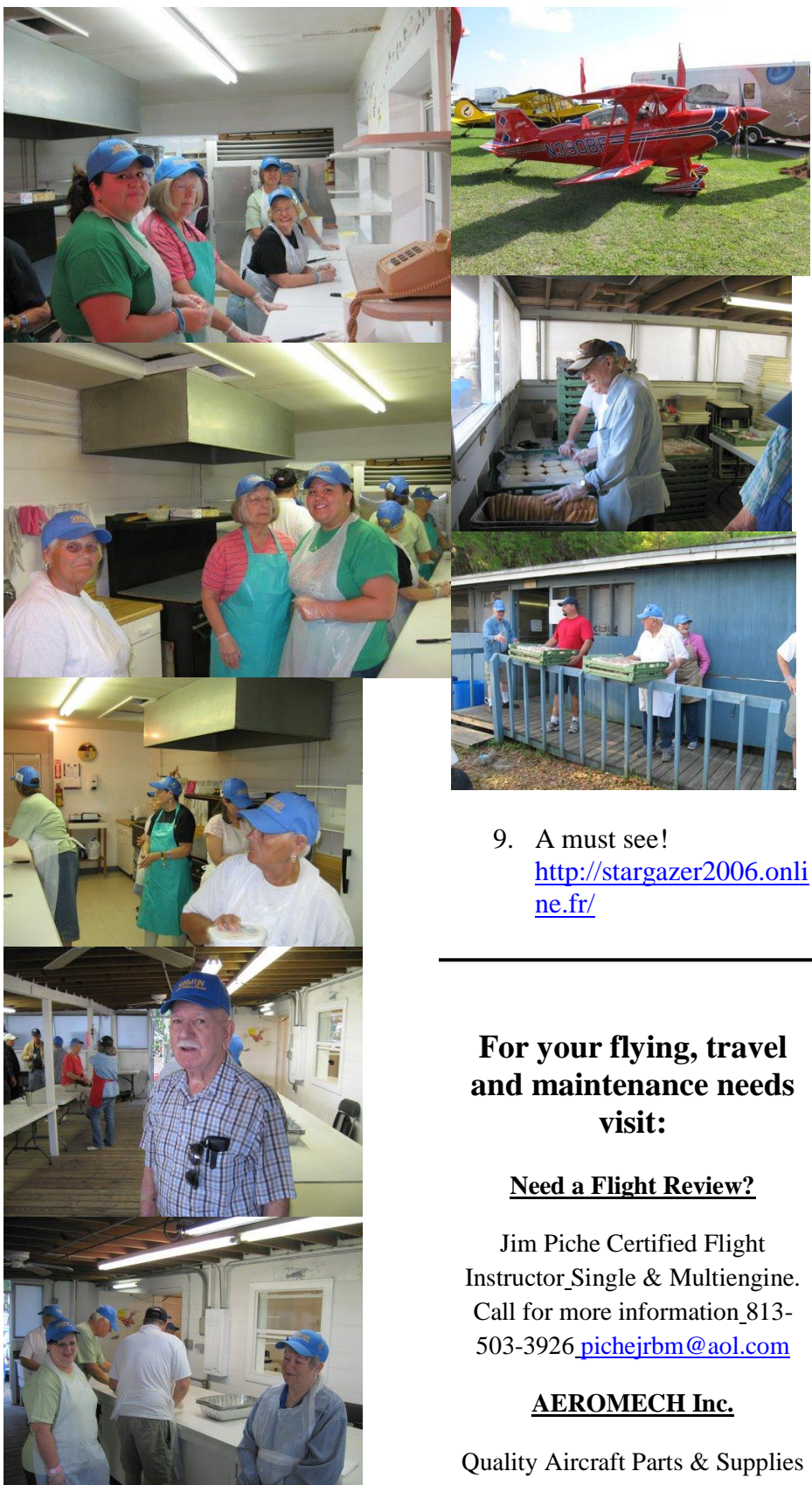












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9. A must see!  
<http://stargazer2006.online.fr/>

## **BOARD MEMBERS**

### President

Alan "Bud" Yerly  
813-244-8354 (C)  
[BudYearly@msn.com](mailto:BudYearly@msn.com)

### Vice President

Steve Reisser  
813- 482-1308  
[stevereisser@yahoo.com](mailto:stevereisser@yahoo.com)

### Secretary

Gordon Knapp  
813-251-5282 (H)  
[gordo.gram@verizon.net](mailto:gordo.gram@verizon.net)

### Treasurer/Membership

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813-988-4540 (H)  
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Tom McLinskey  
813-988-4540 (H)  
[MacPitts@aol.com](mailto:MacPitts@aol.com)

**Jeff Kaloostian**  
**813-770-9372 (C)**  
[jkaloostia@earthlink.net](mailto:jkaloostia@earthlink.net)

### **Newsletter Editor**

Jeff Kaloostian  
813-770-9372 (C)  
[jkaloostia@earthlink.net](mailto:jkaloostia@earthlink.net)

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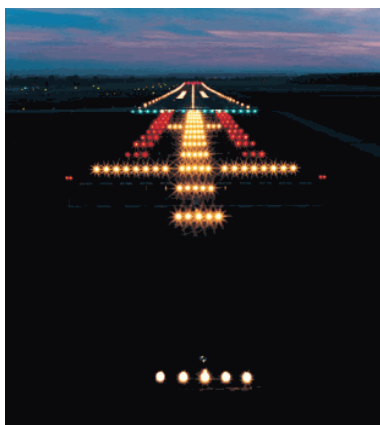
## ***EDITOR'S CORNER***

### **Pilot SAFETY**

1. [Online safety courses:](http://www.aopa.org/asf/online_courses)  
[http://www.aopa.org/asf/online\\_courses](http://www.aopa.org/asf/online_courses)
  2. Learn a lesson from  
AOPA accident database:  
[http://www.aopa.org/asf/ntsb/search\\_ntsb.cfm](http://www.aopa.org/asf/ntsb/search_ntsb.cfm)
  3. Attend a FAA safety  
meeting at MOSI, 3<sup>rd</sup>  
floor, 7PM on the second  
Tuesday of each month!  
See you there!
- 

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

*Jeff Kaloostian, Editor*



**Comments or email address  
changes to**