

Smoke Signals

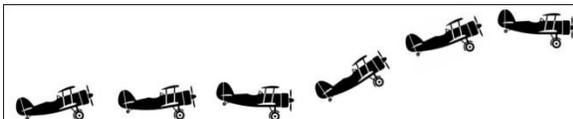
EAA Chapter 175 Newsletter



Newsletter for December, 2013

Next Meeting (none in Dec.)

Saturday
01/25/2014
Breakfast @ 0800
Meeting @ 0900



President's Corner

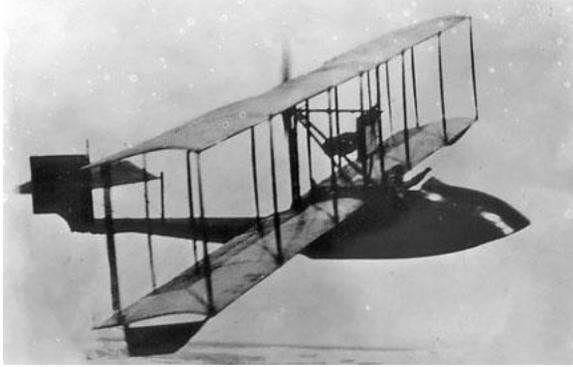
2013 Annual Dinner and
Program. January 11, 2014, 5-9 PM

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.

Ginger Adelstone
EAA 175



From Gordon (short wingspan!)



Football can wait.

NEW YEARS DAY:

Don't Miss it. Landing on Davis Island may be more fun than the take-off (scheduled for about 10:00 AM - Check local sources)



Fantasy Of Flight Kicks Off New Year In Tampa Bay

<http://www.83degreesmedia.com/features/flight121713.aspx>

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 FAA 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
dhwhitley@tampabay.rr.com

AOPA PILOT

SPECIAL REPORT

DECEMBER 11, 2013

Special Report

New bill would expand driver's license medical

After nearly two years of FAA inaction on the AOPA/EAA third-class medical petition, Congress has taken matters into its own hands, offering up legislation that would vastly expand the number of pilots who could fly without going through the expensive and time-consuming third-class

medical certification process. Reps. Todd Rokita (R-Ind.), a member of the House General Aviation Caucus, and GA Caucus Co-Chair Sam Graves (R-Mo.) on Dec. 11 introduced the [General Aviation Pilot Protection Act](#). The legislation would dramatically expand the parameters for flying under the driver's license medical standard. Rokita and Graves are both AOPA members and active pilots.

"We have waited far too long for the FAA to expand the third-class medical exemption to more pilots and more aircraft," said AOPA President Mark Baker. "Congressmen Rokita and Graves stepped forward to take decisive action in the best interests of general aviation when the FAA refused to act. We appreciate their outstanding leadership on this issue and look forward to seeing this bill move forward."

The General Aviation Pilot Protection Act would allow pilots to use the driver's license medical standard for noncommercial VFR flights in aircraft weighing up to 6,000 pounds with no more than six seats. That includes virtually all single-engine airplanes with six or fewer seats, including Beech Bonanzas, as well as many light twins like the Piper Aztec,

Beech Baron 55 and 58, and Cessna 310. By way of comparison, most large SUVs on the roads today weigh more than 6,000 pounds and can carry six to seven passengers, making them larger than the aircraft that would be operated with proof of a valid driver's license under this new bill.

Pilots would be allowed to carry up to five passengers, fly at altitudes below 14,000 feet msl, and fly no faster than 250 knots. The act also would require the FAA to report on the safety consequences of the new rule after five years.

"As a pilot, I am pleased to introduce this important legislation with my colleagues and fellow pilots," said Rokita. "This bill eliminates a duplicative and therefore unnecessary medical certification regulation that drives up costs for pilots and prevents the general aviation industry from fulfilling its economic potential."

"For many recreational pilots, the FAA's third class medical certification process is nothing more than a bureaucratic hoop to jump through," said Graves. "It discourages new pilots and does not truly improve safety. As a pilot, I have gone through this process several times.

However, like all pilots, I am responsible for determining whether I am medically fit to fly during the time between my mandated medical certifications. Expanding the current exemption makes sense and will promote greater recreational aviation activity across the U.S. without an impact on safety."

In addition to Rokita and Graves, the bill was co-sponsored by Reps. Collin Peterson (D-Minn.), Bill Flores (R-Texas), Richard Hanna (R-N.Y.), and Mike Pompeo (R-Kan.). All four co-sponsors are members of the GA Caucus.

The legislative action comes after the FAA has repeatedly declined to rule on a March 2012 petition filed by AOPA and EAA. That petition asked the FAA to expand the driver's license medical standard already used by sport pilots for nearly a decade. Under the petition, pilots would be able to operate noncommercial VFR flights in single-engine aircraft with 180 horsepower or less, four or fewer seats, fixed gear, and a maximum of one passenger. To participate, pilots would need a valid driver's license and would be required to take recurrent safety training to help them accurately assess their fitness to fly.

More than 16,000 overwhelmingly favorable comments were filed during the public comment period on the petition. But despite strong support from the aviation community and solid evidence that the exemption would maintain or improve safety, the FAA failed to act, so AOPA turned to supporters in Congress for help.

Building support for the General Aviation Pilot Protection Act will be critical to its passage, and AOPA will be calling on members to show their support in January after Congress returns from recess. Look for details about how you can help in upcoming issues of *AOPA ePilot* and on AOPA.org.

INVITE EAA Chapters Homebuilt – US Sport Aviation Expo – January 16, 2014

On behalf of the organizers and volunteers of the 10th annual U.S. Sport Aviation Expo, I'm happy to extend a special invitation to the members of your Chapter to attend our event set for January 16–19, 2014, on the Sebring Regional Airport (SEB.)

The Expo will open at 9 a.m. on Thursday, January 16, and operate daily from 9 a.m. to 5 p.m. on Thursday, Friday, and Saturday. Our Sunday hours are from 9 a.m. until 3 p.m.

Throughout the event, we offer your members a variety of opportunities to learn more about light–sport, experimental amateur–built, and ultralight aircraft.

Some 160 exhibitors will display aircraft, engines, avionics, headsets, and more to fulfill the needs of recreational pilots. A number of forums will introduce visitors to new aircraft designs and equipment. New this year, we're offering a hands–on workshop featuring the Stewart Covering Systems.

We are also extending a special invitation to all homebuilt pilots in your Chapter to fly to the Expo. With many homebuilts eligible to be flown by sport pilots, our attendees are interested in seeing the variety of aircraft available to build and fly, so we have created a special parking area for homebuilts.

There is no fee charged for parking in this area, however, we ask that homebuilt pilots make a reservation for each day they plan to be onsite. Call the Sebring Airport FBO at 863-655-6455 and provide your name, the dates you will be attending the Expo, and aircraft N-number to make a reservation. General admission will be charged, with a discount extended to all EAA members.

Under-the-wing camping will also be available to homebuilt pilots in a separate location. Reservations are also required for this area and can be made with the Sebring FBO at 863-655-6455.

The Expo is *the* place to see, try, fly, and buy ultralights, light-sport and homebuilt aircraft...and all the equipment associated with their operation. The low-key atmosphere of our event allows you to spend quality time with our exhibitors' representatives, including the opportunity to have your questions answered in an unhurried manner.

We look forward to welcoming you to the Sebring Expo! With a variety of on-site food and beverage vendors available, we invite you to fly in for the day and enjoy a pleasurable experience learning more about your aviation passion.

We hope to see you at the Expo. Visit www.sport-aviation-expo.com to learn more.

EAA CHAPTER 175 MONTHLY MEETING MINUTES

DATE: November 23, 2013

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

ATTENDANCE: 20

Business Meeting

The chapter meeting was called to order at 9:00 AM by Ginger Adelstone. Thanks were given to Charlie and Delores for preparing breakfast this morning. We had 3 guests visiting the chapter today: Val Johnson, Matt Olafsen, and Rachael Williams. We were glad to welcome back our snow birds Earl and Pat Groff.

Old Business

Meeting Minutes:

Steve Reisser stated we had the meeting minutes for October 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. Don had the Treasury report on time for this November meeting per the by-laws, done and reviewed by a his CPA. A motion was made to accept the treasure's report, seconded, and accepted without objection.

New Business

Young Eagles Flights

EAA 175 is planning a Young Eagle event at Leading Edge Aviation on Saturday, December 7th. Pre-registration begins at 9 AM with a pilot briefing scheduled for 9:30 AM. Flights begin at 10 AM and will continue as late as noon.

Annual Dinner

The EAA 175 Annual Dinner is scheduled for Saturday, January 11th from 5-9 PM at the Frontier Family Steakhouse located at 8602 E Sligh Ave, Tampa, FL 33610-9238. 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 email address dhwhitley@tampabay.rr.com

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>

Program

Mr. Bud Yerly, past president and current member of EAA 175, presented a program on "First Flight Checkout".

Don't presume because you have a pilots license that you can step into any airplane and safely fly it. Some pilots do not do the proper preparation for fist flights when transitioning to a new airplane with a variety of bad experiences. Sometimes they might get away with doing that, but that is a dangerous precedent. How do pilots transition? Three options include:

1. Go for it on your own without preparation
2. Get a ride with a check pilot or instructor and then solo
3. Take the time for a thorough Checkout with a certified flight instructor.

Obviously, the third option is the safest option. What is included in a thorough checkout?

Preflight

- Read and know the POH, know the numbers, scrutinize the checklists.

- Be sure to utilize an advanced preflight including maintenance logs and a complete check of the entire aircraft
- Know the cockpit with such detail that you can point to any instrument blindfolded.

Taxi and Run-up

- Be aware if your aircraft and other movements on the airport.
- Be very attentive to the run-up as paying attention to the sounds, and systems checks can reveal many possible problems. Sometimes pilots get sloppy and don't pay attention to all the systems prior to takeoff. Best to diagnose a problem on the ground than in the air!

Flights; Bud suggested that a good transition should include 3 separate flights

First Flight

- Know how your aircraft will handle both heavy and lightly loaded.
- Focus on engine prop settings.
- Utilize different climb configurations, visibility, and their respective performances.
- Revisit the basics with practice of such things as S-Turns, turns about a point, slow flight and stalls.
- Do pattern work with precision in speed and control with special emphasis precise control throughout each leg of the pattern.

Second flight: Build upon the First flight with competence in

- Instrument and navigation procedures.
- Precision, non-precision approaches such as circling approaches.
- Use a safety pilot on the instrument procedures to insure your safe instrument work.

Third Flight: Adding on to your first and second flights.

- Practice take offs and landings under conditions of FULL GROSS weight and light loading to insure you are very comfortable in control of the aircraft in any configuration.

Bud gave a history of his experiences in a variety of aircraft, military and civilian aircraft. As an aeronautical engineer he was able to see, explain and teach others though many roles beyond that of a pilot serving in roles such as safety officer, operations weapons testing, test pilot, etc.

RECAP

- Stay current and proficient. Once every 90 days is legal but not safe!
- Find an instructor – one who has a syllabus and knows your airplane to best refresh your skills.
- Review the POH
- Continue to learn by reading articles
- Chair fly your airplane. Practice the preflight, TO,

pattern work, basic maneuvers IN YOUR HEAD without being in the airplane. Know it mentally.

- Use flight simulators
- If your flying an experimental or second hand aircraft, if the engine isn't right – don't fly it. Verify all systems on the ground before you get into the air. Utilize pre-buy inspections. If it's broke, don't fly it – fix it first.

The program concluded at 9:50 AM

Respectfully Submitted by
Steve Reisser, Secretary, EAA 175

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