

Smoke Signals

EAA Chapter 175 Newsletter



Newsletter for March, 2014

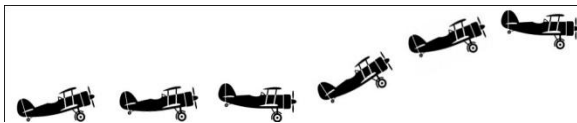
Next Meeting:

Saturday

03/22/2014

Breakfast @ 0800

Meeting@ 0900



Program

Bob Knight, CEO, SnF

Bob will talk primarily about how we can inspire young adults to become involved in aviation and career opportunities. He'll cover his background and the goals of SNF and our Central Fla. Aerospace Academy. There will be a wrap-up with what's in store for this years Fly-In.

Rich Denton will then talk to us about our Chapter Activities at SNF, and have his pass-outs.

President's Corner

Dues, Please for 2014. \$24 & we'll be happy to collect at the meeting.

There is lots of aviating in the area now that the weather is clearing up, and spring is sprung!

Spring Cookout and Fly In at Airport Manatee on March 29, 2014 (see poster below)

Pig Roast Fly-in at the Williston Airport. Please see the attached and tell your fellow pilots and friends. We are seeking support from Florida Pilots in preventing the permanent closure of our Turf Runway 18-36 at the Williston Airport. (see poster below).

June 14, 2014. Military Deployed YE @ TPF starting [at 9 – 9:30am](#), Registration, flights begin [at 10am](#). **NEED PEOPLE TO EDUCATE KIDS, GET FOLKS SIGNED UP, AND ORDER A FEW PIZZAS OR HAVE A COOK OUT, FOR EVERYONE @ APPROX [1PM](#). NEED PILOTS TOO!**

Ginger Adelstone
EAA 175

EAA CHAPTER 175 MONTHLY MEETING MINUTES

DATE: February 22, 2014: EAA Chapter House, Tampa Executive Airport

(KVDF), ATTENDANCE: 29

Business Meeting

The chapter meeting was called to order at 9:00 AM by Ginger Adelstone. Thanks were given to Charlie and Dolores Henwood, and Gordon Knapp, for preparing breakfast this morning. We had 7 guests visiting the chapter today.

Old Business

Meeting Minutes:

Steve Reisser stated that the meeting minutes for January were distributed by email in Smoke Signals and posted to our website (<http://www.175.eaachapter.org/>). A

minor change was noted by Steve in aircraft type used at the Lakeland High School from a 747 to 727, With no other changes noted a motion was made to accept the minutes as published and amended, seconded and accepted without objection.

Leon Adelstone asked that people note that his aircraft sale was a Euro Fox and not an Apollo Fox.

Treasurers Report

Don Miller provided a treasurer's report. A motion was made and seconded to accept the treasurer's report as read. The motion was accepted without objection.

Silver Lady

Art North reported that the Silver Lady was up and flying. There has been

some adjustments to the radios. Two openings are available for pilots wanting to join the Silver Lady club. Cost is one time fee of \$1,500, a monthly charge of \$150, till the current loan is paid off, then reverting back to \$100.00 monthly, with a dry fee of \$25 per hour.

New Business

There was no new business. A motion was made, seconded and accepted

without objection. The business portion of the meeting ended at 9:15 AM.

Program

Dale Southwick provided a program on information into Military Fighter Jet

Engine Development. Dale had an extensive history of engine development including work of the 1st stage Apollo FI Saturn 5 engine, the propulsion systems of the F15, F16 and B1 in Dayton, OH, work on F15, 16, 22, and 35 at West Palm Beach and Hartford, CT.

Dale began with a overview of specs on current turbofan jet engines used in the F15A, F115A using the Pratt and Whitney PW F100 and F200 which

provided double the thrust to weight ratio and a 25 to 1 overall performance ratio producing a thrust of 23,830 lbs.

An upgrade was made to the engines with the PW 220 and 220E and used on the X47B Stealth Bomber. Later the 229 was used the F15 and F16 increasing performance by 22% with a 32:1 pressure ratio.

Mr. Southwick said typical engine development takes approximately 22 years As an example:

- 1981 Conceptual Design Studies
- 1983 Prototype preliminaries and input from Advanced Technical Programs.
- 1986 Proposal for YF-22/YF-86
- 1986 Final Engine Design with Sea Level Testing
- 1990 Fly Off – 90 days after 1st flight
- 1991 “Down Select” winner
- 1994 Final Design Testing
- 1997 Flight Test
- 2001 First Production Delivery
- 2007 Full Delivery

Technology Validation provided the F15 STOL capability from 1988-1991 with canards and thrust vectoring nozzles allowing for 20% up/down alignment of exiting engine thrust. This had dramatic performance improvements allowing rotation at 42 MPH, allowed 85 degree vertical climb, and landing in 1,650 ft NASA further used the technology for Advanced Central Technology allowing landing in less than 800 feet. The High Stabilized Engine Control (HISTEC) received its final flight in 1997.

One problem with high performance aircraft is “inlet turbulence”. Active

controls within intakes provide margins that prevent engine stalling. Dale

described the process of measuring, controlling, and managing stability.

Mr. Southwick provided unclassified information on the F119. It is at 35,000 pound thrust class aircraft capable of maintaining Mach 1.5 WITHOUT afterburners. It uses FADEC and C-EDU to control and diagnose problems. It is unique in using COUNTER ROTATING spools. The engine has 40% fewer parts than the F100, with easy access with most components no more than one level deep. Maintenance is simplified needing only 6 tools to change any part of the engine! To be stealthy the aircraft uses "super cruise" with is supersonic flight without afterburners over enemy territory.

Dale provide two 10 minute videos on the F22 super stealth aircraft as it

utilized full use of vector thrust at low altitude.

In summary, current engine development and performance is very

sophisticated and world class!

RICH DENTON

Rich Denton took a few moments following the program to share some details on the upcoming Sun'n Fun. He passed out sign up sheets so that people could receive needed parking and entry passes as volunteers. He noted that to have camping spaces, people must work at least 4 days. Following the next Chapter meeting, March 22, we need 8 people to join Rich at our facilities at Lakeland to help set up the kitchen. It will only take a few hours to complete.

Our chapter meeting, program and announcements concluded at 10:27 AM.

Respectfully Submitted by

Steve Reisser, Secretary, EAA 175

[RERUN – in case you missed it.]
memo from Richard Denton

"SUN-N-FUN

April 1-6 2014

**Hello to all Chapter 175
members and my S-N-F
Kitchen Volunteers.**

**This Saturday Jan. 25th we will be
having a great speaker at our
chapter house, John "Lites"**

Leenhouts, President of Sun-N-Fun. I am sure it will be a very interesting presentation. Along with this, we will begin our volunteer drive for S-N-F 2014.

Please join us for breakfast and enjoy "Lites" as well as sign the volunteer roster, so I can start the process of securing your fly in expo credentials and passes.

I would like to cut down the last minute credential request, this makes for emergency work load for myself as well as the S-N-F staff.

Thank you to all who volunteered last year and also to you that brought some new volunteers with you. It was really promising to see some young volunteers getting involved at S-N-F, as we all know we are not getting any younger.

Our first day of making lunch this year will be Friday March 28th. and continue till April 6th. Remember you must volunteer at least 4 days to receive a week pass and you must volunteer 4 days to receive free camping as well as volunteered at least one year prior..... Mark your calendar and start planning now.

Looking forward to seeing my Sun-N-Fun family soon!

Thank You All

Richard Denton

Chairman

Volunteer Kitchen

Area 231"

EAA180 Airport Manatee Spring Cookout & Fly-in



Drive in
Fly in
Walk in



Brats, Hot dogs,
Cheeseburgers,
Spuds, Pickles,
Salad, Soda, H2O
* * All Free * *

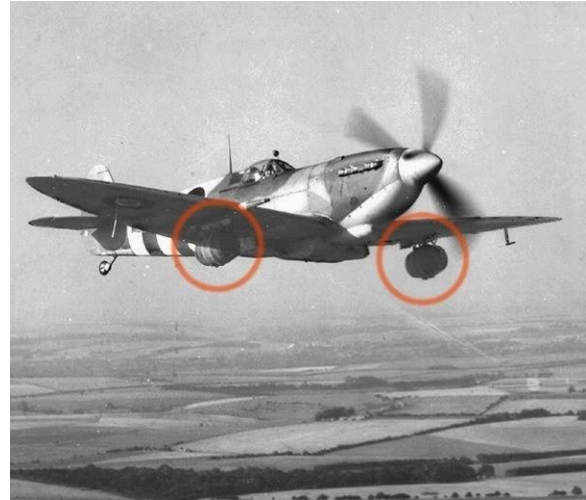
Drop in. Just get there !

You are invited to a fun non-alcohol event.

Saturday 29 March from 11am-2pm

Bring friends, your kids, your family. Share your best stories, and bring your appetite & lawnchairs.

Airport Manatee, Palmetto, 14108 (on the East side) of US Hwy 41N, just North of Port Manatee.
Contact Brad Smith 941-720-3301. Visit: eaa180.com



Beer Run...from Gordon. Yup, those are kegs. From

<http://justacarguy.blogspot.com/2014/03/coolest-thing-of-day-ww2-beer-run-kegs.html>

Pig Roast Fly-in

Williston Airport, X60
at Stan & John's Hangar
EAAer's Welcome

EAA Chapter #1484

Saturday
April 12th
12:00 noon



Fly-in, Drive-in, Walk-in
All you can eat!
Pig Roast \$10 per person
Children under 5 eat Free
50/50 RAFFLE
Contact: Stan Berry
sberry@aol.com
(352) 804-6638

Please come to our event as we are seeking support from Florida Pilots in preventing the permanent closure of our Turf Runway 18-36 at the Williston Airport.



Williston Airport - X60
FBO: Williston Airport
Phone: (352) 528-4900
AWOS: 118.425 UNICOM: 122.8
Check AWOS for Runway NOTAMS



Out and About (EAA)

Mar 15, 2014 – Feb 21, 2015	Young Eagle Rally	Sarasota, FL	26 miles
Mar 20, 2014	EAA 1240 Chapter Meeting	Sebring, FL, USA	63 miles
Mar 21, 2014	Free Lunch Fridays	Lake Wales, FL, USA	61 miles
Mar 22, 2014	EAA 175 Monthly Meeting	Tampa, FL, USA	15 miles
Mar 28, 2014	Free Lunch Fridays	Lake Wales, FL, USA	61 miles
Mar 29, 2014	Wings of Dreams Fly-In / Cruise-In Breakfast	Keystone Heights, FL, USA	142 miles
Mar 29, 2014	Warbird Formation Training, Sebring Airport Open House	Sebring, FL, USA	63 miles
Apr 4, 2014	Free Lunch Fridays	Lake Wales, FL, USA	61 miles
Apr 11, 2014	Free Lunch Fridays	Lake Wales, FL, USA	61 miles
Apr 12, 2014	Pig Roast Fly-in Williston Airport in Florida	Williston, FL, USA	112 miles
Apr 18, 2014	Free Lunch Fridays	Lake Wales, FL, USA	61 miles
Apr 19, 2014	EAA 1288 Pancake Breakfast	Valkaria, FL, USA	111 miles
Apr 24, 2014	Airborne Radar Course	Orlando, FL	93 miles

2014		USA	
Apr 25, 2014	Free Lunch Fridays	Lake Wales, FL, USA	61 miles
Apr 25-26, 2014	Pilot's Review of Proficiency (PROP 2014)	Orlando, FL, USA	93 miles
May 3, 2014	Young Eagles Day - Merritt Island	Merritt Island, FL, USA	112 miles
May 17, 2014	2014 International Learn to Fly Day	West Palm Beach, FL, USA	148 miles
May 24, 2014	Young Eagles Flights	Orlando, FL, USA	83 mile

Chapter 175:

President

Ginger Adelstone
813-264-7827

pilot.adelstone9@gmail.com

Vice President

Jeff Kaloostian

813-770-9372 (C)

jkaloostia@earthlink.net

Secretary

Steve Reisser

813-482-1308

stevereisser@yahoo.com

Treasurer

Don Miller

donmillerjoat@aol.com

Membership

Bill Johnson

bill@johnstondana.com

Newsletter Editor

Richard Ilfeld

813-645-3786 rildfeld@verizon.net

Leading Edge Aviation Services, Inc. Maintenance

813-623-6483

FBO 813-626-1515

Mark Moberg

Tampa Executive Airport

6582 Eureka Springs Rd

Tampa, Florida 33610

www.leadingedgeaviation.com

THANK YOU FOR HOSTING OUR YOUNG
EAGLES and OLD EAGLES EVENTS IN
YOUR HANGER

Local Service

Reliable Aviation, Inc

6044 Vandenberg Hangar Lane

Tampa, FL 33610

813-626-4884

www.reliableaviation.com

FROM THE EAA

Dear EAA Member,

It is time for you to act in support of the
[General Aviation Pilot Protection Act](#)
(GAPPA). Send a customizable message
with our [Rally Congress tool](#), or you can
write, call, or email your Congressional
delegation today and ask for their co-

sponsorship and support. This legislation would apply medical certification standards similar to the decade-old and successful Sport Pilot rule to most general aviation aircraft when flown for personal flights under visual flight rules at or below 14,000 feet MSL and under 250 knots. The bill is designated S. 2103 in the Senate and H.R. 3708 in the House of Representatives, introduced by Senator John Boozman and Representative Todd Rokita, respectively.

I do not need to tell you how important reforming the third-class medical is to the future of general aviation. Every year countless pilots leave our industry – and potential students are discouraged from joining – simply due to the time, expense, and hassle involved in proving they are healthy enough to fly as a private pilot. Not only does this unduly burden pilots who simply want to fly for their own enjoyment or personal travel, it burdens the FAA medical certification system. This costs taxpayer dollars and strains a system that professional pilots rely upon for prompt service to maintain their livelihoods.

When EAA and AOPA filed an exemption

request for relief from the third-class medical for many private pilots, the community supported us with over 16,000 comments. We are counting on you to make your voice heard again. Let's tell Congress that this bill is a common sense measure that will cut over-reaching regulation and support jobs in every district. Thank you for your support of this critical issue.

Sincerely,



Jack J. Pelton

EAA Chairman of the Board

