



***EAA Chapter 175  
Smoke Signals  
Newsletter***



**Guest Speaker  
John Moody, Father of Ultralight Flight**

**June 2016  
Next Meeting: Saturday, 06/25/2016  
Breakfast @0800  
Meeting @0900**

## This Month's Guest Speaker

### **John Moody**

John Moody, an engineer from Ohio, launched the ultralight revolution the same year the National Air and Space Museum opened—in 1976. Considered today the father of ultralights, Moody had combined an Icarus II hang glider and a two-cycle motor, creating a new kind of flier, which he demonstrated at the Experimental Aircraft Association's fly-in at Oshkosh, Wisconsin. His flights "just set the world on fire," says Russ Lee, curator of aeronautics at the Museum. "To see a guy put a thing on his back and run a few steps and take off was just magical."

John has agreed to address the group this Saturday. This will be one of the highlights of the year so don't miss this opportunity to hear from the original ultralight pilot. This is one of the benefits of living in Florida and being a member of EAA Chapter 175. Please attend this meeting and bring a friend.





***FROM THE BACK SEAT***  
***Jun 2016***

I was reading an article by Budd Davisson (Airbum.com) about biplanes you can build (and would expect, fly) that he published in the July 1999 EAA Sport Aviation magazine. The article intrigued me as Budd remarked on how simple many of these aircraft are to build and fly. Of course the Pitts S1, Budd's favorite biplane, was high on the list; however, he did mention the Smith Miniplane, Baby Great Lakes, Payne Knight Twister, EAA Acro Sport 1, and the Mong Special. The **Mong Sport**; heck I hadn't seen a Mong in ages...my guess why so few have been built is the aircraft is small in stature just like Ralph Mong its designer. I *Googled* Mong Sport to find out that Ed Fisher (Raceair.com), an EAA Hall of Fame member, was now the owner of the aircraft plans and was campaigning to have more aircraft built. Ed believes the Mong is the best example of 1950's "old school" homebuilt aircraft that are inexpensive to build, operate, and fly. In an effort to overcome the Mong's small aircraft syndrome, Ed even redesigned the fuselage to handle today's more robust pilots by adding a few inches of room to the cockpit area. The neat thing about the Mong Sport is it uses struts in place of those expensive flying wires to brace the wings. I was so smitten; I ordered a set of plans and set out to build a copy. I will bring the plans to the next meeting so you can see the simplicity and will ask your sage advice on how to construct from a set of minimal, but complete, drawings. I

look forward to our discussions in the coming months as the “Dang Mong” (all Mongs are nicknamed) takes shape.

***This month, John Moody, the Father of the Modern Ultralights*** is back to address the impact he had on the modern ultralight movement, what it was like to fly ultralights in those fledgling days, what he sees for the future of the support, and how we in EAA Chapter 175 can support. This will be a great event and a wonderful reunion with John. Plan to attend now and please bring a friend!

Since ***July*** is AirVenture month, we will have a ***presentation on the EAA IMC Club*** we are sponsoring at Peter O’Knight airport. The IMC Club’s purpose is to promote instrument flying, proficiency, and safety. The intent is to create a community of pilots willing to share information, provide recognition, foster communications, promote safety, and build proficiency in instrument flying. IMC Club chapters offer monthly meetings in which pilots can network and share knowledge and experiences. I have asked our local IMC Club president, Bill Krukar, to give us his view on the program and how we can benefit from the chapter and club linkage. This will be a very informative meeting and one that may help us develop a much needed safety program for the chapter. Please attend...if you are not at AirVenture...so we can get your views.

In ***August***, we plan to bring the Florida Trike community to our chapter and have them make a ***presentation on flying weight shift trikes***. I asked industry member, Larry Mednick, owner of Evolution Trikes, to present and I expect either Larry or a local member of the trike flying community will be at the meeting. This should be very interesting presentation on the aviation version of the motorcycle.

OK, that is it for now. On behalf of the Chapter 175 leadership, we wish you and your family a Happy and Safe 4<sup>th</sup> of July. Until the meeting...

...keep ‘em flying.

dd

From the editor: Safety Tip of the Month

If you fly an ultralight or any aircraft for that matter you better use a check list or you are asking for trouble. This article is great.

### **Why use an ultralight preflight check list?**

There are basically three times you should use a pre-flight check list, especially if you are new to the sport, getting on in years, or are a very experienced pilot - who has found his preflights "slacking off" in recent times.

The first is:

#### ***A preflight ground check off list.***

**Which should include YOU.**

[Click here for more information.](#)

**Your engine.**

[Click here for more information:](#)

**Your plane.**

[Click here for more information:](#)

The second is a preflight cockpit check list.

The third is a post flight check list.

If you don't have these three check-off lists, your asking for a possible problem. If you say you have them memorized all in your head, you're asking for a possible problem. If you do have some of these check off lists, and you do check them MOST of the time, you are asking for a problem. And if you just jump into your plane, turn on the gas, start her up and go, I can almost guarantee that you will soon have a problem.

A few years ago, a good friend of mine, jumped into his plane, which he had just landed a short time before, fired up his engine, taxied out to the runway, opened the throttle and took off. About 100 feet in the air near the end of the runway, his engine stopped! He dropped the nose, flew straight ahead, came in too steep and wiped out the nose, landing gear and some of the cabin area. Fortunately he was not injured! He forgot one of the most important checks to make, he didn't check to make sure his fuel valve was turned on. He had turned it off when he had previously landed. Having a check off list, and taking the time to use it, would have avoided this near catastrophe.

<http://www.ultralightnews.com/pilotslounge/pilotpreflight.htm>

If you can't click the above website, please copy/paste it into your browser. This is a great article and a must read.

## Senate Passes Pilot's Bill of Rights 2 for a Third Time

**June 16, 2016** - Throughout the current legislative session EAA has made great efforts to ensure that legislation benefiting EAA members and the general aviation community as a whole continues to move through Congress. Last month EAA member Sen. Jim Inhofe (R-Oklahoma) attached the Pilot's Bill of Rights 2 aeromedical reform bill to the National Defense Authorization Act (NDAA). NDAA passed with overwhelming bipartisan support on Tuesday, making it the third time in seven months that the Senate has passed aeromedical reform. Now that the Senate has passed the defense bill with aeromedical reform attached, it is up to leadership in both chambers to reconcile the differences between the Senate bill and the version already passed by the House.

Once again, aeromedical reform sits on the House's doorstep. Though the news is positive in the Senate, passing aeromedical reform has been more difficult in the House due to its inclusion in that chamber's version of the FAA reauthorization bill. That bill contains a controversial proposal to privatize air traffic control – a measure EAA strongly opposes. Senate leaders are urging House Transportation and Infrastructure Committee leadership to approve the Senate's bipartisan FAA reauthorization bill, which includes aeromedical reform and several other measures that benefit general aviation, or move a bill of its own that does not include the controversial air traffic privatization provisions.

As of this writing, there has been little indication that the House would take up the Senate FAA bill strongly favored by EAA. Other provisions favorable to general aviation include language that makes recently improved hangar-use policy permanent, longer aircraft registration renewal periods, direction on Part 23 certification and airworthiness standards, and clarified FAA authority to conduct the fleet-wide authorization necessary to implement a future unleaded aviation fuel, among others.

Given the uncertain path of FAA reauthorization in what little time is left in this congressional session, EAA is now calling upon everyone in the general aviation community to [contact their local representatives](#) asking them to urge House leadership to bring aeromedical reform to a vote as a stand-alone bill or in one of the other bills in which it is included. Aeromedical reform has been introduced twice with over 200 bipartisan cosponsors in the House and has been included in the House FAA Reauthorization bill. There is overwhelming support for this measure and it is time for the House to get this done!



## CHAPTER 176 OFFICERS

### **President**

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

### **Vice President**

Denny D'Angelo  
813-390-2106  
[Eaa48@aol.com](mailto:Eaa48@aol.com)

### **Treasurer**

Dave Presnell  
(813) 690-0591  
[dave.presnell@gmail.com](mailto:dave.presnell@gmail.com)

### **Chairman of Public Relations**

Denny D'Angelo  
813-390-2106  
[aaa48@aol.com](mailto:aaa48@aol.com)

### **Board Members**

Jeff Kaloostian  
Denny D'Angelo  
Mike Tippen  
Steve Reisser  
Dave Presnell  
Ginger Adelstone  
Bud Yerly  
Don Miller  
Rich Ilfeld

### **Secretary**

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

### **Membership**

Mike Tippin  
(813) 404-0075  
[n634jt@gmail.com](mailto:n634jt@gmail.com)

### **Newsletter Editor**

Ross Dewar  
(813)334-5833  
[rgdewar@hotmail.com](mailto:rgdewar@hotmail.com)

### **Chairman of Sun'n Fun Kitchen**

Rich Denton  
813-785-6919  
[STUNTRV8@aol.com](mailto:STUNTRV8@aol.com)