

EAA CHAPTER 175 Dec 2011 NEWSLETTER



***Annual Dinner
Saturday;
Jan 14th, 1730
Next meeting
Saturday;
Jan 28th @ 0900
Breakfast at 0800***

PROGRAM for Saturday, Jan 28th, 2011

This month's program will be presented by Ms. Teresa Ferent from the National Aviation Academy (NAA). She will be talking about Airframe and PowerPlant license and other opportunities at the NAA.

President's Corner

Bud Yerly

Happy New Year!

Fly Safe!

EAA CHAPTER 175 MONTHLY MEETING MINUTES

DATE: November 26, 2011

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

ATTENDANCE: 20

Business Meeting

In the absence of President Bud Yerly and Vice President Steve Reisser, both of whom had other commitments, Secretary Gordon Knapp opened the meeting at 0900. Art North, Jeff Kaloostian and Gordon handled breakfast duties this morning.

Treasurer Tom McLinskey gave a brief update of the chapter's finances, with no major items to report. Minutes of the September meeting were approved. There were no minutes for October, as that was not a regular chapter meeting, but our special Open House.

In other news, it was noted long-time member Jim Fleming was hospitalized.

Gordon mentioned he had recently attended a Sun 'n Fun Fly-In Board Meeting which featured the first opportunity for all board members to meet with the fly-in's new president, John "Lites" Leenhouts in a regular work session. "Lites" was his Navy call sign, which he continues to use as his nickname. He is a high energy leader with all the Right Stuff. Among his career achievements is holding the record for more carrier landing "traps" than any naval aviator. Prior to assuming the presidency of Sun 'n Fun, "Lites" was involved for a number of years in management with a civilian overhaul and upgrade operation on F-18 Hornets in Jacksonville. He has restored and flies a Stearman and Waco and has accumulated a "hangar-full" of aviation memorabilia over the years and has attended many Sun 'n Fun fly-ins over the years when his Navy duties allowed.

Lastly, several members commented upon the October Open House, our first such venture in several years. All agreed it was a successful "first try" and are willing to do it again. Special thanks to all those members who participated from planning to the actual event through clean-up. We made some good friends for the chapter and aviation.

The Business Meeting concluded at 0925.

Program

The speaker today was our own Mike "Z" Zidziunas of Mike Z Sport Aviation, Plant City Municipal Airport. In introducing Mike, Gordon noted the current issue of EAA's *Vintage Airplane* magazine has a photo of Mike in a classic Taylorcraft at AirVenture and asked him to comment upon the story behind that shot. Mike has been a pioneer in hosting general aviation flights to the Bahamas and this time brought us up to date on the latest rules and the

fact Light Sport Aircraft (LSA) and experimentals are now permitted to fly to the islands, same as any general aviation aircraft.

Mike told us about his first "air tour" group flight to the Bahamas a year or so ago in factory built aircraft. During this meeting, he refreshed our members on what is required in the way of preparation, including documentation, licenses, flight planning, etc. It is done on line and while the first time can be tedious and time-consuming, once in the data base, future flights are easy, as it is a simple matter of updating information, most of which will remain the same as initially input. One curiosity is that pilots will need to apply for a FCC Radio Station License and Radio Operators License. These used to be required in the continental US, but no longer are, so most newer pilots won't have them. They are good for a lifetime and essentially a formality.

Mike stressed the importance of completing all FAA documentation accurately and completely in a timely manner. It is not difficult, but must be done properly in every detail. Post 9-11 security issues have added a number of requirements to what used to be a relatively routine process and it is essential to comply fully. FBOs on the lower east coast will help and Mike has found Banyan Air Service at the Ft. Lauderdale Executive Airport to be very accommodating. The details are too great to go into here, but see Mike for support as well as a detailed information packet from the Bahamian Tourist Office.

Mike covered key questions asked by pilots contemplating this trip for the first time. First, the actual distance and time over water from Ft. Lauderdale to the closest airport in the Bahamas is short---approximately twenty minutes. Flight following is

strongly recommended and you'll see ships frequently below you along the way and the Bahamian Air and Sea Rescue teams are very capable should it come to the "worst case" scenario. Mike makes the flight over at 5500 feet for an added measure of security. You can see land most of the way. Fuel is available in the Bahamas, but if you are going to visit the out islands, planning is essential. It is possible to make the round trip without refueling, though stories of high priced fuel in the islands are mostly outdated and it can be less than at your home base. There are some 700 islands in the Bahamas chain with a history of smuggling going back to pirate days, so customs regulations and procedures are tight. Mike said it is important to adopt "Island time" upon arrival and be laid back. Don't try to rush Bahamian officials or they'll react by slowing down even more. There are fees for various official business both in the islands and back in the US, so have

money available. Departing the US is fairly simple, though you must obtain the required transponder code for transiting the ADIZ. Returning to the US is more challenging because of stringent customs procedures. Be sure to follow them carefully to avoid a fast military helicopter or fighter jet "escort" to the nearest airport upon your return.

Mike is eager to share his knowledge of Bahamas flying, so don't hesitate to take advantage of his experience and expertise. He'll be organizing group flights periodically, a highly recommended way to go, especially for your first visit. At the close of his remarks, Mike remained to speak with members who had individual questions.

The meeting ended at 1005.

Submitted by

Gordon Knapp, Secretary

MUST READS

1. **EAA 175 Annual Dinner**

The Annual Chapter 175 Dinner will be held on *Saturday, January 14, 2012, at Frontier Steakhouse Cattle Company* located at 8602 E. Sligh Ave, Tampa, FL 33610.

This year we will all order ala carte from the restaurant menu so there will be no cover charge for dinner. Our speaker is John Moody ("Father of Ultralights"). We will gather at the restaurant at 5:30 PM, with dinner service beginning at 6 PM. Our business and program will commence at 7:00 PM. We need to know the number of persons attending the dinner so we ask that you confirm the number of persons attending the dinner by either email or phone.

Please email Steve Reisser at stevereisser@yahoo.com or phone

813 482-1308 *for confirmation of attendance. Please confirm attendance no later than Wednesday, 5 PM, January 11th.*

2. **Pioneer in Ultralight Industry Still Going Strong**

By Dan Johnson, Kitplanes Magazine, January, 2005



John K. Moody, a.k.a. the "Father of Ultralights," directs a Discovery Channel crew as they attach small cameras to the Easy Riser's leading edge.

John K. Moody is widely acclaimed as the "Father of Ultralights," and he makes effective use of that unique title to publicize his new millennium act featuring his last millennium ultralight.

Is Moody really the father of ultralights or the first to fly one? Several other enthusiasts were experimenting with power units for various kinds of hang gliders in the mid-1970s when Moody started. His distinction was that he was the first person to foot-launch and climb

from flat terrain without benefit of wind or a slope.

I saw Moody fly in the summer of 1975 when he performed before about 250 hang glider pilots in a contest on the sand dunes near Frankfort, perched on the eastern shore of Lake Michigan. He began this risky behavior on March 15, 1975, above a frozen lake southwest of Milwaukee, at age 32.

Into almost still winds at the end of a day of hang-gliding competition, Moody ran his heart out and coaxed his Icarus II biwing hang glider off the beach with a 10-hp West Bend engine giving him some push. After gaining a couple hundred feet he flew up and down the beach until he exhausted his fuel, and the engine suddenly quieted. I recall everyone was astonished-though the high and mighty of hang gliding acted nonchalant when he came around and landed lightly on his feet. In that single flight, Moody flew 10 times as long as I did in the entire weeklong contest. (Of course, our hang glider flights in those days were measured in minutes, and there were not very many of them at that.)

Pioneering Ultralight Businessman

With the help of the famous instructional book by Wolfgang Langewiesche, Stick and Rudder, Moody taught himself to fly. In the early 1970s that was common, although today-in the shadow of the Sport Pilot/Light-Sport Aircraft rule-it seems foolhardy. Clearly, Moody's early investigations were pioneering.



After losing his nosewheel to the "repo man," off come Easy Riser's main gear.

He was one of the first to enter the ultralight business (CGS Aviation founder Chuck Slusarczyk was also involved early on). But Moody was so early in the game that no one even called it the "ultralight industry." His Ultralight Flying Machines of Wisconsin developed power components and other gear to make the Icarus II or Easy Riser tailless biwing into a powered hang glider.

Near the beginning of ultralight aviation, Moody sold the Stewart Maximizer reduction drive, an elevator system mounted on a tail assembly (for those who were unsure of a powered tailless aircraft), specially developed crosswind landing gear that allowed all three wheels to swivel, permitting the two-control aircraft to operate in moderate crosswind conditions.

After Moody helped jump-start the ultralight industry, it began to develop rapidly. He eventually left the business, but his contributions have not been forgotten. In fact, his name is inscribed in history through an award issued in his name: The John Moody Award-the U.S. Ultralight Association's highest honor.

Moody himself was the initial recipient, in 1991, of this award, which recognizes outstanding contributions to ultralight aviation. Thirteen industry leaders have been honored with the Moody, all of whom (including this author) owe a debt of gratitude for Moody's experiments with powered hang gliders. He was also a Southeast Wisconsin Aviation Hall of Fame inductee in 1998 and in 1999, and he was the first

inductee to EAA's Ultralight Hall of Fame.



Moody's plane appears to be in big trouble. All three of its landing gear have been shot off, and now a third shot takes off the horizontal tail shown fluttering away!

Over the years, Moody has been featured in numerous periodicals. His story has appeared in Popular Science, Popular Mechanics, Smithsonian and National Geographic as well as in a variety of aviation trade magazines.

Colorful Airshow Performer

Shortly after he began flying the Icarus II under power, Moody took his unusual flying machine to EAA's Oshkosh event. One of his flights turned out to be a highly memorable event, producing a

fascinating scene caught on videotape. People who witnessed it still talk about the unbelievable sight and Moody's miraculous recovery.



As the act comes to a close, Moody lands neatly on his feet sans wheel landing gear or horizontal tail, unbeknownst to spectators that the plane needs neither part to function.

During a routine where he performed steep wingovers to show the aircraft's maneuverability, Moody got a bit overzealous and found himself hanging upside down. Following a short inverted phase, his powered, tailless Easy Riser entered a stunning series of four head-over-heels tumbles. Far too close to earth—a mere 50 feet off the deck—his Easy Riser flew out of the tumbles, and Moody was able to land without incident or injury.

Moody remains active in the Part 103 segment of ultralight aviation, and since 2002, he has also been pursuing the airshow circuit. He performs a one-of-a-kind comedy routine in his Hirth-powered, specially configured, vintage 1977 Easy Riser.

The announcer, sounding as if he has been caught off guard, reports that the pilot of the ultralight that just took off is apparently late on his aircraft payments. Suddenly a crazed repo man runs out on the field with a shotgun, seemingly bent on shooting Moody and his biwing aircraft out of the sky. His first shot misses Moody but takes off the nosewheel. Uh, oh! Another shot, and off come the main gear. Yipes, no gear at all! A third shot takes off the Easy Riser's horizontal tail, which flutters away. Finally, before airshow officials can subdue the wild gunman, a fourth shot hits the engine, which begins sputtering and smoking.

Somehow, Moody maintains control with the aircraft flying erratically and brings it in neatly to a two-point landing on his legs. The crowd usually loves it even though they know they've been

fooled. The Easy Riser needs no tail, and Moody has many times landed on his feet. The engine sputtering is a mouth control he developed, and the smoke is pure airshow technique.

Besides his work as a flying performer, Moody is a speaker for adult groups and schools, delivering a speech called Beginning of Ultralights. When Moody speaks to such groups, he can explain the details of flight to youngsters, but he also entertains all ages with interesting, often hilarious, and riveting video footage of his early flying exploits—including the Oshkosh incident. A man of strong faith, Moody also conducts religious services for performers and vendors at air shows, which are commonly held on Sunday when he would normally be at church.

3. Check out the Mike Z Bahama Fly-In @ <http://www.banyanair.com/blog/index.php/tag/mike-zidziunas/>

4. SEBRING INFO:



<http://www.sport-aviation-expo.com>

DATES: January 19, 2012 to January 22, 2012

Location: Sebring, Florida

Phone: (863) 655-6444 X 117

5. Check out the new Airbus composite airliner plan at:
<http://www.wired.com/autopia/2011/12/first-airbus-a350-hitches-a-ride-to-the-factory/#more>

6. The site is near the Oak Creek Bridge on the St. Michael's Road [MD 33]. The folks who own the property always have eye-catching displays celebrating various 'holidays'

through the year... this year for *Jületide* they have certainly outdone themselves!

Check Six!





7. Ever want to fly with the Blue Angels?

<http://www.dump.com/2011/10/26/raw-cockpit-footage-taken-during-a-blue-angels-air-show-video/>

8. Read some of this B-17 WWII logbook and get a GOOD appreciation of what those guys went through in Europe...last page describes his bailout and escape back to England!



B17-Logbook[1].pdf

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EDITOR'S CORNER

Well, a New Year approaches (like tomorrow!) and it might be, or might not be, a time for resolutions. Aside from all the usual ones that get broken, let's all make one together...

let's fly safer and smarter by attending workshops & safety meetings and keeping up to date on the latest building techniques. We have a LOT of experience between our members, a great place to begin learning more!

(And don't forget to log those lawn mowings and leaf rakings as exercise! You can lose those 10 lbs. if you really want to!! ☺)

FLY SAFE

&
DON'T BE AFRAID TO
GO AROUND!

Jeff Kaloostian, Editor

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