



<http://www.eaa175.org>

**EAA  
CHAPTER 175  
Smoke Signals  
October 2012**

**EAA EAGLES  
Saturday  
Oct 27th  
Breakfast @ 0800  
Short meeting@  
0900  
EAGLES to follow  
*Thanks to the  
National Aviation  
Academy for  
helping with food  
support***

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## **President's Corner**

By  
Bud Yerly

I have been Chapter President for ten years and have enjoyed every minute of it. I have always enjoyed leadership positions in my careers because I was taught early on to surround myself with outstanding people, let them do their job, and make sure they are taken care of and given all the support they need. In Chapter operations I have been blessed by the support of officers and board members and many times carried by their strength. As a result of this relationship, we have a superb core of officers, directors and chairmen that are capable, and willing to lead the chapter. It is time for me to step aside and take on more of a support role. At last I will have the time to devote to being a Tech Counselor for the EAA Members, do more articles for some periodicals and write tech support and safety articles.

I also will be able to fly my airplane more, health and weather permitting, as it is gathering dust most of the time.

In July one of the last things an outgoing president does is to have a Board meeting, and there we laid out our plan for nominations for chapter positions over the next two years. As President I was tasked to select a nominations committee and I chose our Membership Officer, Secretary and needed one person from the membership at large. Ginger Adelstone, Gordon Knapp and Allen Chester accepted the challenge and spent the next three months canvassing folks, confirming, and asking for their commitments for each job opening. The nominations presented are well thought out, and when elected by the membership, will lead us well into the future. To support each position the committee found another officer/chapter member as a backup to most of the positions so no one person must feel like an island.

Like I said, I am a blessed guy and so is our chapter, as our future leaders are willing, well supported and more than up to the task.

**Please review the nomination committee's presentation in this issue and join us at our Chapter Open House, and Eagle Flights on October 27th . I**

am working like a dog trying to get my annual done to fly in my plane to join in the flying of potential new or refurbished aviators and share a day with friends and family. So why don't you join us, bring a friend that wants to get back into flying and grab a plane, fly in and enjoy the day.

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**PROGRAM**

There will be no formal program, but there will be a consolidation of names for new board members. Please review the below:

**Nominations  
Compiled for EAA  
Chapter 175 Elections**

As required by the By-Laws of EAA Chapter 175, the nominating committee chaired by the Chapter President, and assisted by members Ginger Adelstone (as membership), Allen Chester (membership at large) and Gordon Knapp (Secretary) submits nominations for Chapter 175 elections to be held at the November 2012 Chapter meeting. Chapter members elected or appointed below will serve for two years beginning January 2013.

Official Nominations for officer positions at the November 2012 election are as follows:

President:

Ginger Adelstone

Vice President:

Jeff Kaloostian

Secretary:

Steve Reisser

Treasurer:

Don Miller

Membership Officer:

Bill Johnston

Note: Nominations from the floor to run for any of the positions may be submitted at the October Chapter Meeting. No person may nominate themselves. A nomination and second is required for a nomination from the floor. A ballot will be produced and the election conducted at the November meeting.

In accordance with the Chapter By-Laws the membership votes for the board of directors of the chapter following the election of the officers above.

The Board of Director Positions as directed by the chapter by-laws are:

Board President:

(Elected Officer for Chapter President)

Board Members:

(Elected Officers from above.)

Additional Board Members (Class II) Appointed and continuing to serve as voting members and confirmed by the membership via vote are:

Bud Yerly - Previous Chapter President

Art North -

Historian/Event

Photographer/Silver Lady

Liaison

Earl Groff - Silver Lady Liaison/Special Projects

Dennis Whitley - FAA

FAST Team Member/

Education and Safety

Richard Ilfeld -

Newsletter Editor

Area Chairmen appointed by the President and endorsed by the Board of Directors but not voted on by the membership are:

Tom Beiser – HCAA Liaison and Chapter Facilities Manager

Allen Chester – Kitchen Coordinator

Rich Denton – Sun 'n Fun Chairman

Cdr. Gail Ryan – Young Eagles Coordinator

Leon Adelstone – Assistant Young Eagles Coordinator

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## EAA CHAPTER 175 MONTHLY MEETING MINUTES

DATE: September 22, 2012

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

ATTENDANCE: 20+

### Business Meeting

The meeting was opened by President Bud Yerly at 0900, recognizing Renee and Tom McLinskey for preparing breakfast this morning, with assistance from Jeff Kaloostian. Tragically, as they were finishing their kitchen chores, Tom and Renee learned their good friend, Andreas Wendel, a pilot for Swiss airlines Edelweiss Air, flying the C-172 they owned in partnership with him, died when it crashed north of Tampa in the middle of the night. No details were available at the time and the McLinskeys left immediately to be of whatever assistance they could.

Moving on to the general meeting, Art North updated us on repairs and upgrades to the Silver Lady Ercoupe. Leon Adelstone noted pilots are needed for our upcoming chapter Open House and Eagle Flights on October 27<sup>th</sup>,

right after our regular meeting. Gordon Knapp reported on two long-time members of our chapter who are facing health issues. He told of having a good visit with past chapter president Lyle Flagg, recuperating at the Brandon Health and Rehabilitation Center and doing much better. He also updated us on Charlie Henwood, who teams with his wife, Dolores, most months to prepare our breakfasts, recently undergoing successful heart surgery at Tampa General and now recovering at home.

Ginger and Leon Adelstone then briefed us regarding today's special event being held right after today's chapter meeting concludes. They have been working on a Flash Mob Fly-In for several months and, in fact, had originally planned to hold it in May, and then June, but both times the weather was uncooperative, so it was postponed through the stormy summer until today. Leon explained how a flash mob fly-in works and the extreme importance of keeping the location a secret until the morning of the event--hence the "hush-hush" atmosphere surrounding this project. If participating pilots knew in advance where it would be held, it would spoil the whole effect. Leon noted we've had a very good response in "hits" to the Web site promoting the surprise event and that the word that it's

"on" would go out this morning, via e-mails, about the time our chapter meeting concluded. He asked all those volunteering to help greet arriving aircraft, serve lunch, etc. to stand by at the end of the meeting so we can go right to work setting up for our flash mob guests. Furthermore, Leon said Mark Moberg of Leading Edge has been helpful and Bud noted the new General Aviation Manager at HCAA, has also been most supportive.

Don Miller briefed us on the ongoing hangar renovation project at KVDF. Bud and Ginger then covered plans for our October Open House and Eagle Flights, stressing that we are seeking mature pilot prospects, same as we did with our initial effort last year. Those people who have flown in the past or started on their training, but who had to drop out for various reasons (finances, time, family and work responsibilities, etc.) and those who've wanted to fly, but just haven't had the opportunity to learn how to go about it until now, are our target audience for this event. Jeff Kaloostian has created a poster that is being placed at FBOs and other likely locations in our general area. Bud encouraged all of us to "get the word out" to potential pilots we know. Word of mouth and personal contact are the best ways to attract the visitors we want at the Open House.

Wrapping up the general portion of the meeting, Bud briefed our members on the Nominating Committee's progress in preparing for the chapter Board of Directors election to be held during the November meeting.

The business meeting concluded at 0922.

### Program

Bud introduced Dennis Whitley, a member of the FAA's FAAS Team involved in continuing pilot safety education, and a long-time friend of many central Florida flyers for his generous assistance with training and FAA issues. He is thoroughly involved in the FAA's Wings seminars and encourages all pilots to take advantage of them. The Wings Program is helping to enhance flying safety, as it has been found participants in these seminars are less likely to be involved in a mishap or serious accident. The focus of today's presentation was The Flight Review. Bud noted he had just concluded his.

Dennis began his comments by noting pilots should not dread the flight review, but look upon it as a cooperative learning and review process. The rules are set forth in 14 CFR 61.56 of Federal Aviation Regulations. The purpose of the Flight Review is to promote safe flying practices and is comprised of both a flight and ground portion, each taking a minimum of an hour, but generally longer, for a complete evaluation. The Flight

Review must be completed every two years, but can be done more often as needed for safe flying. Dennis recommends that pilots do a Review annually to stay sharp and up-to-date.

A Flight Review includes current general operating rules and those flight maneuvers and procedures *at the discretion of the person giving the review* that are necessary to demonstrate safe exercise of the privilege of the pilot certificate. It is required of all pilots who intend to act as Pilot in Command (PIC). The Flight Review has to be done in an aircraft the PIC is rated in, by an authorized instructor, endorsed in the pilot's log book and done within the 24 month timeframe. There are some exceptions to the Flight Review rule for student pilots under the guidance of a CFI, military, etc. Simulators and other flight training devices may be used under specific circumstances.

Dennis then discussed the phrase "at the discretion of the person giving the review", noting that the criteria is common sense based, not rigid. The examiner is looking for proficiency in the type of flying the individual normally does. The pilot and the reviewer need to establish what is expected so there are no surprises. It's not meant to be a "gotcha" test, but a demonstration of safe operation. If the review is not satisfactory, a plan needs to be agreed upon to correct deficiencies. The review is "scenario based" with the goal of

ensuring that the pilot operates with an acceptable level of safety. For example, pilots may know how to use the Direct to Nearest Airport aid on their GPS, but that may not be the best or safest route (mountains? over water?).

Every Flight Review should consist of four phases: (1) preparation (2) ground review (3) flight activities and (4) post-flight debriefing. Dennis highlighted some points to be aware of for each of these phases in order to have a successful review. During the review, Pilot Decision Making (PDM) skills and risk management are guiding principles. The FAA has found many Private Pilots have not been trained in these techniques. Most pilots are in need of recurrent training to break old habits, learn new skills and stay up on changing regulations.

In conclusion, Dennis urged pilots to view the Flight Review not as a "check ride", but as an instructional opportunity to assess and improve their knowledge and proficiency.

He noted the #1 problem leading to accidents stems from pilots in a rush. A new problem phenomenon is pilots with "glass cockpits" flying head down, not paying attention to what is going on outside the aircraft. Bud calls it "buttonology". Pilots often don't have a good working knowledge of how to use all the technology available effectively.

Following his formal presentation, Dennis opened the floor to questions and discussion.

Bud thanked Dennis for his presentation and presented him with a Chapter 175 certificate in appreciation.

The meeting concluded at 1040.

Submitted by

Gordon Knapp, Secretary



## **MUST READS**

### **SAFETY**

1. There are always great interactive instructional videos at AOPA's Air Safety Institute to learn about various subjects at:  
[http://www.aopa.org/asf/online\\_courses](http://www.aopa.org/asf/online_courses)
2. Check out AOPA safety videos at:  
<http://www.aopa.org/asf/video/safety-videos.html>

### **EAA NEWS**

1. EAA leadership team coming to Sarasota:  
<https://secure.eaa.org/apps/grassroots/>

### **FOR THE FUN OF IT**



- 1.
2. **NBAA; October 30 – November 1, 2012 • Orlando , FL**



NBAA2012 represents the most productive and efficient opportunity for business – all in one place, all at one time. There's no other aviation event that can match it – the key operators and industry leaders will meet in Orlando , FL to conduct business, make buying decisions and set the stage for business aviation activity for the year ahead.

Attendees, the decision makers in the industry, will be spending time on the Exhibit floor, meeting and interacting with Exhibitors, and playing a central role in the purchase process for their Companies.

NBAA2012 will feature Exhibits at the Orange County Convention Center, an on-site outdoor Static Display at the Orange County Convention Center and a Static Display of Aircraft on Orlando Executive Airport, over 100 Education Sessions and

Maintenance and Operations Sessions (M&Os) and over 25,000 business aviation professionals who are interested in seeing and learning about all that is new in the world of business aviation.

<http://www.nbaa.org/events/amc/2012/>

3. **Flash Mob Fly In!**

It was a rainy day...no, not today! After two previous tries, the Flash Mob Fly In came with the buzzing of planes in the air, and was probably the most activity Tampa Exec had seen in a long time! Leon Adelstone sent out the final announcement as to where it was located to all who had said they wanted to come at just before 8am that morning. Till then, no one who signed up knew where it was going to be. All they knew was it was within a 100 mile radius of Orlando, in Central Florida! I tell you, these folks like adventures!

Thanks to the pre-work of Steve Reisser, who kept us updated on the website he created, and Leon Adelstone, who kept up with the people wanting to come, it was a success! The folks south of us could not come, as they were still rained out!

So many of you volunteered! Steve Reisser was timing the planes as they landed, while

Allen Chester guided them in from the signs Leon Adelstone made, giving directions to the chapter house. Michael Tippen parked the planes, and thanks to Andy and the staff at Leading Edge, we could use the tarmac instead of the still soggy ground, that everyone would surely be stuck in!

Gordon Knapp took the money for the lunches, which Jeff Kaloostian and Jon Buckles grilled up, and all the extra goodies inside were attended to by Cdr Gail Ryan and Dillion Buckles, Jon's 12 year old son. I am sure he will be fling soon!

Betsy Ilfeld signed the folks in, and I gave them their Certificates for the award of timed landings.

We had 18 pilots show up, most from Kissimmee Florida. It was wonderful, we all mingled, they enjoyed the food, and we all had great fellowship and conversation! Several folks had not seen each other in a few years, and one said he would be back for our October event to help fly the Eagles! IT was a long awaited event, and was fun for everyone! However, next time we will spray the grill so it cleans easier with some Pam cooking spray! We learned that the hard way. Jon and Gail did the hard working of cleaning it up. Looks great now! And, there is food left

over...maybe we need to plan another cookout for all of us!

Thanks to everyone who came, to Dennis Whitley for putting on a great program, and for all the pilots who flew in, we hope you come back again!

Ginger Adelstone

#### 4. Flying Bathtub?

<http://www.latimes.com/business/la-fi-bathtub-plane-20120927,0,4718556.story?cid=dlvr.it>

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FBO 813-626-1515

Mark Moberg

Tampa Executive Airport

6582 Eureka Springs Rd

Tampa, Florida 33610

[www.leadingedgeaviation.com](http://www.leadingedgeaviation.com)

#### Reliable Aviation, Inc

6044 Vandenberg Hangar Lane

Tampa, FL 33610

813-626-4884

[www.reliableaviation.com](http://www.reliableaviation.com)

#### 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

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

Young Eagles Coordinator

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

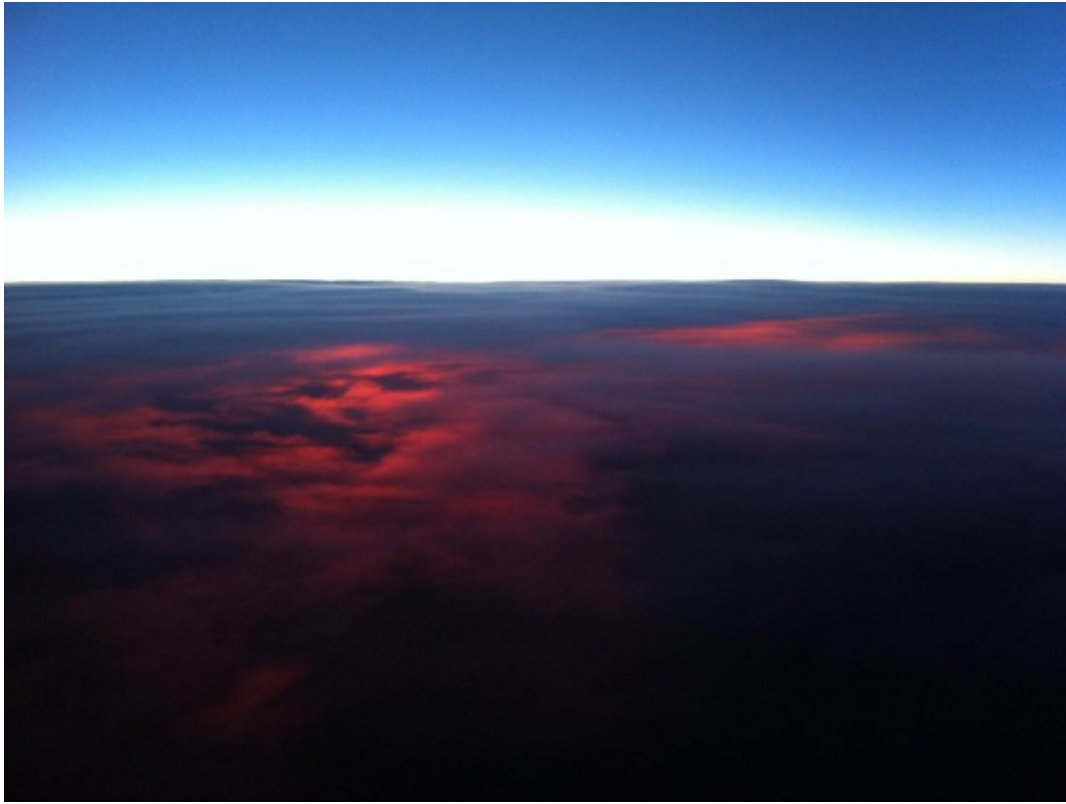
Membership

Ginger Adelstone  
813-264-7827  
[pilot.adelstone9@gmail.com](mailto:pilot.adelstone9@gmail.com)

Newsletter Editor

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





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*Jeff Kaloostian, Editor*

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

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

Probably Politically Incorrect, but here goes....see below!



## Real Men Flew the Boeing 707, 727 and the DC-8's.....

WHEN YOU HEARD (**YES SIR CAPTAIN**) from Dispatch, Flight Service, Ground Service, Maintenance; your co-pilot did not carry NASA get out of jail forms, and your Chief Pilot had Integrity.



In the age of the 707

Those were the good ole days. Pilots back then were men that didn't want to be women or girlymen. Pilots all knew who Jimmy Doolittle was. Pilots drank coffee, whiskey, smoked cigars, carried a weapon, and didn't wear digital watches. They carried their own suitcases and brain bags like the real men that they were. Pilots didn't bend over into the crash position multiple times each day in front of the passengers at security so that some federal government employee could probe for tweezers or fingernail clippers or too much toothpaste.

Pilots did not go through the terminal impersonating a caddy pulling a bunch of golf clubs, computers, guitars, and feed bags full of tofu and granola on a sissy-trailer with no hat and granny glasses hanging on a pink string around their pencil neck while talking to their personal trainer on the cell phone!!!

Being an Airline Captain was as good as being the King in a Mel Brooks movie. All the stewardesses were young, attractive, single women that were proud to be combatants in the sexual revolution. They didn't have to turn sideways, grease up, and suck it in to get through the cockpit door. They would blush and say thank you when told that they looked good, instead of filing a sexual harassment claim. Junior stewardesses shared a room and talked about men, with no thoughts of substitution.

Passengers wore nice clothes and were polite, they could speak AND understand English. They didn't speak gibberish or listen to loud gangsta rap on their iPods. They bathed and didn't smell like a rotting pile of garbage in a jogging suit and flip-flops. Children didn't travel alone, commuting between trailer parks. There were no mongolhordes asking for a "\*^\$#\*" seat belt

extension or a Scotch and grapefruit juice cocktail with a twist. When the Captain decided to throw some offensive, ranting jerk off the airplane, it was done without any worries of a lawsuit or getting fired.

Axial flow engines crackled with the sound of freedom and left an impressive black smoke trail like a locomotive burning soft coal. Jet fuel was cheap and once the throttles were pushed up they were left there, after all it was the jet age and the idea was to go fast. Economy cruise was something in the performance book, but no one knew why or where it was. When the clacker went off no one got all tight and scared because Boeing built it out of iron, nothing was going to fall off, and that sound had the same effect on real pilots then as Viagra does now for these new age guys.

There was very little plastic and no composites on the airplanes (or the steward-esses). Airplanes and women had eye pleasing symmetrical curves, not a bunch of ugly vortex generators, ventral fins, winglets, flow diverters, tattoos, rings in their nose, tongues, and eyebrows.

Airlines were run by men like Howard Hughes, Capt. Eddie, and Juan Trippe who had built their companies virtually from scratch, knew many of their employees by name and were lifetime airline employees themselves ... not pseudo financiers and bean counters who flit from one occupation to another for a few more bucks, a better parachute, or a fancier title while fervently believing that they are a class of beings unto themselves.

And so it was back then....and never will be again.