

***“Happy
Thanksgiving”***

***EAA Chapter
175
November 2010
Newsletter***



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

**Meeting this
Saturday;
November 27th, 2010
@ 0900
Breakfast at 0800**

***Help spread holiday
cheer...
Drop off canned goods
at Leading Edge
Aviation after the
meeting!***

**EAA 175 Program for
Saturday, November 27th,
2010.**

**“FLYING BEYOND THE
LIMITS”**

Bud will be talking about the recent experimental aircraft losses due to structural failure caused in part from installing too large of engines and flying the planes beyond their weight limits.

Gordon will talk about 10 minutes on Sun 'n Fun/Florida Air Museum update.

Breakfast at **8 A.M.** and the program will begin at **9 A.M.**

DATE: October 23, 2010

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

ATTENDANCE: 26

Business Meeting

President Bud Yerly opened the monthly member meeting at 0900, thanking V.P. and Program Chairman Steve Reisser for covering for him last month when one of Bud's Europa builder clients needed help early on the morning of our September meeting. Steve not only ran the business meeting, but gave the presentation on aviation programs available for the new Apple iPad, since Luis Hoyos had a family health emergency which prevented him from doing it as scheduled. Bud then recognized Mike "Z" Zidziunas and Luis for preparing breakfast this morning. Guests were introduced, including John Boulter, WWII ace who flew P-40s

and P-51s in the China-Burma Theater and is still an active glider pilot at 80 years, presently building a motor-glider. Treasurer Tom McLinskey gave a verbal financial report and noted we'll be conducting a complete audit by the end of the year. His update and the minutes of the September meeting, included with this month's newsletter, were unanimously approved.

Bud then reported on the recent Board Meeting which focused upon the upcoming officer and director election to be held during the November chapter meeting. First, current Board members were surveyed to determine if they would be willing to continue, with some modifications to duties. All officers agreed to continue if elected. Directors Ginger Adelstone, Earl Groff, Don Miller and Art North have also agreed to continue on the Board. Dave Hansma and Lyle Flagg serve as directors by virtue of being past presidents of the chapter. In order to give full attention to the all-important task of providing chapter meeting programs, Ginger Adelstone will head up this role, assisted by Jeff Kaloostian and Steve Reisser, forming a programs team. The members agreed to the list of officers and board members with no additional nominations from the floor. Bud said anyone wishing to present a nominee needed to do so within the next week. Lastly, he said we'll do a complete review of the Bylaws prior to the installation of the new Board in January.

Bud noted Mike "Z" is our chapter Technical Advisor and Rich Denton is our Sun 'n Fun Volunteer Kitchen Co-Chairman with Pete Lansbery. Tom and Renee will continue to serve as the chapter's Young Eagles Program coordinators.

Bud asked Ginger to report on membership issues, noting she has agreed to be the Membership Director for the chapter, in addition to helping plan programs. Ginger reminded members a Chapter Member Questionnaire has been sent to all current members and prospects via e-mail. This information will be used to bring chapter records up to date as well as helping us to determine areas of interest for programs and chapter activities. She handed out additional questionnaires for those who had not yet completed them and asked that they be returned electronically, by mail or in person as quickly as possible so the updating process can be finalized.

Ginger also gave a report on a seminar she had recently attended that featured retired AOPA president Phil Boyer, now a director with Aspen Avionics, who spoke about federal user fees. She noted that when he was the head of AOPA he adhered to the organization's position that such fees should never be imposed. Now, he says it is almost inevitable that some form of user fees will be forthcoming, but didn't have a timeline. She also commented that several outfits are working on "green" fuels for aviation use and

seminar attendees were briefed on the test progress being made with these alternative, sustainable fuels.

Mike "Z", a certified Rotax service technician, has recently put together a tour group program for Light Sport Aircraft to fly to the Bahamas, now that LSAs are welcome there. See Mike for details. Carl Boenig, whose company, W.A.R Replicas based in Brandon, markets a series of half-size WWII fighter aircraft in the Experimental category, commented briefly about his operation. Carl will do a program about these designs for us in January.

Art North reported on activities of the Silver Lady Ercoupe group, which has two openings. Gordon Knapp briefed the group on recent activities at Sun 'n Fun, including the giant scale radio-control model aircraft meet recently concluded on site, which is the third RC event to now be held there annually. Wings & Things youth aviation weekend is scheduled for November 5--7 and volunteers are always welcome. Next April, the Blue Angels will perform at the fly-in for the first time in honor of the 100th anniversary of Naval Aviation. Gordon handed out 2011 SnF posters and encouraged our group to take them to FBOs and other aviation centers. He said he'll have more information on Sun 'n Fun and the Florida Air museum at a future meeting.

Wrapping up the business meeting, Steve Reisser said plans are progressing for our chapter's annual dinner in January at the Frontier Steakhouse Cattle Company on Sligh Avenue. More information will be forthcoming as to the menu options and program.

In new business, Mike "Z" reported to the group on new, required international terminology at towered airports, such as, "Line up and wait" instead of "Taxi into position and hold" to minimize communication confusion and reduce the chance of runway incursions. Tom commented about an exchange he had with the new verbiage at Ft. Lauderdale.

The business portion of the meeting concluded at 0930.

Program

Tim Neubert, president of airport safety products and services company Neubert Aero Corp. (NAC), did a presentation for us in May, 2009, after returning from the Reno Air Races. His aircraft, a custom Cassutt III Formula One racer, "Invictus", did not compete in the 2008 event, due to circumstances beyond his control, but returned the following year to win the Gold Race on the first try! The Cassutt is powered by a stock 100 h.p. O-200 engine and tops out around 250 mph during the race, keeping to about 60 feet above ground around the pylons and touching down at over 100 mph. Tim generously put "Invictus" on display in the Florida Air Museum for the better part of

a year after it appeared at the fall AOPA Summit in Tampa.

While at Reno the past couple of years, Tim became intrigued with the jet class and began searching for a suitable aircraft, settling upon a PZL/WSK Mielec TS-11 Iskra, formerly a fighter-bomber, trainer with the Polish Air Force (hold the “politically-incorrect” Polish jokes). The vast majority of planes racing at Reno are Czech L-29s and 39s, including a much modified one piloted by former astronaut and decorated Air Force fighter pilot Curt Brown, a deHavilland Vampire, a Fouga Magister and Tim’s sole Iskra. Tim explained the Iskra has a number of features, such as internal starting power, pressurization, full dual controls, etc., which he thinks make it a superior design.

He located the plane, one of approximately forty in the US, in Arizona, where it had been stored, not flown, for the past five years. His crew literally blew the heavy coating of desert dust off it and it started right up! The paint scheme is the way the jet was when purchased---a real bonus. His team attached 9 cameras on various parts of the airframe and made a time-lapse video of the trip to Reno from Brooksville, as well as during the pylon racing itself. Since the design is Polish in origin and the purpose of his plane is racing around pylons (poles), he named it “Pole Dancer”.

Tim showed a short video of jet racing at Reno to give an idea of what is involved. He said a

number of clips are available on You Tube, too.

The race course is an oval approximately 8 miles in length and laps run about 5 minutes from 50 to 500 feet AGL. Tim said the course is a lot like a NASCAR race, constantly turning. His pilot is Thom Richard, who also flew “Invictus” to 1st place in the Formula One Gold event last year. This time, Thom piloted the jet to victory in the Silver race, but they decided to “pass” on that trophy in order to take a chance on a prize in the Gold race, which allows unlimited mods to the racers. Running stock, they did not win a trophy in the Gold, so technically “Pole Dancer” shows no victories this year, but in actuality the team did very well.

One of Tim’s objectives with “Pole Dancer” and air racing is to use the plane as a promotional tool for his business. There is no doubt the plane attracted a lot of attention at Reno and wherever it will appear on behalf of NAC Corp.

Tim had a number of “Pole Dancer” logo items which he distributed to our attendees today. Nope, no drawing for a flight, as the aircraft is not in Tampa, but at NAC’s hangar at Brooksville. Maybe the next time, Tim---hint, hint!

The program ended at 1010.

Submitted by:

Gordon Knapp

Secretary

For the fun of it!

1. We’re almost there for space travel!
<http://www.gizmag.com/runway-open-spaceport-america-virgin-galactic/16759/picture/123604>
2. Easy to build and fly:
<http://www.wired.com/utopia/2010/11/diy-airplane-gets-you-flying-in-14-days/all/1>
3. Vet’s Day at Sun-n-Fun:
<http://www.sun-n-fun.org/getdoc/4d10b4e3-f7fe-490d-b42f-3e3f97b8ca57/HDCPhotos.aspx>
4. Maybe something more fun to drive?!
<http://jalopnik.com/5596965/these-flying-cars-dont-fly-they-whoosh/gallery/>

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www.reliableaviation.com

BOARD MEMBERS

President

Alan "Bud" Yerly
813-244-8354 (C)

BudYearly@msn.com

Vice President

Steve Reisser
813- 482-1308

stevereisser@yahoo.com

Secretary

Gordon Knapp
813-251-5282 (H)
gordo.gram@verizon.net

Treasurer

Tom McLinskey
813-988-4540 (H)
MacPitts@aol.com

Young Eagles Coordinator

Tom McLinskey
813-988-4540 (H)
MacPitts@aol.com

Membership

Ginger Adelstone
813-264-7827
pilot.adelstone9@gmail.com

Newsletter Editor

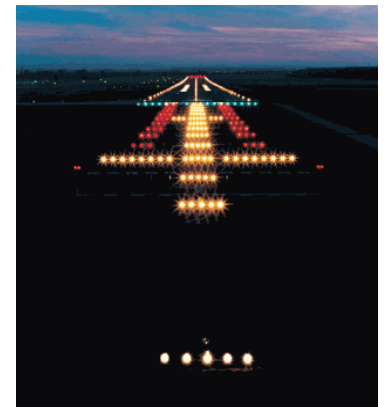
Jeff Kaloostian
813-770-9372 (C)
jkaloostia@earthlink.net

enjoyable Thanksgiving"

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

Jeff Kaloostian, Editor

Website at
[http://robinsonhs.mysdhc.org/
teacher/3731Kaloostian](http://robinsonhs.mysdhc.org/teacher/3731Kaloostian)



Comments or email address
changes to
Jeff Kaloostian
813-770-9372 (C)
jkaloostia@earthlink.net

**ANOTHER EMAIL HAS
STEVE REISSER'S IPAD
REVIEW!**

EDITOR'S CORNER
*In this holiday season, I'm
going to be saying
perfectly politically
incorrect stuff, so for now;*

*"Give thanks
tomorrow to God,
for all His blessings
to us as He provided
to the Pilgrims.
Have a very safe and
wonderfully*