

**Meeting was  
Saturday;  
Mar 28, 2010 @ 1400  
Breakfast at 1300**

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**Apologies for the newsletter being “after the fact” but the Editor was very busy with school! February meeting minutes are included in this newsletter; another normal newsletter will precede the April meeting! Hope to see you all at Sun-n-Fun Apr 13-18!**

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### **Program**

We had a good turnout as Ginger Adelstone presented a PowerPoint show about her days at the recent Women in Aviation International forum in Orlando. Pete Lansberry passed out the passes for Sun-n-Fun.

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### **President's Corner**

#### **Thankful for Sun 'n Fun**

As Sun-'n-fun approaches and we start making our lists and reservations and or vacation plans, we need to continue to be thankful for our blessings.

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**EAA CHAPTER 175  
MONTHLY MEETING  
MINUTES**

## ***EAA Chapter 175 March 2010 Newsletter***

**Comments or email address  
changes to  
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**DATE: February 27, 2010**

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

ATTENDANCE: 28 (approx.)

Earl and Pat Groff prepared breakfast, assisted by Gordon Knapp. Dolores Henwood generously did the kitchen clean-up during our meeting time.

#### Business Meeting

President Bud Yerly opened the meeting at 0900 and recognized our guests, including several from Steve Reisser's ground school class and Gary Leinberger, who is building a Europa in Bud's builder assistance shop. We gave an especially warm welcome to Charlie Henwood back for the first time after a long recovery from

serious heart surgery. Charlie thanked all the chapter members and friends who kept him in their thoughts and all the helpful cards, calls and visits while her recovered. In other health issues, Bud noted Steve's wife, Jackie, is facing surgery for cancer and urged all of us to be supportive of her as well as Steve, himself, who recently had emergency intestinal surgery which went well and from which he is making a good recovery.

The Secretary was absent at last month's meeting, so the January minutes were not included with the current newsletter, but will be made available later. Treasurer Tom McLinskey was on a special project with the school system and in his absence Bud noted there was little change in the chapter's finances from last month's report.

In other matters, Bud said the Plant City chapter Young Eagles rally has been cancelled, so anyone planning to fly kids need not be at the airport for that event.

Moving to the topic of the upcoming Sun 'n Fun Fly-In, Bud noted SWFWMD has required that the retention pond in the Back Acres campground area be significantly enlarged. Plans are still in flux as to how the camping area will be altered, but those of us who are accustomed to camping in that section need to be aware of the changes.

Pete Lansberry will be at our March 27<sup>th</sup> meeting to distribute

credentials to those volunteering during the fly-in. **The chapter meeting will be held at 2 P.M.**, as Pete will be attending the third and final Sun 'n Fun Volunteer meeting that morning on the fly-in site and then heading back here immediately afterward with our credentials and last minute information he will have learned that morning.

We will be getting ready for our chapter fly-in duty at the Volunteer Kitchen Saturday, April 3<sup>rd</sup>. Help is needed moving equipment and general clean-up of the facilities. We'll meet at the Volunteer Kitchen, Sun 'n Fun, at 9 a.m. and depending upon how many show up to help, we'll be done by late morning. All help is much appreciated.

We'll begin sandwich making for early fly-in volunteers on April 9<sup>th</sup>, which will be very modest production, but ramping up steadily, so that by opening day, April 13<sup>th</sup>, we'll be producing at or near the standard 2,000 or more sandwiches per day. The final day of the fly-in we'll begin cleaning the Styrofoam lunch boxes and drink containers as they are returned. The following day, April 19<sup>th</sup>, we'll need a crew to help put all the items back into on-site storage. Again, the more help, the less time it'll take. Please participate.

In response to an inquiry from a member about the status of the MiniMAX aircraft project, Bud said Steve was heading it up, but his involvement teaching the ground

school classes as well as unexpected health issues have put it behind. Bud pointed out that while Steve is heading this project, it would be good to have another person to serve as coordinator, keeping in touch with the people who have agreed to work on it, determining what tasks need to be done and, in general, overseeing the process. Bud kidded Jim Cooper about building a VW engine for the MiniMAX, but he's already working on two O200s, so we'll have to see how his time allows. Bud urged people to step up and get involved so we can move this donated project along.

In miscellaneous business, Gordon Knapp noted our annual financial support of the summer youth camps run by the Florida Air Museum at Sun 'n Fun is recognized. We are at the top of the list of donors in the brochure about the programs as well as having a framed letter from the museum thanking us for our years of contributions. It is on display in the chapter house dining room. Hopefully, we'll continue our support this year as well. Gordon also noted Lakeland Linder has named Gene Conrad as its new airport director. His father was also in airport management for some 30 years, so Gene is very familiar with the business as well as having served over ten years in various airport management assignments before coming to Lakeland. He has been to Sun 'n Fun and is the Air Show Ground Operations Chairman at AirVenture, so he should fit in well

both during the year and especially during fly-in week.

#### Program

*(Note: It is not the purpose of these minutes to cover the program topic in detail, but to create a recap "for the record" and give members who could not attend in person a general idea of the information presented.)*

Bud presented today's program, covering his participation as a vendor at the Sport Aviation Expo in Sebring, January 21<sup>st</sup> through the 24<sup>th</sup> as well as his observations about new products and aircraft on display.

Adverse weather was again a factor for the expo, with high winds and rain early on likely responsible for a diminished crowd turnout, though he noted several of our chapter members were there. The number of exhibitors was lower due to the slow economy. Bud reported that Saturday attendance was the best, but by Sunday, vendors were closing up early from lack of participants.

He said there were no new (O200 replacement type) in-production engines this year, but HKS, a Japanese company, had a 128 lb., two cylinder, 4 cycle turbocharged engine on display that produces 80 h.p. at 5800 rpm. Bud said this unit is impressive and the company has considerable technical talent and experience building racing engines, so they have the "staying power" to support what they design and sell.

A price has not been published yet. The Rotax company is working on fuel injection for their 9XX series of engines, which, with turbo-charging on the 914, can produce 150 horsepower. The problem is cost more than engineering---with fuel injection adding an estimated \$10,000 to the already pricey power plants.

Moving to the subject of avionics, Bud reported Garmin was showing its G3X system developed for light sport aircraft that drew a lot of spectator interest. It is a complete system for engine monitoring, flight director and GPS navigation for around \$10 thousand. It is modular in design and can directly interface with add-ons.

Bud said the Grand Rapids Horizon HS with GPS compared for around \$4 grand basic, but comparable in cost to the Garmin with all the add-ons. Dynon showed their Skyview system with additional cooling capacity to keep it from over-heating in southern summer conditions. A caution is that the system is still being tested which will not be fully completed until later this year. Prices range from approximately \$4,500 to nearly \$10 thousand, depending upon features.

Regardless of which system you might choose, a high hurdle for the average light sport or general/experimental aviation pilot is justifying the cost of these sophisticated devices for the typical sport pilot flying 50---100 hours per year. Bud also commented on headsets and his

preference for some of the features offered by Sigtronics.

As for new aircraft, Bud noted more high wing designs are appearing along with folding wing options---great for trailering or for economical on or off airport storage or multiple aircraft in a hangar. If contemplating a folding wing design, make sure it will fit in or on a trailer not wider than highway rules allow.

Piper has joined forces with Czech Aeroworks to offer a nice-looking low wing LSA existing design now called the Piper Sport.

Major aircraft manufacturer Tecnam has donated one of its Rotax-powered composite LSA P-92 Echo Classic aircraft to Embry-Riddle and it may become the school's new standard aircraft for basic training. Bud says it will be interesting to see how the Tecnam holds up under the heavy use it will be subject to.

There seemed to be a resurgence of interest in basic tube and fabric designs. Bud was impressed with the X-Air S-LSA high wing, side-by-side made in Oregon for under \$68,000 ready to fly. It seemed to handle the winds prevalent at Sebring all weekend.

In summary, Bud said the Expo was less of an event than last year and more "back to basics". Several of our chapter members who had visited the show gave their impressions, too.

The meeting concluded at 10:00 a.m.

Submitted by:

Gordon Knapp, Secretary

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### For the fun of it!

1. <http://www.asb.tv/videos/view.php?v=b222a7cb&sortby=score&a=search&keyword=HORSEMEN>
2. <http://www.wired.com/autopia/2010/03/photos-spaceshiptwo-completes-first-captive-flight/>
3. <http://www.ananova.com/News/story/sm3721855.html>
4. <http://jalopnik.com/5499822/this-is-the-canopy-of-a-rocket-plane-after-mach-6>
5. <http://blogs.ajc.com/mike-luckovich/2010/03/04/march-5-cartoon/>

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***EDITOR'S CORNER***

**FLY SAFE  
&  
DON'T BE AFRAID TO GO  
AROUND!**

*Jeff Kaloostian, Editor*

