EAA CHAPTER 175 SMOKE SIGNALS

NEXT MEETING

May 27, 2017

Breakfast 0800

Meeting/Speaker 0900

The **27 May 17** meeting we plan to host **Air Commodore (AUS) Mika Gray** who will give us the skinny on **flying the General Dynamics F111** around the world and in combat. This will be a great time to meet one our Australian partners and hear about his flying exploits.

EVENTS

Events in our area from EAA, AOPA, SPA, and others:

International Young Eagles Day
Saturday, June 10 · 10:00 AM
St. Petersburg, Florida

Sebring US Sport Aviation Expo
Wednesday, January 24 - Saturday, January 27 · 9:00 AM - 5:00 PM

Minutes

Minutes from April Meeting at end of newsletter.

EAA 175 CHAPTER MEETING MINUTES

DATE: April 22 , 2017

LOCATION: Chapter House, Tampa Executive Airport (KVDF)

ATTENDANCE: 19

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GOIN' WITH THE FLOW

I'm back. As a former newsletter editor, I should have known better than to take it on again, but Jeff can be very persuasive. Or create lots of guilt. Or something. So you'll be getitng the mix of verities and balderdash that strike my fancy each month, along with the usual Chapter 175 business. We'll try to get out early in the week each meeting week. Try is the operative word. As is always the case, it would be good if you would send me stuff to put in. [RRI]

DENNY'S NOTES

Summer weather is making its way back into the Tampa area. I am looking forward to a great summer of **flying activities** and places to visit. **Please take pictures** when you are out flying a **place them on our EAA Chapter 175 Face Book** site. If you don't have a Face Book account you can send you pictures to me at EAA48@AOL.COM and I will place on the site. Please ensure you give me a short note about the picture as it enhances the presentation. Speaking of presentations, here is what we have planned for the next few months.

The **27 May 17** meeting we plan to host **Air Commodore (AUS) Mika Gray** who will give us the skinny on **flying the General Dynamics F111** around the world and in combat. This will be a great time to meet one our Australian partners and hear about his flying exploits.

The **24 June 17** meeting we had planned on a flying cookout; however, we have a unique opportunity to hear from **Air Traffic Control specialist Darren Gaines**. Darren will **provide insight into what it is like to be an air traffic controller at Air Venture and will share his insight into how to better communicate with ATC** when flying. We will move the June Flying in Meeting to August so all can participate after Air Venture.

For the **23 September 17** meeting we are planning to have the **FAASTeam report on the new Pilots Bill of Rights BasicMed requirements**. BasicMed is an alternative form of aviation medical compliance that became available to pilots starting May 1, 2017. The team will address how BasicMed works, who is eligible to use it, and what you need to know to determine if it is right for you. We are confirming this review qualifies for FAA Wings credit. Plan to attend and find out about this wonderful privilege.

OK, that is it for now. Enjoy the cool weather while it lasts and don't forget to…

….keep 'em flying.

X-PLANE CORNER

X-Plane is one of the leading flight simulators. We like it because it comes with airplane and scenery builders, so you can build your own planes or make your own scenery. There is a large and active community doing both. It is also good enough to be certified for training use with the right equipment, and, even in its home use form, is great for keeping current.

Installment One: Getting Started

For years the definition of 'Flight Simultor' was the Microsoft version, with its iconic starting screen from Meigs filed in Chicago, flying past the then-named Sears Tower. It's still around, and, through the years has been joined by dozens of other offerings that have come and gone. I have about 15 different sims on a shelf, daing back about 20 years, and not one of them is a shooting game. There are specialized sims for glider pilots, for RC pilots, and for people who want to fly the Red Bull Course. The state of the art has become very refined. I think X-plane sits at the top of the heap.

I'ts unique features are many, and they company is perfectly willing to brag at X-plane.com.

The current version is 10. 11 is out in Beta. It comes with everything, global scenery, many planes, tools to build planes and sceenery, and costs about $75. Needs pretty good hardware.

If you have a more modest computer, version 9 remains very capable, still supported in the community, and a good flight experience. The price for an older vesion is a pack of 10 rewwritable DVD ROMs if you know someone with a set of DVD's. You Do.

The Geek Advantage

X-Plane is pretty much the brainchild of a single guy. It has never been a game. It features Physics, ridiculous attention to detail, and open architecture.

Most computer programs involving flying are models of inputs and outputs. Each user action has a defined reaction. X-plane uses physics. It models the airflow, lift, and drag. As computers have gotten more powerful, this modeling has become pretty sophisticated. This is why the plane builder has become so valuable, and why some kitplane companies have successfully modeled new designs is X-plane. Skycycle and Hensley Wolf are two I've seen

The detail bit is impressive. Fuel depletes, carb ice is required in appropriate temperatures, flaps and gear cycle through realistic times with proper pitch and drags changes, and so on. I have a friend who flies for Cathay Intnl (Hong Kong) who says the 737 can be set up for every condition they face in their big simulator check rides.

The open architecture means you can hook up and fly real weather. You can connect foreflight or Garmin to your computer and drive them as you fly. Or, if you want to 'fly over your house', you can grab an image from Google earth and fly over your house.

The EAA connection?

1. As noted, build your plane in X-plane.

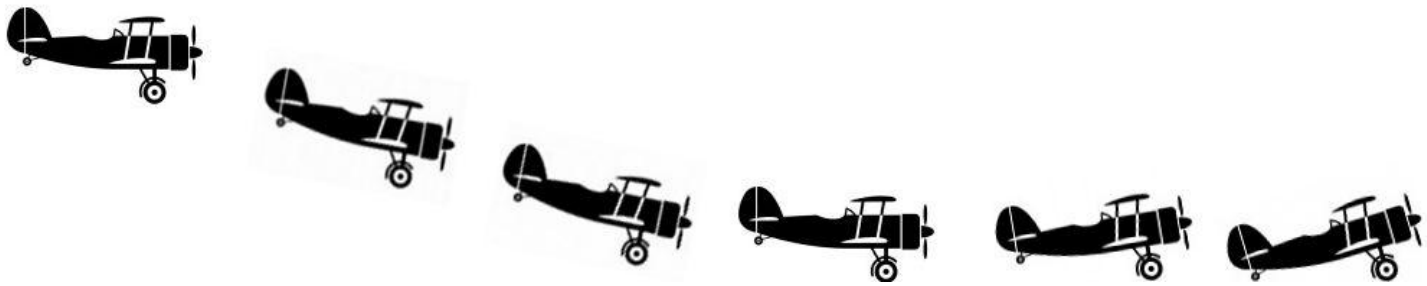
2. People who fly like flying, and often anything remotely conntected to flying.

3. I try to ingtegate it into Young eagle flights.

De Plane, De Plane

I am bulding an Osprey II. (In real life, or, in unreal life when I'm not making progress). I am modeling it in X-plane. To gain confidence, I modeled a plane I know well, my tri-pacer N8011C. The correspondence between this model and the airplane gives me a lot of confidence that my Osprey model is somewhat like the real thing.

I think it flies like a tripacer. Copies are available by email to anyone interested.



DRONES & RC

Jeff has a Drone program coming up. We'll talk about this side or aviation a bit from time to time.

My FAA # is FA3NY4MHMM. Five bucks, online. If you are going to fly anything outdoors, you need this. One registration for everything you fly. You don't want to be a real pilot, have a drone incident, and not have done this.

LATE NOTE – The FAA lost in district court, so model registration may not be necessary.

My AMA number is 872876. If you are going to fly anything outside, the Academy of Model Aeronautics membership costs $60, includes a magazine, pays for lobbying, *and provides insurance!*

When your toy loses its mind, flies away, and drops onto a nearby highway causing a three car fender bender, you'll be glad you joined. The magazine is fun, too.

A good beginner drone for about $120 is the HOLY STONE F181W. This is the low end of the full feature types, and I've had good luck actually flying it, without creating plastic trash. It may show up at a meeting soon for a show and tell.

ODDITIES

People send us stuff. Or we find stuff on the net.

Burt Rutan has designed an awful lot of planes, many notable ground-breakers. Most folks don't know he once did a light attack aricraft under the Army Low Cost Battlefield attack aircraft program. The demonstrator first flew on 2/19/1990.

The aircraft was built around a P&W JT15D turbofan and a five-barrel 25MM rotary cannon.

Of course, an agile, pilot friendly, simple, maintainable, and low cost aircraft fell well outside the normal parameters for military procurement. The aircraft costs about as much as a V35B Helmet. At last report, the prototype is still flying .

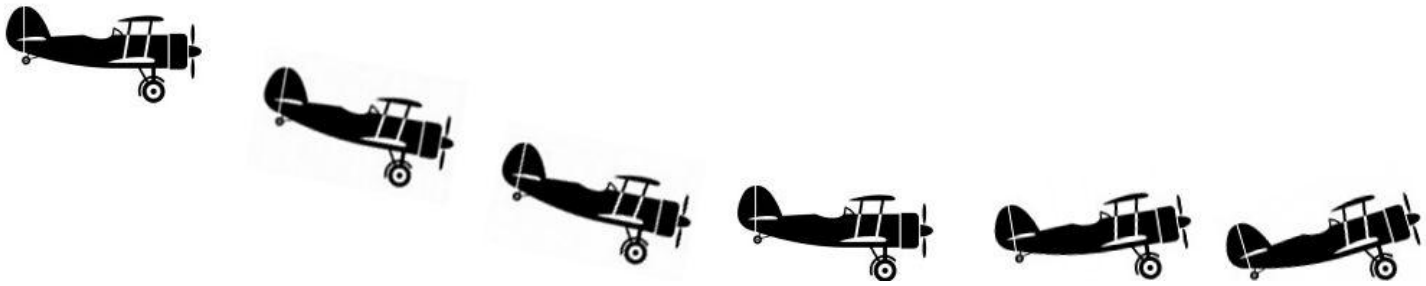
Yes, it had a canard.

No, plans were not made available to the homebuilder community. Of course, no one would have wanted to do a homebuilt ground attack aircraft anyhow.....

We all know the importance of labeling things, right? These folks do:


kululu
tail
rudder
throne zone
kulula fans
seats
black box
ZS-ZWP
loo
stabiliser
back door
landing gear


sun roof
flying 101
co-captain
(the other pilot on the PA system)
wing #2
fuel tanks
cargo door
front door
(our door is always open...
unless we're at 41,000 feet)
nose cone
(radar, antenna
and a
really big dish inside)



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EAA 175 CHAPTER MEETING MINUTES

DATE: April 22~~24~~, 2017

LOCATION: Chapter House, Tampa Executive Airport (KVDF)

ATTENDANCE: 19

Business Meeting

The chapter meeting was called to order at 0900 by Denny D'Angello.

Old Business

Meeting Minutes and Treasurer's Report:

No meeting minutes for March as there was no chapter meeting due to Sun'n Fun volunteer activities. No treasurer's report was available.

Other Old Business

Sun'n Fun Volunteer badges were distributed to kitchen attendees.

There will be a board of directors meeting in May. Date yet TBD.

Anyone wanting to post EAA 175 activities is welcome to do so on the EAA 175 Facebook page. If not sure how to do that, please contact Denny D'Anegello.

Bill Anderson needs our assistance in restoring his aircraft. Contact him or Denny if you wish to assist in that rebuild effort.

New Business

There was no new business.

A motion was made and seconded to close the business portion of our meeting at 0920.

Chapter Program=

Our program today was presented by Steve Ritzi who is currently preparing for Formula 1 Racing at Reno. Steve gave a brief history of his in getting involved in aviation and passion for racing.

What is the Reno Air Races?

Mr. Ritzi presented a short movie on the world's fastest motor sport held each September outside of Reno NV at KRTS. The weeklong event includes 6 classes of racing, each race involving 7-9 aircraft flying over multiple course lines at up to 515 mph. The event is not only racing but includes many vendors, static displays, and airshows enjoyed by over 200,000 visitors.

The races started in Cleveland between the 1920's to 1940's. The early years only included 3 classes of racing; midgets, homebuilt biplanes, and unlimited. In 1966 the races moved to the old Stead AFB in 1966.

Current Racing Classifications.

International Formula One Class

These aircraft are limited to a wing area of 66 sq. ft., and 200 HP, fixed prop and gear (with exception of allowing a retractable nose gear). Speeds range from 175-260 mph. The most common aircraft is the "Cassitt" which is a 4,500 rpm, 150-160 mph aircraft. On this aircraft no aluminum props are allowed, only composite or wood propellers.

Biplane Class

Minimum empty weight on these aircraft is 500 lbs with a wing are of 75 sq fe. Engines are O-360s using fixed props and gears. The top speeds are in excess of 280 mph.

Sport Class

This is also referred to as the builder's class with aircraft such as Lancair and Glassair. Maximum engine displacement is 1,000 cubic inches. The minimum lap qualification is 200 mph. Top speeds exceed 400 mph. These speeds are achieved by allowing builders to modify designs with turbo chargers, nitrous oxide fuels, and anti-detonation features. Racing starts

from airborne locations instead of ground starts.

T6 Class

One design only, maximum weight is 4,000 lbs including the pilot and 50 gallons of fuel. Fuel is 100LL. Aerodynamic cleanup is allowed. As with Sport Class, start is from airborne positions and speeds will reach 240 mph.

Jet Class

The aircraft used for this class are single turbojet engines with wings not exceeding a 5 degree sweepback. L29's-39's dominate the field. There is an airborne start with speeds limited to 515 mph for safety. Before limitations were imposed in 2011 due to an accident, the top speed flown was 538 mph by shuttle astronaut Kurt Brown in 2009.

Unlimited Class

The aircraft flown in this class area heavy, fast, and stressed to 6 Gs. As to mods, anything goes. The run up to 3,600 HP with manifold pressures running 75+ inches. With so much power, it can tear an aircraft apart and engine failures are common. Speed run around 515 mph (as much as the jet class).

The Course

There are 6 different courses used for the races with all but 2 classes sharing a single course line. The longest course is 8.5 sm and the unlimited class can cover that in 2 minutes. Races are 8 laps.

RISK

Spectators

Safety for spectators is paramount especially after an accident in 2011 killed many. Between 1964 and 2011 there were no injuries. Since 2011 major changes were made for spectator safety including course adjustments, racing corridors and flight levels (altitudes now set at 50-250 ft. AGL), speeds were limed for the Jet and Unlimited Class, and "Jersey Barriers" are now present at the flight and show lines.

Pilots

Since inception there have been 21 pilot deaths primarily due to structural, engine failures and midair collisions. A mandatory Rookie School is now in place. Before qualifying for racing pilots must demonstrate knowledge and flight skills adequate to racing.

Reno 2017

This year the Reno air races will be held for September 13-17 and you can find details at www.airrace.org. Be prepared if planning to stay in Reno, bring lots of money as everything is VERY expensive. Save money by going to Sacramento, renting a car and driving to the races, but check the weather for early snows because you would have to drive across the mountains on I-80.

Want to Race at Reno?

All kinds of people are drawn to air racing from farmers to astronauts. Here are qualifications.

- At least a current 3rd class medical and Private Pilot Certificate

- You must have a “racing license”.
- 100 hours as PIC
- 10 hours in Formula 1 for every 100 hours short of 500 hours
- 100 hours in the airplane you will fly in the race
- Attendance in the pylon racing seminar known as “Rookie School” mandatory for 1st time racers.
- Aircraft requires thorough inspection
- Oral and practical flight exam required prior to racing demonstration proficiency in all standard and emergency procedures
- Thorough venting required on pilot prior to race

Steve plans to first race in 2019 as his aircraft will not be ready this year and the rookie school will not be offered in 2018. 2019 will be his first opportunity to race.

The program ended at 10:40

Respectfully Submitted,

Steve Reisser, Secretary

EAA 175

Note: Thanks to Denny D’Angelo for helping with edits on this document.