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EAA Chapter 175

Smoke Signals

Newsletter

First Air Force One Found



Details Inside

August, 2015

Next Meeting: **Saturday, 08/22/2015**

Breakfast @0800

Our Speaker: John Reid, Avidyne Corporation

Meeting @ 0900

Important survey at the end; please fill out and bring to the next couple of meetings!

PRESIDENT'S CORNER

Please take a moment to print the attached survey about programs and other issues and return it to myself or Denny at this meeting or

the next. We're trying to get a sense of where YOU want the chapter to go, your interests, etc. YOUR feedback is essential! Thank you!

EAA 175 CHAPTER MEETING MINUTES

DATE: July 25, 2015

LOCATION: Chapter House, Tampa Executive Airport (KVDF)

ATTENDANCE: 8

Business Meeting

The chapter meeting was called to order at 0900 by Denny D'Angelo, Vice President.. We had 2 visitors that were introduced to those in attendance.

Old Business

Meeting Minutes:

Meeting minutes were not distributed to the chapter membership in Smoke Signals for June 17th but will be available for review and acceptance after the next publication is emailed to the members.

Treasurers Report

Denny passed around a copy of the treasurer's statement.

New Business

Denny reviewed the upcoming Chapter programs for the rest of 2015.

Denny noted the following:

- The Silver Lady Club is offering memberships for those interested in flying the Ercoupe.
- YE Event in October needs planes and pilots.
- Denny asks that we all bring guests to our next chapter monthly meeting.
- After next month's chapter meeting, please plan to stay for an hour after the program to assist cleaning up our garage.
- Denny suggested that we consider building an FAR 103 compliant ultralight as a project to help stimulate new membership.

With no additional business a motion was made to end the business meeting, seconded and accepted without objection at 0915.

Chapter Program

Chick Svoboda was our guest speaker. He took approximately 45 minutes explaining how he grew up loving aviation and the challenges it took for him to become a pilot. He went into detail about his service in Vietnam and his missions as a helicopter pilot. It was a very interesting program.



Charles (Chick) Svoboda Guest Speaker Last Month

Respectfully Submitted,
Steve Reisser, Secretary
EAA 175

This month's guest speaker is John Reid, Avidyne Corporation.



Avidyne Corporation is a market-leader in the design and manufacturing of integrated avionics systems for general aviation (GA) aircraft. Avidyne is headquartered in Lincoln, MA, with facilities in Melbourne, FL. and Westerville (Columbus), OH.

Avidyne designs and manufactures integrated instruments, flight displays, VHF and GPS-based navigation, communication, and data link transceivers, digital flight control systems, as well as a range of ADS-B, traffic detection and weather detection sensors.

Experienced entrepreneur and pilot Dan Schwinn founded Avidyne in 1994 with the mission of modernizing GA avionics by applying advanced technology in order to improve safety and increase aircraft utility. "As a pilot and aircraft owner, I was struck by how little GA cockpits had changed over the last 30 years," said Schwinn. "I saw huge potential to develop a core technology and define a new generation of avionics that improve flying safety."

Let's have a good turn out and give him a warm welcome.

Original Air Force One under President Eisenhower found decaying in Arizona



'I think it's one of these big secrets that, really, few people know that it's out there,' said an airport manager at Marana Regional Airport. The plane is a Lockheed VC-121 Constellation 48-610 built in California. It was named Columbine II after the state flower of Colorado.

Marana, Arizona (CNN) In December 1953, an airplane named the "Columbine II" was on a flight over New York City, identified by air traffic controllers simply as "Air Force 8610." With President Eisenhower on board, it nearly collided mid-air with a commercial airliner also flight-numbered 8610. The near-tragedy prompted the Federal Aviation Administration to designate a call sign for any aircraft that the President of the United States is aboard. The Columbine II became the first Air Force One.

Today it sits on a patch of desert land, where grass struggles and gopher holes dot the arid ground -- baking. And the owner of a Virginia aviation company wants to fly it home.

"It's an airplane with an incredible amount of history," Karl Stoltzfus, the chairman of Bridgewater, Virginia-based Dynamic Aviation said. "At the end of the day it's an airplane that should be preserved for the public to appreciate."

Stoltzfus and his associates have spent weeks in Arizona inspecting the Lockheed Constellation's four engines, cataloging and replacing parts, and trying to determine whether it could ever fly again. They think it can, and last week they committed to purchasing the plane. The asking price was \$1.5 million, though Stoltzfus would not confirm the final sale price.

"We want to purchase it and refurbish it and bring it back to Bridgewater [Virginia] and have it for public display," Stoltzfus said.

The Columbine II is the only privately-owned presidential aircraft in the United States. A rancher and pilot named Mel Christler bought it in a 1970 military surplus auction. The Air Force never told him that the aircraft he wanted to use for crop dusting was Dwight D. Eisenhower's first presidential plane.

He was getting ready to scrap this airplane [in 1980], and the Smithsonian had been doing some research into aircraft that had carried presidential entourages around and contacted him and asked him if he knew what he had," Christler's grandson, Tim Crowley said.

"My grandfather was a World War II veteran. ... He just felt that since it's an important part of our history, that he had to preserve it."

The plane was never scrapped, but Christler couldn't pull together enough money to restore it. In 1990, a Wyoming rancher named Harry Oliver partnered with Christler to restore the plane to flying conditions.

"[Christler] said, 'Harry, I've given up. I can't afford to keep her any longer and nobody seems to be interested in saving her, and I think I'll put her through the smelter.'" Oliver recalled. "And I told him you know, we can't do that. It's a little bit of our history."

So the pair reassembled the plane in the fall of 1990 and flew it to Eisenhower's hometown of Abilene, Kansas, in honor of what would have been the 34th president's 100th birthday.

Ike's plane hasn't flown since 2003. This month, Stoltzfus and his colleagues ran the engines for the first time in 12 years. And soon, the Columbine II may fly again.

Editor's note: One of my patients shared the "You tube" clip posted below. You may have to copy and post the URL but it is worth it and I know you will enjoy the video of this wonderful airplane. You might even be interested in kicking in a couple bucks to help with the project.

https://www.youtube.com/watch_popup?v=ehwvZXVKmPU

Safety

Is Flying Safe?

[Home](#) Is Flying Safe?

Light-sport aviation safety is a very interesting topic. Lets first look at aircraft safety, safety in general and then at pilot safety.

Aircraft safety

Most modern LSA are built to strict airworthiness standards. If maintained and preflighted properly as every pilot is trained, there is very little chance of a mechanical malfunction. In fact, very few accidents occur because of mechanical failure.

Important **safety note on aircraft**– It must be noted that some (not all) home built, experimental and/or ultralights are not as airworthy and should be looked at by qualified personnel before flying. In fact, some of these home built, experimental and/or old ultralights should not be flown because they are dangerous. Luckily, since the FAA implemented the new rules in 2004, new airworthiness standards have been incorporated to fix this problem. Not to say that all of these aircraft are dangerous, just be cautious with home built, experimental and/or ultralights. If it looks dilapidated or the general condition appears bad, do not fly in it, use your common sense, talk with others.

Most LSA are safer than regular airplanes because there is a ballistic parachute system installed. This greatly increases the safety above and beyond regular airplanes. If there is a serious mechanical failure, mid air collision, weather related situation, or the pilot simply becomes incapacitated, the emergency parachute can be deployed and the aircraft and occupants float safely down to earth.

Other reasons sport pilots flying LSA are safer than regular airplanes is because most are flying for fun rather than under pressure to “get somewhere”. Sport pilots simply say “i am not going to fly today because of ...(some good reason)...”. This is a safety attitude which is acceptable and admired by pilots and passengers. This is a new safety age for flying.

Safety in general

Lets look at risk management and safety in general. Lets start with some things we must do every day (driving) or things we do for pleasure:

- Is driving safe?

- Is riding a bicycle safe?
- Is skiing safe?
- Is riding a horse safe?
- Is boating safe?
- Is riding a motorcycle safe?

As you can see from the list, there is some risk with many things we choose to do.

Pilot safety

Based on the number of people who are hurt or die every year at the above activities, it would be “safe” to say that none of the above is safe, but we do them anyway and accept the risk. Why are they unsafe and people get hurt? — mainly because of the driver/operator decision and/or other uncontrolled events such as other people causing the accident in one form or another. Luckily, for aviation, there is much less chance of others causing an accident with all the room in the sky. You have more control of your flying safety. The situation is also true for Sport Pilots flying LSA.

Most accidents are from “pilot error”. Why?

Pilots often put themselves into situations where they make bad decisions, most can be avoided with two basics:

- **Training.** Both initial training for your pilot certificate plus learning more after you get your license and flying as “Pilot in Control”
- **Positive attitude** about flying.

You have the ability to keep learning through seminars, on line courses and staying up to date with the industry. Getting the magazines and reading on line information. There is plenty out there.

As far as a **positive attitude**, the FAA has put out some hazardous attitudes and antidotes to fix most situations when **hazardous attitudes** arise. Many are guilty of these hazardous attitudes in our everyday life. As you go down you will see yourself and your friends. These were developed through accident reports so this is a most important concept for safety. As corny as they may appear, they are effective if used. **Hazardous attitudes** and fixes are:

- **Anti-Authority: “Don’t tell me.”**

This attitude is found in people who do not like anyone telling them what to do. In a sense, they are saying, “No one can tell me what to do.” They may be resentful of having someone tell them what to do, or may regard rules, regulations, and procedures as silly or unnecessary. However, it is always your prerogative to question authority if you feel it is in error.

ANTIDOTE – Follow the rules. They are usually right.

- **Impulsivity: “Do it quickly.”**

This is the attitude of people who frequently feel the need to do something, anything, immediately. They do not stop to think about what they are about to do; they do not select the best alternative, and they do the first thing that comes to mind.

ANTIDOTE – Not so fast. Think first.

- **Invulnerability: “It won’t happen to me.”**

Many people falsely believe that accidents happen to others, but never to them. They know accidents can happen, and they know that anyone can be affected. However, they never really feel or believe that they will be personally involved. Pilots who think this way are more likely to take chances and increase risk.

ANTIDOTE – It could happen to me.

- **Macho: “I can do it.”**

Pilots who are always trying to prove that they are better than anyone else think, “I can do it—I’ll show them.” Pilots with this type of attitude will try to prove themselves by taking risks in order to impress others. While this pattern is thought to be a male characteristic, women are equally susceptible.

Sometimes the persons last words are “is the camera running”.

ANTIDOTE – Taking chances is foolish.

- **Resignation: “What’s the use?”**

Pilots who think, “What’s the use?” do not see themselves as being able to make a great deal of difference in what happens to them. When things go well, the pilot is apt to think that it is good luck. When things go badly, the pilot may feel that someone is out to get me, or attribute it to bad luck. The pilot will leave the action to others, for better or worse. Sometimes, such pilots will even go along with unreasonable requests just to be a “nice guy.”

ANTIDOTE – I’m not helpless. I can make a difference.

There was your first and most important lesson with LSA safety

The attitudes and antidotes mentioned were derived from most pilot error accidents and is the basis for realizing there is a problem and fixing it before it becomes a bigger problem. **Risk management** is taught in the ground schools and during flight training to understand all the aspects of the...

- pilot,
- aircraft,
- environment, and
- external pressures.

Overall, modern aircraft is strong and reliable. Accidents can easily be avoided with proper training and a good attitude.

Thanks to Paul Hamilton, Sport Aviation Center. Visit the web site at:

<http://lsapilot.sportaviationcenter.com/>

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EAA CHAPTER 175 PROGRAMS SURVEY

Chapter Members;

We ask a few minutes of your time to take the attached Programs Survey. The survey will help us develop more informative and valuable programs for the chapter. Thank you for your time.

1. I prefer programs topics that involve (circle the one closest to your desires):

- a. General Aviation industry b. Aircraft restoration or building
- c. Aircraft history d. Flying...e.g. advancing skills, trips etc.
- e. _____ (write-in)

2. I would support programs that occasionally (2-3 times per year) require travel to locations within a 1 hour drive. YES NO

2a. I would be willing to drive members YES NO

3. The right program length (on average) should be:

- a. 60 minutes b. 45 minutes
- c. 30 minutes d. 60-90 minutes
- e. _____(write-in)

4. I would like to see more events that include the entire family—e.g. spouse flying events, flying rallies, cookouts, model aircraft, etc.) YES NO

5. I would support Young Eagle events YES NO

If so, how many should we sponsor? _____

6. I prefer the following type of presentations.

- a. speaker only
- b. slide presentation
- c. video
- d. hands on
- e. _____(write-in)

7. I prefer to (pick the one closest to your position)

- a. be entertained by the program.
- b. learn from the program.
- c. be motivated by the program.
- d. gain insight into an experience before trying.

8. My aviation interest is (pick one which best suits your interest)

- a. Homebuilt/Light Sport Aircraft
- b. Ultralight
- c. Vintage
- d. Warbirds
- e. Aerobatics
- f. Pilot Resources—help me learn to fly

9. Would you be willing to give a presentation to the chapter? If so what topic?

Yes

No

Topic(s): _____

10. Given my choice, my favorite program would be
