

**Meeting this
Saturday;
May 22, 2010 @ 0900
Breakfast at 0800**

CALLING ALL COOKS

Some time ago, we began taking turns with breakfast chores. This system worked fairly well for awhile, but seems to have settled into the same few people offering to do the cooking most months.

The idea is to get more members involved, so nobody will have to do more than their fair share. It isn't hard work. We all know how to make coffee and cook pancakes and eggs. The supplies will already be on hand. All you have to do is the actual cooking.

So, when the signup sheet comes around, pick a month. You can do it, and all members will appreciate your help!

Jeff Kaloostian is "on deck" for May, but needs a helper. CONTACT JEFF AND OFFER TO ASSIST HIM---his phone and e-mail information is at the end of this newsletter.

Presidents Corner

Sun 'n Fun Success,

If you think that Sun 'n Fun was a success, because of the vendors, the aircraft manufacturers or the air show acts, then I will beg to differ. I was forced this year, due to economics, to work my booth full time. When I broke away, I walked the show with a chap

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from the UK and he was amazed how many of the events, sales and services would not have happened without volunteers. Many of the aircraft companies had volunteers manning their booths to cut costs. Of course the entire flight line ran on volunteers, as well as every operational aspect of the event, from food, lodging, to waste was done by volunteers making things happen. The public that came to look at the pretty airplanes or see the whoop tee dos never noticed, but many folks brought their kids. I watched volunteers taking time to tell the soccer mom's what was available for kids as well as sharing their experiences with the young dad dreaming of flying. I was approached a number of times by young folks in their twenties that had come as children and wouldn't miss the event now that they are adults. The flying that we all new and still know will disappear without young folks getting involved. And it is our job as volunteers to make that dream

of flight in them happen. One way is to bring them in as volunteers, so they get totally involved.

Vendors are just sales people, hot dogs shouldn't cost \$5, and hardware and sunglasses can be purchased anywhere on line. What can't be sold is the spirit of flying. That spirit and love of flight is what we volunteers give to the show that no sales person can. That is what made Sun 'n Fun a success. And if we can involve more young folks, it will continue to be a success.

Well Done!

Program

The program this month will be presented on the latest FAA information issued May 2010 about ADS-B including enabling technologies that will be in place throughout the National Airspace System by the end of 2013. Significant advancements in navigation are replacing our legacy systems. Steve Reisser will present this program to our chapter.

HELP A KID'S IMAGINATION "TAKE FLIGHT" THIS SUMMER

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. The space and aviation summer camps are starting in June.

Please consider making your donation now so we can send a check for our collective Chapter 175 contribution to the Florida Air Museum educational program soon. Let's continue to keep our support for this youth aviation program going strong in 2010. We'll "pass the hat" at the May chapter meeting. *All donations are fully tax deductible.* Some youngster will be thankful.

EAA CHAPTER 175 MONTHLY MEETING MINUTES FOR APRIL

DATE: April 24, 2010

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

ATTENDANCE: 14

Business Meeting

The meeting was opened by President Bud Yerly at 0900. Bud thanked Steve Reisser and Gordon Knapp for preparing breakfast and Dolores Henwood for generously doing KP while the rest of us attended the meeting. Minutes of the February and March meetings were approved as presented. Tom McLinskey was absent, so there was no formal Treasurer's Report, but Bud said he had conferred with Tom and the financials were essentially the same as last month. Bud welcomed our guest. He made some brief comments about the chapter's successful effort with the Volunteer Kitchen during the

just-concluded Sun 'n Fun Fly-In, noting an excellent turnout of chapter members and associates who prepared up to 2800 sandwiches on several days of the event under the supervision of Pete Lansbery and Rich Denton. A full Volunteer Kitchen Report will be forthcoming when Pete has put the final data together

Next, Bud noted we need to get going on the MiniMax project in the adjacent garage. Steve Reisser said he needs to have someone take over this effort as a coordinator. Mike "Z" has agreed to be the tech rep, having built a MiniMax, but he doesn't have the time to be the overall person in charge of the project. Discussion followed on how best to get started and what is needed to be done first.

Discussion moved to comments on Sun 'n Fun. Bud noted good weather enabled a good number of aircraft to fly in, some from long distances. He knew of a Europa that came all the way from the west coast, arriving with just 100 total hours on the aircraft. No problems were encountered. Both Bud and Mike "Z" staffed vendor booths all week and had the opportunity to have discussions with many visitors and other vendors. Bud said he thought aircraft sales were slow this year, except in the LSA area. LSA designs and avionics continue to improve. The ultralight area was much less active than in previous years and homebuilt participation lower with not much variety. Participation by vendors

overall was high and those indoors had a lot of traffic. The overall impression of the fly-in was that it was ahead in all areas from last year as well as being safe and well run. Discussion was open to the members, with comments ranging from the surprising number of helicopters in Chopper Town to admission pricing. Concern was expressed about the general public climbing on aircraft in both the airside and landside areas. Failure to "police" this situation may lead to less aircraft participation in the future. Last month, Gordon told the members a "very significant" announcement would be forthcoming during Sun 'n Fun regarding the Central Florida Aerospace Academy, but that he was not at liberty to give details prior to the official announcement. Now, he was pleased to report that a private benefactor had donated \$7.5 million to the Central Florida Aerospace Academy, a part of the Polk County school system, to build its own dedicated facilities at Sun 'n Fun---currently located in the renovated old maintenance building and several portable classrooms. It is anticipated some 400+ students will be enrolled in this full high school credit program over time. Graduates will have a regular diploma as well as FAA licenses, primarily in avionics. Rick Garcia of Gulfcoast Avionics was instrumental in helping bring this effort to a successful conclusion. Also noted was that Cdr. Gail Ryan once again helped coordinate the Navy Cadets involvement in Sun 'n Fun. These cadets, mostly from

the central Florida area, but several from out-of-state and ranging in age from approximately 10 to 18, camped at Sun 'n Fun and assisted in various volunteer efforts during the week as well as attending special classes in the evenings. Overall, it was a most successful event. (Major Dave Chael, who gave a presentation to our chapter while he was on assignment at CENTCOM, flew in from Vance AFB in Oklahoma for several days and spoke to the cadets one evening and had each one check out the cockpit of his T-6 Texan II.)

Wrapping up the business portion of the meeting, Mike "Z" announced he is putting together a joint ownership program utilizing an Icarus LSA. See Mike for details. Bud noted he has USF students involved in coming to his shop to create design projects there using a variety of materials and talents. The Silver Lady presently has two openings, providing good opportunity for economical flying, as LSAs are no longer available for rent at Clearwater-St. Petersburg Airport.

The business portion of the meeting concluded at 0945.

Program

Chapter member Art North presented a talk on his involvement with the unusual Ling-Temco-Vought (LTV) XC-142 tiltwing V/STOL aircraft. It was one of a number of projects attempting to develop a practical vertical and short take-off aircraft with forward speed and cargo

capacity exceeding that of helicopters both here in the US and abroad. Until the V-22 Osprey program matured, none of these other efforts proved operational.

Art gave our group an overview of his military career, starting with Army service in Japan shortly after WWII where he was part of a crew assigned to assemble 23 light observation aircraft packed in crates---the only problem being that he didn't have any instructions and had never done this before. By trial and error they were all assembled and flown to Korea. As an aside, Art noted the US military, thinking there was no need for these "low and slow" type aircraft after WWII, surplused them for \$50 each and found this bunch in a farmer's field in Georgia and had to hastily buy them back.

After Korea, Art moved onto helicopter school and eventually the XC-142 project, a multi-service development, headed by the Air Force in the early 1960s. Like all such designs, the XC-142 was a complex aircraft. It had four GE jetprop engines rated at 3,080 hp with a 41,500 lb. take-off weight, projected 400 mph top speed and 235 cruise. The wingspan was 67 feet and length 58 feet. The most troublesome feature of the design was a cross-linked shaft connected to all engines in the event of one or more failing. The shaft created excessive vibration and high wear, aggravated by wing flexing. Remember, this was the era of no on-board micro-computers, so the crew workload was very high

managing the aircraft as the wing was rotated through short or vertical take-offs and landings. The plane was unstable in certain flight regimes and the project was plagued with mechanical failures, resulting in several hard landings and crashes during the program. Art said it was incredibly loud, too, along with creating a huge downwash in hover. The wags said the XC-142's main accomplishment was to convert large amounts of jet fuel into noise! One base commander refused to let it operate from his base because of the racket.

In the early stages of development, it was expected there would be a civilian version for flights between urban areas carrying 40-50 passengers.

Because this was a multi-service program, Art said there was a lot of rivalry at the top and many "games" played. He had a number of humorous "war stories" to tell from his perspective and experiences during this time.

In the end, the XC-142 was deemed ineffective and the program cancelled, with the one remaining aircraft being transferred to NASA for further experimentation. Another "tilt-rotor" design, the Curtiss X-19, eventually lead to the V-22 Osprey, though that program was years in development with many setbacks and challenges and nearly terminated on several occasions before final success.

Art concluded his fascinating tale at 1005.

Submitted by:

Gordon Knapp

Secretary

For the fun of it!

1. Check out Code One:
<http://www.codeonemagazine.com/index.html>
2. Flying car anyone?
<http://www.gizmag.com/old-est-known-flying-car-auctioned/14567/>
3. For the person who has everything!
<http://www.gizmag.com/bae-systems-air-deck/15046/>
4. How about some Sun-n-Fun pix:
<http://www.eaa.org/apps/gallery/gallery.aspx?ID=310>
5. Personal aircraft anyone?
<http://www.gizmag.com/na-sa-puffin-personal-electric-aircraft/14796/>
6. It's a process that's sort of like Mother Nature's version of a "[Cash for Clunkers](#)" engine getting killed. Volcanic ash normally contains glassy materials, such as silicates, whose melting points are 600 degrees Celsius to 800 degrees Celsius. Since internal temperature of in-flight jet engine exceed 1000 degrees Celsius, glassy particles in volcanic ash inhaled by the engines instantly melt. In the course of exhaust, the glassy materials are

rapidly cooled down in the turbine chamber, stick on the turbine vanes, and disturb the flow of high-pressure combustion gases. This disorder of the flow may stop the entire engine in serious cases — such as KLM Flight 867.



7. [Boeing's Newest, Oldest Airplanes Fly Together](#)



That's a 1927 Boeing Model 40C, the very first passenger-carrying aircraft built by Boeing, flying in formation with a brand-spankin'-new [Boeing 787](#), the company's youngest passenger-carrying aircraft. And no, it's not a photoshop.

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EDITOR'S CORNER

Pilot Philosophy

The difference between a duck
and a copilot?

The duck can fly.

A check ride ought to be like a
skirt.

Short enough to be interesting,
but long enough to cover
everything.

Speed is life. Altitude is life
insurance.

It only takes two things to fly:
Airspeed, and money.

The three most dangerous things
in aviation:

1. A Doctor or Dentist in a Cessna.
2. Two captains in a DC-9.

Aircraft Identification:

If it's ugly, it's British.

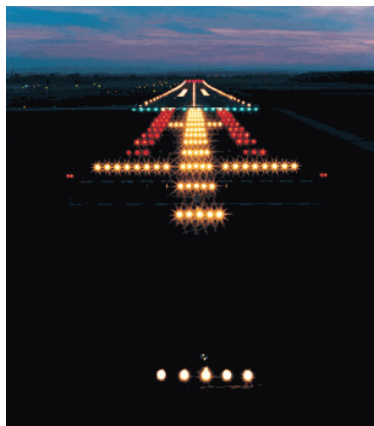
If it's weird, it's French.

If it's ugly and weird, it's
Russian.

Without ammunition, the USAF
would be just another very
expensive flying club.

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

Jeff Kaloostian, Editor



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