



<http://www.eaa175.org>

EAA CHAPTER 175 Smoke Signals September 2012

Meeting Saturday
Sep 22nd @ 0900
Breakfast @ 0800

Nominating Committee Formed

The Nominating Committee for the upcoming biennial election of the chapter Board of Directors has been established. Members are: Bud Yerly, chairman, who is not standing for reelection, Ginger Adelstone, Allen Chester and Gordon Knapp. The committee is in the process of contacting potential officers and directors and will present the slate of

candidates at the October chapter meeting. The election will be held during the November chapter meeting.

PROGRAM

Mr. Dennis H. Whitley, a Lead Representative of the FAA Safety Team, will be speaking about "The Flight Review". It will cover what it takes to be proficient when you take a flight review. You may find a Bio about Mr. Whitley at: <http://www.safecockpit.com/DHW-BIO.php>

"Please keep our distinguished member, Lyle Flagg, in your prayers for better health."

EAA CHAPTER 175 MONTHLY MEETING MINUTES

DATE: August 25, 2012

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

ATTENDANCE: 18

Business Meeting

The meeting was opened by President Bud Yerly at 0905, thanking Charlie and Dolores Henwood, assisted by Tom Beiser, for preparing breakfast this morning. The Henwoods have handled kitchen chores most of the past several months and it is hoped the Groffs will relieve them during the fall and winter months, upon their return from New Jersey. Assistance from other chapter members is always welcome, however, so a volunteer sheet was passed around to collect names for the rest of this year. Treasurer Tom McLinskey gave an update, noting that all bills are paid and the Silver Lady group is current on its loan payment, which is nearly paid off. The Minutes from the July member meeting, included with the August Newsletter, were approved with one correction regarding the spelling of Doug Middleburg's name. There were no guests this month.

Continuing the meeting, Bud reported that power was off in the refrigerator for a prolonged period since our last meeting, causing an explosive growth of mold which ruined everything stored in it. The refrigerator seems to be working properly since the power came back on. However, we'll have to discard all items presently in it, many of which belong to the CAP, and disinfect the unit completely before restocking it. The food served this morning was brought in fresh today and not put in the refrigerator, so it was safe to eat.



Bud reminded the group our October meeting will be an Eagles Flight and Open House, along the lines of what we did for the first time last year, but with refinements in the way speakers and the program are organized. Since we held our open house last year, EAA has begun a nation-wide adult Eagles initiative and we will benefit from its guidelines, too. Ginger and Leon Adelstone, Steve Reisser and Gordon Knapp are key chapter members developing this event and the National Aviation Academy has offered to be a sponsor. We will need the help of many chapter members, especially pilots, to fly guests. Ideally, we'd like to have a couple of four-place aircraft, so that wives or family members can participate in the flights, too. Pilot or not, all chapter members are encouraged to get involved in helping to make this day a success. Bud encouraged members to begin "talking up" the open house among family, friends and associates who are prospects. The objective is to invite mature persons who perhaps started on pilot training (or even held active licenses) in the past, but dropped out for various reasons, as well as

others who have always thought they'd like to fly, but "never got around to it" and now have the time and wherewithal to begin. We are seeking a select few highly-motivated prospects, not people just looking for an airplane ride.

In other business, Art North reported the Silver Lady Ercoupe is undergoing its annual inspection. He also noted share owner Doug Middleburg is home recovering from a stroke. Members are encouraged to keep Doug in their thoughts and prayers. Bud commented that the president of Europa Aircraft, England, a business and personal friend, is also seriously ill, putting pressure on Bud in his builder assistance operation. Bud reported that the Nominating Committee has been formed for the upcoming chapter election to be held during the November meeting, stating that he will not be standing for re-election after many years, and invited members to volunteer for elected positions or as assistants or committee leaders.

Ginger updated us regarding the picnic to be held after our September meeting. This is a surprise event, details of which need to be kept secret for now---even from chapter members---in order for this project to work successfully. All she could say at this point was that we will be doing a cookout for a goodly number of invited guests and will need lots of member participation.

Specifics will be forthcoming. In the meantime, chapter members were encouraged to sign up to help.

In wrap-up comments, Bud said he will check on the status of our lease with HCAA for the adjacent storage/project building with the objective of closing it out as soon as possible, now that the MiniMAX project has been removed. Newsletter Editor Jeff Kaloostian is seeking photos of members and chapter activities for our chapter Web page. New Silver Lady member Richard Ilfeld was introduced. Lastly, there was a brief discussion of a new instrumentation system utilizing a Bluetooth-enabled smart phone with an Apple iPad to create a full panel for an experimental aircraft or LSA or serve as a back-up.

The business portion of the meeting concluded at 0925.

Program

Bud introduced Richard Petrucci, a member of the FAA's FFAST team involved in continuing pilot safety education. Ginger has attended several of his presentations at MOSI and invited him to do one for us here at the chapter. Dick pointed out he has been actively involved in aviation safety for many years, from Navy squadron Safety Officer to roles with the Coast Guard throughout the southeast to his current duties with CAP and the FFAST team.



Dick began by noting that safe practices need to be an integral part of every flight. He illustrated that point by recounting the story of a local pilot with over 14,000 hours logged who had an engine failure during take-off from Brooksville and successfully executed "The Impossible Turn" to land safely---promising to come back to that controversial topic at the close of his presentation.

His formal presentation, "Preparing for Safe Flight", was based upon Federal Aviation Regulation 91.103. The goal of these regs, Dick stressed, is minimizing aircraft accidents through good procedures. Unfortunately, he pointed out section 103 of the rules relative to pre-flight is probably one of the most ignored or slighted of all Part 91. *(Note: All the information in this write-up is paraphrased for simplicity. Do not treat it as the same as the actual regulations.)* Sec.103 states a pilot must be familiar with all information relative to a proposed flight, including (by way of example) such factors as weather, fuel requirements, alternative airports, runway lengths and conditions,

aircraft weight and balance, take-off/landing lengths (density altitude), wind, temperature, etc.

Dick said following the rules doesn't mean being rigidly illogical. If, for example, you have calculated the weight and balance for your aircraft (or one you normally fly) and are using it under the same conditions as the pre-determined data, you don't have to do a fresh calculation for each flight or re-figure take-off and landing distances at your local airport---only when one or more of the criteria changes.

Despite these rules, statistics prove that adequate pre-flighting is often neglected, leading to a relatively high rate of accidents during take-off. He showed an AvWeb video clip familiar to many in the room of a classic Stinson 108-3 Station Wagon attempting to take-off at high altitude on a hot summer day in Idaho with four adults on board. After an run that lasted well over a minute, the aircraft barely staggered into to air and settled back down a couple of times before crashing into a stand of pine trees, completely destroying it. A post-accident evaluation determined the density altitude was almost 9,200 feet. The take-off roll was estimated around 2,000 feet and it would have required nearly a mile for the plane to clear a standard 50 foot obstacle under those conditions --- which, obviously, it didn't. Luckily, the passengers escaped with only minor cuts and bruises, thanks to

the cushioning effect of the trees, but the pilot suffered a broken jaw and other injuries. The "lesson" from this situation is that the pilot had plenty of time to abort the landing, but chose to ignore all the obvious signs that the aircraft didn't want to fly, with predictable results.

Dick said pilots should pre-determine "go/no go" decision points for every take-off. Know the time and/or distance at which your aircraft must be airborne or close the throttle and go back to the starting point and determine why it didn't perform properly. Have a checklist on board for every aircraft you fly, even if you have to create one yourself, and adhere to it. Pilots sometimes "cut corners" and get away with it, but that adds unnecessary risk and can lead to what Dick calls "Another Stupid Pilot Trick".

Be thinking "abort" throughout the take-off run and be familiar with the areas around the airport if an emergency landing is necessary. Google Earth is a good way to become familiar with the areas surrounding airports along your planned route prior to a flight.

Be alert for any unusual noise, vibration, odor, control feel, engine sound, etc. and land as soon as possible if anything seems amiss.



Complying with the FARs is just the minimum requirement to meet the law. Additional actions should be practiced to mitigate risk. Some examples are: Operational Risk Management (ORM), Aeronautical Decision Making (ADM) and Single Pilot Resource Management (SRM). The FAA has publications for all these topics.

Make a Personal Minimums Checklist that takes into account aging or other personal issues (eyesight, hearing, motor skills, memory, external pressures, etc.) as well as items related to the aircraft and the environment. Samples are available from the FAA in print and on-line. Dick's slides gave the references. He noted single pilots have unique pressures in that they must honestly evaluate themselves, unlike a corporate, military or airline flight crew team approach. We have a natural tendency to overlook negatives in making self-evaluations.

There are a number of plans to aid in evaluating risk, with handy acronyms: 3-P and 5-P models, CARE, TEAM, DECIDE and my favorite, the OODA Loop (just

because it sounds so funky). All are explained in various available handbooks and material from the FAA and other common sources.

Dick urges all pilots to use checklists, and continually evaluate risk through all stages of every flight. Be prepared for the unexpected and have a response plan ready at all times.

Keep training. The FAA, AOPA and other organizations have many on-line courses, as well as the FAA's WINGS programs. (Only three of our members indicated they generally attend these meetings, which are free, and Dick invited all to do so.)

In conclusion, he briefly commented upon the "Impossible Turn", which he'd mentioned at the beginning of his talk. Pilots are warned that attempting to return to the runway if an engine failure occurs during take-off is a guarantee for disaster, generally ending in a stall and unrecoverable spin from low altitude. Dick says an on-runway landing can be safely accomplished, given the right conditions. Energy management is the key. Knowing how and when to do so has to be thoroughly understood and practiced with an experienced instructor or the common wisdom will turn out to be true.

Dick said he is always available to assist pilots who want to further their knowledge and training.

Bud thanked Dick for his presentation and presented him with a Chapter 175 certificate in appreciation. The meeting concluded at 1030.

Submitted by

Gordon Knapp, Secretary



MUST READS

SAFETY

1. There are always great interactive instructional videos at AOPA's Air Safety Institute to learn about various subjects at: http://www.aopa.org/asf/online_courses
2. Check out AOPA safety videos at: <http://www.aopa.org/asf/video/safety-videos.html>

EAA NEWS

1. Latest EAA Chaptergram: http://www.eaa.org/chapters/newsletter/120904_web.html

FOR THE FUN OF IT

1. Check out the interior of the famous Hindenburg zeppelin in color!

<http://www.retronaut.co/2011/04/inside-the-hindenburg-in-colour/>

2. Lots of great pix at

www.retronaut.co

3. Be sure to read this article...very interesting history on air refueling, albeit a little primitive!

<http://theoldmotor.com/?p=58982>



**Fly-Into SUN 'n FUN for a weekend full of
aviation
activities, camping and camaraderie.**

FLY Around the World with SUN 'n FUN!

FRIDAY NIGHT

Camping is available Friday and Saturday night. We have full hook-up, aircraft, and dry camping available. You are required to register for camping. Rates and purchase options are provided when you click on the Registration button below.

SATURDAY

Mike Zidziunas with Breezer Aircraft USA, one of Lakeland Linder Regional Airport's newest flight training schools, located in Hangar B on the SUN 'n FUN Campus, will be conducting demo flights in their Breezer LSA aircraft. For more information, call 941-915-8883.

A **cookout lunch** will be provided by Breezer Aircraft.

7:30-10:00 a.m. **Pancake Breakfast - Hosted by EAA Chapter 454** - Donation of \$5.00 will gladly be accepted. (Breakfast will include pancakes, sausage, orange juice and coffee.)

SUN 'n FUN President, Lites Leenhouts will fly one lucky pancake breakfast-goer for a 15 minute flight in the SUN 'n FUN Stearman, "Wendy". Weather permitting!

Please check the "Pancake Breakfast" box and register below if you plan to attend and to be entered into the drawing.

10 a.m. - 5 p.m. **Shop PilotMall on the SUN 'n FUN Campus** for unique aviation apparel and pilot supplies.

9 a.m. - 4 p.m. **Florida Air Museum & Hangar A Annex Open**

4:30 - 5:30 p.m. **Enjoy the Around the World Flight presentation by world record holder, pilot and author, CarolAnn Garratt.**

CarolAnn has flown around the world three times. Her first flight in 2003 in her J-Model Mooney, took 7 months. Her 2008 flight set a new world record by circumnavigating the world in eight and half days. Her last flight was in 2011 and took 11 months, while she visited over 35 countries, including Madagascar, Jordan, Egypt, Thailand, Israel, Cambodia, Australia and New Zealand.

CarolAnn's flights and presentations have raised almost \$350,000 for ALS research and awareness. She is a Florida pilot and has flown over 350 Young Eagle flights. She has given this facinating presentation at many venues across the country to standing room only crowds. She will have her books on hand and available for purchase

5:30 p.m. **Social Hour** Sunset Grill

6 - 7:30 p.m. **BBQ Dinner** will be provided by Earhart's Runway Grill in the Sunset Grill. Adult Ticket \$15 - Children \$10 (Please RSVP and secure tickets below -

Deadline September 26th)

Meal includes: Tortellini Alfredo, Tropical Ginger Chicken, Garlic Mashed Potatoes, Southern Style Green Beans, Rolls & Butter and a House Salad.

Camping is available Friday and Saturday night. We have full hook-up, aircraft, and dry camping available. You are required to register for camping. Rates and purchase options are provided when you click on the Registration button below.

SUN 'n FUN President, Lites Leenhouts will fly one lucky dinner guest for a 15 minute flight in the SUN 'n FUN Stearman "Wendy". Weather-permitting!

Please check the "Attending Dinner" box below if you plan to attend and to be entered into the drawing.

7:30 - 10 p.m. **Join us at the Fireside Hub in the SUN 'n FUN campground for a Fireside Chat with SUN 'n FUN President "Lites" Leenhouts.**

SUNDAY

12 p.m. - 4 p.m. **Florida Air Museum & Hangar A Annex Open**

[CLICK HERE](#) to register for Camping and/or RSVP for the BBQ Dinner

Questions regarding the BBQ dinner and/or on-site Camping, please contact llvaughn@sun-n-fun.org or 863-904-4003.

OTHER THINGS TO DO WHILE ON OUR CAMPUS

Vertical Riser (VTOL) - located just east of Central Florida Aerospace Academy (CFAA).

Observation Deck on the old Airshow Announcer Stand (north of the FAA Bldg.)

Nature Trail (Behind Hangar D)

WE HOPE TO SEE YOU THERE!

Additional Instructions for Pilots, Campers and those driving to this event.

Instructions for Pilots Flying In:

- Please check in with the Lakeland Linder Regional Airport control tower upon arrival to area.
- Enter the SUN 'n FUN Campus at the West Gate in front of Hangar D.
- When departing, exit the SUN 'n FUN Campus through the East Gate.
- Tie downs will be available if needed.
- All Pilots must check in with the SNF Mobile Registration Team upon arrival. Look for the SNF Decaled Van.
- If you are camping overnight, you must pick up your camper registration pass from Mobile Registration.
- If you are parking for the day, you must pick up a daily parking pass from Mobile Registration.
- If you are camping, shower houses C & D will be open and portalets will be available in several locations all weekend.

Instructions for those driving or camping in RV's:

Driving Directions – Take I-4 to exit 25 - County Line Road. Go south approximately 4 miles and make a left onto Pipkin Road. Go approximately 1.7 miles and make a left onto Medulla Road.

If arriving on Fri and/or Sat – Once on Medulla, make a right onto Rocky Road just past the sharp curve to the left. Follow the signs to the Campground, Corn Roast and FireHub Area.

If camping overnight, stop and check in at the SNF Mobile Registration Van. On Friday, this van will be parked at the corner of Rocky Road and Poberezny in the Campground. All campers must pick up a camper pass to park in the campground.

If you are camping, shower houses C & D will be open and portalets will be available all weekend in several locations.

General Instructions for Guests:

Golf cart shuttles will be running between the Sunset Grill and the Campground Area all weekend.

If you need assistance while on campus, please call 863-640-3111 or 863-712-4313.

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[to enter](#)



Mark your calendar... and join us this Fall!

November 2-4: Wings 'n Things - Youth Aerospace Weekend

November 9: Hangar Door Canteen - Dinner & Auction

**November 10: Imperial Symphony Orchestra - A Patriotic Tribute to Veterans, Aviation
Style**

December 1: When Pigs Fly South BBQ Challenge - Fly-In BBQ

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Our favorite dwelling place!

FLY SAFE

&

DON'T BE AFRAID TO GO AROUND!

Jeff Kaloostian, Editor

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