

EAA
Chapter 175
May 2011 Newsletter



**Meeting
this
Saturday;
July 23rd,
2011**

**@ 0900
Breakfast at 0800**

PROGRAM for Saturday, July 23, 2011

The program for Saturday will be presented by Gordon Knapp. Last month Gordon took a trip to Alaska and has aviation information regarding his trip that he will share during our meeting. We are looking forward to seeing everyone this Saturday.

Smoke Signals Editor Substitute this Month
Steve Reisser will again be filling in for Jeff Kaloostian as acting editor of Smoke Signals this month.

Anyone willing to assist with breakfast preparation for our July 23rd meeting, please call Steve at 813 482-1308 before Saturday.

EAA CHAPTER 175 MONTHLY MEETING
MINUTES, June 25, 2011

EAA175 Meeting Minutes, June 25, 2011
The EAA 175 meeting was opened by Bud Yerly Saturday, June 25, 2011 at 9AM. There

were nine (9) regular members and two(2) guests present. Guests were Dennis Whitley from the FAASafety Team, and Teresa Ferent from the National Aviation Academy. Thanks were extended to Charlie and Dolores Henwood for preparing breakfast for all.

Bud gave an overview to the membership of plans discussed by the Board of Directors meeting last Friday. The steering committee, represented by Bud Yerly, Steve Reisser, Ginger Adelstone, Don Miller, Art North, and Jim Cooper approved and started the process of contacting organizations to participate in the Open House, Fly-In, Drive in for "Bald-Mature Eagles". As Bud stated, this event is a follow-up on the May EAA call to "Fly a Friend." In this instance, we are encouraging both new pilot starts and mature adults starts or returns to flying. Steve Reisser has posted notices of the event on both the EAA and AOPA calendar of events so we are committed. Steve has extended invitations to National Aviation Academy, Leading Edge (who have offered to put the Cirrus SR22 cockpit mockup in back of the building), Tampa Aerosport (will fly in a Weight Shift Trike), Tampa Bay Soaring Society, FAASafety Team, Woman In Aviation, The 99ers (women aviators), the Blackwater Flightpark pilots, Mike Z Sport Aviation, and letters to presidents of all EAA chapters in a 30 mile radius. Don Miller has extended a navigation to Hillsborough County Aviation Authority who have indicated an interest in participation. Over the next several months we will be recruiting members to actively participate in presentations (why I fly, what to do after your license, pilot groups to help continuing education, cost of flying, etc.) and flights for Mature Eagles. Our chapter will provide breakfast, 0800-0900, and other groups (i.e., Boy Scouts) will sell lunches after 1200.

Bud briefly informed the membership of Jeff Kaloostian's request for funds for Robinson High School's continuing work on the RV-9. The funds outlay will come after Jeff seeks contributions from organizations on needed equipment and avionics. As an example, Don Miller has many good instruments and avionics that he is willing to give to Robinson HS as a

contribution. Later in the summer, the Board will attempt to supplement the project with additional funding.

There has been no activity on the Mini-Max since it arrived 2 years ago and others do not have time to complete building the aircraft.

The Board discussed and brought before the membership at this meeting that the mini-Max be sold, as is, for and asking price \$999 on Barnstorm.com. A motion was made, seconded and unanimously passed to do so by the membership.

The issue of the unused garage was put forth to the membership. After the lease expires in December we have no additional need for this space. It was recommended that we terminate the lease of this garage with HCAA after the current lease expires. That motion was made, seconded, and unanimously passed by the membership.

Bud mentioned that we are close to having enough donations to sponsor 2 students for Destination Aviation. A donation container was left in the meeting room for additional donations.

With no other old or new business offered, Bud asked and got a motion, second and unanimous consent to close the business portion of the meeting at approximately 9:30 AM.

Aviation Program: Mr. Dennis Whitley, Volunteer Lead Representative, FAASafety Team, discussed "Take Off and Landing Accidents" and prevention. He presented a highly interactive program with our membership with reflections on best practices and experiences over a lifetime of flying, flight instruction, and FAA accident reviews. A few high points of the interaction were as follows:

- TWT (texting while taxiing) contributing to runway incursions and loss of situational awareness. Don't text if PIC and your aircraft is in motion on the ground or in the air.
- Loss of situational awareness with instructors onboard? Yes it happens. Some instructors don't act as a second set of eyes in

the cockpit or do "stupid stuff". One example was 4 instructors departing in a twin that thought it would be funny/cute to create an engine out situation on the PIC on an instructor that couldn't handle the experience. The result killed all 4 instructors. Not very funny.

Tricks are for kids, not pilots!

- Be selective on instructors to make sure of a good fit
- Use checklist, religiously, and if any are missing, create and use them.
- PRACTICE aborted takeoff, know when safe to do a 180, and always know where you would put it down on aborted TO if turnaround is unsafe. That is a requirement for every PIC.
- Know your "accelerate to stop distance". It is published for multiengine but not single engine aircraft. Every PIC is responsible to know it for safe flight.
- Every pilot from new thru ATR should consider him/herself a "professional pilot" in attitude, safety, procedure, and action when PIC. Come up with your own briefings, abort procedures, callouts, and contingency plans on take off just like the "big boys". Act like a professional to increase your safety and image.
- In the final minutes of the program, Dennis showed slides regarding safety on landings, maintaining a stabilized approach. What is a stabilized approach? In most case in VFR light aircraft it is 500 feet per minute descent rate at an airspeed of 1.3 times stall speed in landing configuration. Forty-six (46%) percent of accidents happen on landing due to unstabilized approaches, loss of situational awareness, obstructions, weather(turbulence, wind shear, microbursts), running out of runway, running out of fuel, excessive speed or insufficient speed, and due to decrease visibility and orientation at night.
- He stressed use and practice on simple PC based flight simulators. It is a \$39 investment that can save 1000s of dollars in practice in difficult situations that you would not be safe to attempt in the aircraft. Use those simulators and practice with it.
- Spend more time practicing slow flight to get that second skin for your airplane "on he edge" and know the feel and control of the airplane in those situations. We tend to stop practicing such things after becoming licensed and need

to remind our brains the feel and control of the aircraft when at the edge of stalls.

- Landing accidents greatly influenced by too much or too little airspeed, too high or low, excessive or unnecessary braking, failure to maintain directional control.
- Insure you have set "personal minimums" in both IFR and VFR flights
- Know your cross-wind component. Being a high time pilot does not change the laws of physics!
- Finally, don't allow yourself to get into conditions that will exceed your limits to handle the situation.

The program ended at 11:00 AM.

Respectfully submitted,
Steve Reisser, Acting Secretary for the Month of June.

LOCAL AVIATION INTERESTS

TAMPA INTERNATIONAL AIRPORT

Bosses at Florida's Tampa International Airport are strategizing service expansions that would see them fly to five new international destinations and create 45 to 50 aircraft maintenance jobs.

The five new destinations would be Frankfurt, Germany; Mexico City; Panama City, Panama; Bogota, Colombia and Sao Paulo, Brazil. The airport's vice president of marketing, Chris Minner, said they were aware that it would be a long-term project, with the establishment of new international flights taking, on average, seven to 10 years. Come July, Tampa is scheduled to offer 24 international flights weekly, compared with 199 at Orlando and Sanford, 359 at Fort Lauderdale and 1,300 at Miami.

AIRVENTURE STARTS JULY 25, 2011



If you have an iPhone or iPad ½, then enjoy Airventure LIVE as it happens starting around 7:30 AM each day of the convention with the **EAA RADIO** app. It's free and great fun listening!

FAA Seeks Wide Participation in GA Survey

July 14, 2011 – The 33rd annual General Aviation and Part 135 Activity Survey (GA Survey) for reporting on calendar year 2010 is well underway. The survey is a scientific sample of aircraft from the Civil Aviation Registry and serves as the FAA's primary source of information about the size and activity of the GA and on-demand Part 135 fleet. Data helps the FAA determine the number of hours flown and the ways people use their aircraft, allowing it to better determine funding for infrastructure and service needs, assess the impact of regulatory changes, and measure aviation safety.

Included in the survey are all types of aircraft - rotorcraft, fixed-wing piston, turboprops, turbojets, gliders, hot air balloons, amateur-built, light-sport, experimental, and non-experimental.

Your participation is important!

EAA urges everyone who received a survey to complete it - even if you did not fly your aircraft during 2010, you sold it, or the plane was damaged. These aircraft are just as important to calculate accurate statistics.

Operations covered by the survey include:

- General operating and flight rules (Part 91)
- On-demand Part 135 (air taxi, air tours, and non-scheduled commuter)
- Agricultural aircraft operations (Part 137)
- Aircraft owned/operated by individuals and companies, as well as:
 - Flying clubs, flight schools, fractional ownership programs
 - Government agencies (federal, state, local)
 - N-numbered military aircraft used for civilian purposes

Responses are confidential; the information will be used only for statistical purposes and will not be released in any form that would reveal an individual participant. The independent research firm Tetra Tech conducts the GA Survey on behalf of the FAA.

For owners/operators who receive three or more surveys, a short form is available. Contact Tetra

Tech with questions or for more information toll-free at 800-826-1797 or [via e-mail](#).

Interesting Reads!

If anyone is considering flying even within 60 miles of the Washington area (beyond the SFRA and FRZ, even beyond the land based ADIZ, you need to take an online course, CARRY IT WITH YOU when flying not only within those airspaces but beyond to the 60 mile radius. On passing the online course, you can print and CARRY IT with you anytime you fly in that area. Should you accidentally not follow the correct procedures, then penalties can be greater WITHOUT that piece of paper.

Course: FAA ALC55

https://www.faa.gov/gslac/ALC/course_content.aspx?clD=55&slD=314&searchresults=true&previous=true

Hybrid Electric Roadable Aircraft

This flying car was the final creation of an aviation genius: <http://jalopnik.com/5822039/this-flying-car-was-the-final-creation-of-an-avi>

The First Airmail Line in the World Video, “The Great Silver Fleet” historical video.

http://www.youtube.com/watch?v=qoyWsg6Dxno&feature=player_embedded

RECYCLE REMINDER---DOING OUR SHARE

The new recycle bin in the janitorial area of the chapter house is working out well. We’ve emptied it several times since putting it into use earlier this year.

Please continue to rinse your aluminum cans and plastic and glass bottles before putting them in the bin, so it won’t attract roaches and ants.

Don’t simply toss them in the trash or someone has to “dumpster dive” to pick them out. Yuck! Be considerate. It’s easy. And if you see someone discarding a drink container that should be recycled, politely show them where to find the bin.

DESTINATION: AVIATION DONATION- “TURNING ONTO FINAL”

Chapter 175 members have generously contributed funds for a number of years to enable one or more youngsters who would not otherwise be able to attend the Destination: Aviation summer camps at

Sun ‘n Fun do so by our donations to the program's Scholarship Fund.

Last month, we made our first pass to collect funds with moderate results. This month will be our second and last opportunity this year to contribute as a chapter. Let’s continue to keep our support for this youth aviation program going strong in 2011. Your contribution will make some youngster’s summer most memorable.

If you can’t make it to the chapter meeting, please send your donation directly to chapter Treasurer, Tom McLinskey, so he can add it to the others and forward all our funds to the summer camp headquarters soon. Personal checks should be made out to EAA Chapter 175, with the notation “Destination: Aviation” on the memo line.

All donations are fully tax deductible.



Federal Aviation Administration

Runway Status Lights System (RWLS)

Program Description

A top priority of the Federal Aviation Administration is to enhance airport safety while maintaining airport capacity. Reducing runway incursions is a major component of this effort.

Runway incursions develop quickly and without warning during routine traffic situations on the airport surface, leaving little time for corrective action. The RWLS program is designed to provide direct indication to pilots and vehicle operators that it is unsafe to enter a runway or begin a takeoff.

Runway Status Lights indicate runway status only; they do not indicate clearance.

The RWLS system is customized to accommodate individual airport operations without impacting traffic flow.

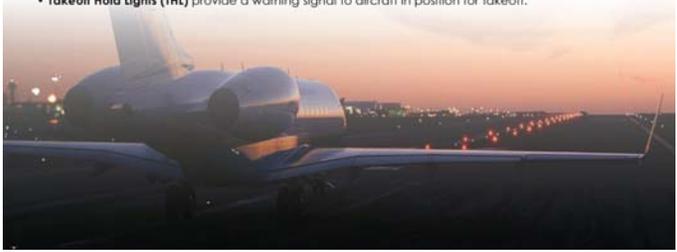
System Description

The RWLS system provides warning lights on runways and taxiways, illuminating when it is unsafe to enter, cross, or begin takeoff on a runway.

The system is automated based on inputs from surface and terminal surveillance systems.

Airport surveillance sensor inputs are processed through light control logic that commands in-pavement lights to illuminate red when there is traffic on or approaching the runway.

- **Runway Entrance Lights (REL)** provide a warning signal to aircraft crossing or entering a runway from intersecting taxiways.
- **Takeoff Hold Lights (THL)** provide a warning signal to aircraft in position for takeoff.



Avoid midair collisions through proper flight planning at <http://SeeAndAvoid.org/>

This portal will allow users to find and link to all existing military Mid-Air Collision Avoidance (MACA) programs in a single web site, while also enjoying new access to information from military bases that did not previously have web-based content.

Since 1978, there has been an average of 30 midair collisions in the United States each year. These collisions resulted in an average of 75 deaths per year. There are also over 450 Near Midair Collisions (NMACs) reported each year; no one can calculate the number that have gone unreported! As recently as February, 2006 a civilian pilot was killed in a single plane crash after colliding with an Air Force jet. In many cases, one or both of the aircraft are not aware that a midair collision nearly occurred. Particularly in cases where military and civilian aircraft come into close proximity, lack of basic information regarding military flight characteristics creates problems among civilian pilots. FAA regulations and EAA guidelines just aren't enough.

The SeeAndAvoid.org portal offers a centralized, credible website that provides civilian and military pilots with reciprocal information and education on airspace, visual identification, aircraft performance, and mutual hazards to safe flight - with the ultimate goal of eliminating midair collisions and reducing the number of close calls. After all, what price can be put on proper flight safety and flight planning?

This portal is targeting two user groups. The first group is General Aviation (GA) Pilots, who we encourage to include SeeAndAvoid.org as part of their flight planning. From weather to Notices to Airmen (NOTAMs) to flight planning, pilots in general and civilian pilots in particular, use the Internet to get their most important flight safety information. As important as the weather, knowing where the military operational flying areas are - and how to avoid that airspace - is crucial to a safe flight. Unexpected turbulence, icing, terrain

obscured by fog, or a jet flying low at 500 knots; each one is just as deadly to the GA pilot if not planned for prior to takeoff.

The second group targeted is the military safety officers at all military bases. This portal site provides every participating DoD flying base in the U.S. with the opportunity to create a web-based MACA educational and public outreach program. This web-based MACA program, intended primarily for an audience of 750,000 civil pilots, is modeled on centralized support, with decentralized execution. This website integrates and links with related sites such as FAA Special Use Airspace, AOPA's Air Safety Foundation, and the new FAA MADE (military airspace deconfliction) program.

The interface is simple to use with point-and-click interaction, predominately using Google maps and graphics for ease of use and is designed to include the MACA programs of all DoD aviation installations in the Continental United States (CONUS), Alaska, Hawaii, Virgin Islands, Guam and Puerto Rico.

By going to www.FAASafety.gov right now and using the new portal on the Home page, you will be able to see the wealth of information available to you. Note: all military activity may not be displayed, so please use caution when flying in areas where military aircraft could be.

Later this summer, we will make a user's guide available. Meanwhile, try it out!

For your flying, travel and maintenance needs visit:

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EDITOR'S CORNER

The FAA Safety Team continues to put on valuable, interesting and FREE aviation programs at MOSI each 2nd Tuesday, from 7-9 PM monthly.

NEXT 2 PAGES:

RUNWAY STATUS LIGHTING SYSTEM (RSWL)

Runway Status Lights System (RWSL)

Program Description

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Runway incursions develop quickly and without warning during routine traffic situations on the airport surface, leaving little time for corrective action. The RWSL program is designed to provide direct indication to pilots and vehicle operators that it is unsafe to enter a runway or begin a takeoff.

Runway Status Lights indicate runway status only; they do not indicate clearance.

The RWSL system is customized to accommodate individual airport operations without impacting traffic flow.

System Description

The RWSL system provides warning lights on runways and taxiways, illuminating when it is unsafe to enter, cross, or begin takeoff on a runway.

The system is automated based on inputs from surface and terminal surveillance systems.

Airport surveillance sensor inputs are processed through light control logic that commands in-pavement lights to illuminate red when there is traffic on or approaching the runway.

- **Runway Entrance Lights (REL)** provide a warning signal to aircraft crossing or entering a runway from intersecting taxiways.
- **Takeoff Hold Lights (THL)** provide a warning signal to aircraft in position for takeoff.

Operational Concept & Status Light Description

Runway Status Lights increases pilots and vehicle operator's situational awareness by directly providing runway occupancy status through the autonomous illumination of in-pavement lights on runway and taxiways. Runway Status Lights consists of three light types:

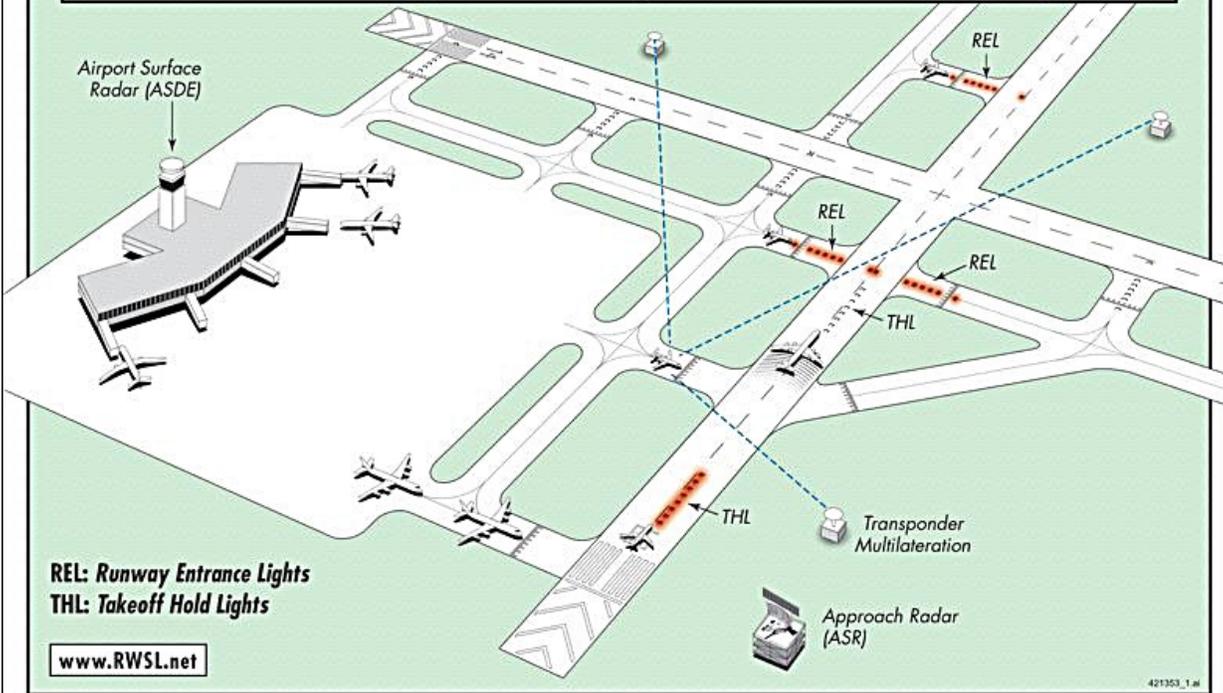
Runway Entrance Lights are placed at runway/taxiway intersections and are visible to pilots taxiing toward runways and warn pilots it is unsafe to enter or cross a runway because it is or soon will be occupied by high-speed traffic such as an aircraft taking off or landing.

Takeoff Hold Lights are placed on runways at departure positions and visible to pilots in position for takeoff and warn pilots it is unsafe to takeoff because the runway ahead is occupied by another aircraft or vehicle.

Runway Intersection Lights are placed on runways approaching a runway/runway intersection and warn pilots in a takeoff or landing roll that the intersection ahead is unsafe to enter or cross because a conflict exists. **Now operational at Orlando International - KMCO !**

RWSL OPERATIONAL CONCEPT

RELs and THLs turn on and off automatically, driven by fused multi-sensor surveillance.
 RELs turn on when it is unsafe to enter runway; THLs turn on when it is unsafe to depart from the runway.
 THLs are visible from takeoff hold position (and final approach); RELs are visible from taxi hold position.

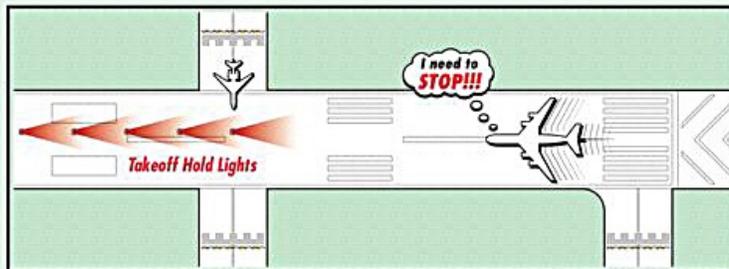


TAKEOFF HOLD LIGHTS (THLs) on 18L/36R DFW

If THLs are **RED**, STOP! THLs are **RED** when it is not safe to take off.
 Remember: Lights indicate status only, never clearance!
 Surveillance-driven lights turn on/off to increase situational awareness.



Pilot's view of Takeoff Hold Lights (THLs)



THLs at full length and intersection departure positions as shown:

