

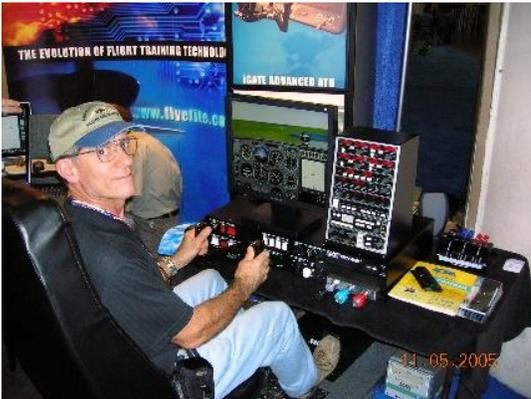


Smoke Signals

February 2017

Next Meeting: Saturday
Feb 25th, 2017
0800 - Breakfast
0900 - Meeting

President's Corner



Well, our annual dinner on Jan 21st was a huge success...a must come participate, of course. Mike Tippin and son Richard performed this in an outstanding manner (with other helpers as well). Another successful fun time of camaraderie, awards and GREAT food.

The new year will be bringing some new activities as we ramp up for one or more Young Eagles event(s) with or without the

help of another chapter. We'll try to get an Eagles Flight day as well, although any pilot can take that challenge upon him or herself by inviting a potential aviation enthusiast up for a ride. We can always be an ambassador for flying on our own.

Remember, we're also looking for a new YE coordinator and a newsletter editor. Please let me know if you're interested.

See you on the 25th

Jeff Kaloostian

FROM THE BACK SEAT

Your chapter leadership attended the first meeting of the new St Petersburg FL EAA Chapter. The meeting was held at the Albert Whitted Airport in St Petersburg and there were approximately 30 people in attendance. The gathering was very positive and the new chapter will stand up officially in March 2017 once HQ EAA approves their application and provides their official chapter number. During the meeting we agreed to work closely with the nw chapter to help them become established. More so, we agreed, along with Chapter 180 (Sarasota/Bradenton, FL), to

assist each other in sponsoring events and speakers. Chapter 180 is very interested in helping us with our Young Eagles program as their pilots are very supportive of chapters without a large pilot population. We will look into sharing a YE day with Chapter 180 in the near future. Further, we will work to use the local chapters to help with speakers as there is a great wealth of experience in our neighboring chapter membership. All in all, a great event and we look forward to having a new chapter in the area soon.

In addition to the event in St Petersburg, the Champ and I attended the Flying Foolz (EAA Chapter 1489 Flying W Ranch in Bushnell FL) breakfast fly in. The event was well attended as you can see by the pictures...though many folks drove in. It was a very cold and foggy morning, so the normal turnout was less than the 30-40 aircraft we normally see at this event. The next Fly-In is March 25th, 9-11 am at Connell's Wahoo (25FL) airport just south of the Flying W Ranch. I strongly recommend attending one of the Foolz events as they have the greatest mix of unique aircraft and people I have experienced at any fly in. Get your aircraft ready and plan to attend the March event. Oh yes, Foolz is an acronym of Florida Order Of Lightplane Zealots.

As for upcoming EAA Chapter 175 events, our speakers are set for February and March.

In February we have Barry Ford from Wing Waxers who will talk about acquiring and flying his Scottish Aviation Bulldog airplane from the UK. The Bulldog is an RAF ex-trainer and is a great little aerobatic aircraft. Barry routinely flies the airplane in formation

and will let us know what it is like to own and operate this unique aircraft. Additionally, he will inform us on how to care for aircraft by giving us insight into his day job as the purveyor of Wing Waxers in Zephyrhills. Barry's products can help to restore and keep your aircraft or car looking great. This will be a very informative program.

In March we bring Steve Ritizi to the chapter to make his presentation on the Reno Air Races and the future of the unlimited class. Steve is very active with the Reno Air Races and will provide us with an "under the tent" view of what it is like to race in Formula One and the Sport Class, and a look into the future of the Unlimited Class. This is a must attend event.

In April I have asked one of our Australian Air Force officers to give a presentation on flying the F-111. I expect to have a date for this event by our next meeting on 25 Feb 17, so more to follow here.

I will have more on the program lineup next month, so stay tuned. Until then, get out and attend a local flying event...and take pictures for the newsletter or Chapter 175 I-TV. See you at the chapter meeting on 25 February and don't forget to...

...keep 'em flying.

Dd

(Pictures below)



NAME THE PLANE BELOW:



Note the Aeronca Chief and Fairchild 24 below were at the Foolz event.

EAA 175 CHAPTER MEETING MINUTES

January was our annual open house/dinner...a wonderful time had by all!

SAFETY TIP OF THE MONTH

Some Extra Runway

From the beginning of our flight training, we spend many hours learning about and practicing landings. We often pay little attention to the beginning of a flight, though. Sure, we might pull out the handbook and compute what it tells us about takeoff performance—ground roll, distance required to clear obstacles—but we simple don't put into takeoffs the kind of study and attention given to landings. I've always found that rather odd.

For one thing, a takeoff appears to involve more uncertainties than a landing. Will the engine develop full power? Are the flight controls working correctly? Are conditions suitable to getting airborne? Will we clear that tree at the end of the runway? In fact, it seems to me that the type and number of challenges with which a pilot can be presented are greatest while taking off. The memory of two takeoffs that didn't work out as they should highlights for me what can go wrong when initiating flight. One of them was successful; one wasn't. I learned some things from both, and both confirmed my suspicions that we don't give takeoffs their due.



The first takeoff involved an airplane with a worn fuel selector. Pre-takeoff ground operations indicated it wasn't seating properly and allowing full fuel flow to reach the engine, even though the selector's handle was in the proper position. To make it operate consistently and correctly, some greater-than-normal force and some "English" needed to be applied. After fiddling with it and getting a good run-up, I pronounced it good to go. It wasn't.

The runway I was departing was relatively short, but more than adequate for the airplane I was flying. Right after lifting off, I lowered the nose to build speed and leveled off about 20 feet over the runway. A few seconds later, well above liftoff speed, the engine quit. I immediately retarded the throttle and prepared to set down the airplane. There was runway in front me, but not enough, I decided, to stop by the end. Beyond it was more pavement, a ditch, some structures and some trees. I'd be very slow by the time I got to them, but get to them I would, given the airplane's present energy state and position.

Instead, I moved the throttle back to its full-power position and grabbed the fuel selector handle, moving it to the full-on position from which it apparently vibrated away. I was immediately greeted with restoration of full power and I continued the takeoff. The rest of the flight was uneventful.

The other takeoff was in a different airplane, at a different airport and on a much longer runway. A pilot-rated friend was in the right seat and had closed the cabin door. I usually visually inspect the door handle to ensure it's in the correct position and push out on the top of the door after it's closed—whether I close the door or the passenger does the honors—to verify all its latches are engaged. For some reason—probably misplaced confidence in the right-seater's familiarity with the door—I didn't perform those checks this time.

As I began the takeoff roll, I sensed different sounds than I'm accustomed to. I continued the takeoff even as I devoted a few CPU cycles to identifying the sensation. About the time I lifted off, I realized what the noise was—an improperly latched cabin door. My hypothesis was confirmed when the door popped open at about 30 feet agl.

Open cabin doors create a lot of noise, wind and confusion. You may lose lightweight items like charts and checklists out the open door, and the noise can make it next to

impossible to communicate with the person sitting right next to you, even with headsets and intercoms. But an open door is not an emergency, and they rarely affect the airplane's handling or flight characteristics. The only real trick is most cannot be closed again until the airplane is on the ground and stopped.

At this point on this takeoff, I had some 6000 feet of wide, smooth, paved runway in front of me. The landing gear was still down—I never raise the gear until I determine a landing on the runway I just departed can't be made. All I had to do to close the door was pull off the power and land. Which is what I did, easily making the same taxiway turnoff I used when I'd arrived a few minutes earlier.

Once stopped and with the post-landing checklist complete, I reached over and secured the door. My passenger was apologetic, but it was my fault: I hadn't verified the door was closed, as I usually do. We taxied back to the end of the runway, took off and had an uneventful flight home.

Why am I telling you these two war stories? The first reason is to reiterate that we often don't pay enough attention to takeoffs. We need to know how long the runway is, how much we expect to use, whether and when we can safely abort and what to do if we can't. The second reason? A few weeks

before the open-door takeoff, another pilot-rated friend and I were enjoying lunch at a different airport, watching the operations. The runway in use at that facility had a displaced threshold of maybe 500 feet, with a total usable length of maybe 3500 feet. We both remarked how departing flights did not back-taxi onto the displaced threshold to begin their takeoff roll, leaving all that runway behind them. Extra runway would have come in very handy for the first takeoff I described. Thankfully, it wasn't necessary for the second one.

If you've ever asked yourself if there's a good reason to use displaced thresholds for takeoff or refuse intersection departures, you now have two of them. Everyone needs some extra runway now and then.

This article appears in the March 2017 issue of [*Aviation Safety* magazine](#).

See:

http://www.aviationsafetymagazine.com/issues/37_3/editors_log/Some-Extra-Runway_11308-1.html

INTERESTING NOTAMS

1. Check out the last B-1B bomber nose art:
<http://justacarguy.blogspot.com/2017/02/the-nose-art-on-last-boeing-b-1b-lancer.html>

2. A must see for upcoming Sun n Fun:



Fwd T-MINUS SUN
'N FUN 2017.msg

3. AOPA is looking for local aviation groups to volunteer for their regional fly-in October 27-28 at TPF.
4. **EAA Chapter 282
Features Dick Karl
of Flying Magazine
Clearwater, FL
Monday, March 6, 5:30pm**

WHAT:

You're invited to join EAA Chapter 282 for our March Chapter Gathering and Open House!

At this month's can't miss event, we will be hosting Flying Magazine columnist, Dick Karl. For many years, Dick has written his famous "Gear Up" column, which has chronicled his life as a pilot and surgeon. After retiring from medicine, Dick began a new career as a charter pilot.

For \$15 per person, we will enjoy a buffet dinner provided by the Clearwater Country Club. Doors open at 5:30, when you can register for dinner and the cash bar opens. Dinner will be served at 6:30pm, and Dick will begin his presentation at 7:00pm.

Seating is limited, so please RSVP to Dave Harvey at dh Harvey781@aol.com or call him at 813-765-2204. The RSVP deadline is March 3rd.

We hope that you are able to join us for an evening of aviation education and fellowship!

WHERE:

Clearwater	Country	Club
525 North	Betty	Lane
Clearwater,	FL	33775

CONTACT

David Harvey, Vice President- EAA Chapter 282

(813) 765-2204 or dh Harvey781@aol.com

US:

5. A Pocket Rocket airplane owned by Locher Gebhard of Italy (he is Austrian and lives just across the border on his own airfield in Italy). The aircraft is a German ultralight powered by a 450 HP Allison Turbine. Very nice.

<https://www.youtube.com/watch?v=c4J-GsGCjHY>

6. A Locher landing his Quest Kodiak in the Dolomite town of Corvara Italy. The approach is close to mountains and is right over the town of Corvara into a short grass runway. Shows the performance of the Quest and Locher's abilities. But there is more. Watch the takeoff from Corvara and the approach to Locher's field in Sarentino...well worth the 7+ minutes of the whole video.

<https://www.youtube.com/watch?v=Ysqn-NA4QhM>

7. By the way, I try to keep our schedule up to date in socialflight.com as well...check it out at www.socialflight.com. There is LOTS of information about other aviation activities in the area here.

8. I'll keep this one in here, because they're too good to forget...take some of the AOPA online courses occasionally.... keep those flying skills in check!

<https://www.aopa.org/training-and-safety/online-learning>

9. Enjoy some neat aviation facts during the year? Send links to me and I'll include them here in the "NOTAMS" section.

CHAPTER 175 PRESENT AIRCRAFT BUILDERS

1. Jack Poff
217-821-2868
Vans RV-9A



(Example only)

2. Mike Tippin
813-404-0075
Van RV-10



(Example only)

3. Ronald LeBlanc
(813) 957-4193
Zenith CH 750, Cruiser builder



(Example only)

4. Don Hughes; (813)598-2030; Midget Mustang



(Example only)

** If I missed you, please email me with your information...one good picture is worth a thousand words!

5. **Rich Ilfeld; (813) 645-3786;**
Tripacer@ Manatee, motor project,
osprey project

Tripacer:



Motor Project:



Osprey:



Continuing from Rich....below:

a. Here's what I have sorted so far:

- i. AN Bolts: 3-4, 4-5, 5-10, 6-20 thru 3-11, 4-56, 5-60, 6-60
- ii. no fewer than 8 of each when considered in groups of 3/16, ie 4-16, 4-17, 4-18 is a group.
- iii. AN stop nuts, nylon inserts, AN stop nuts, Metal, AN castle nuts High and low profile, and AN plain nuts in all sizes
- iv. AN machine bolts, 8, & 10 - 32 lengths 4 through about 60
- v. AN machine nuts nylock mostly
- vi. A good variety of plain and lock washers
- vii. [if you need a few nuts, bolts, washers it's probably available -- that's the majority of the collection]
- viii. A lot of standard rivets, and blind rivet nuts and many sizes.
- ix. Some Cherry and blind rivets (not pop rivets)
- x. Several specialty bolts such as hex head or close tolerance
- xi. An assortment of camlocks and camlock parts.
- xii. Some pitot static fittings
- xiii. A Huge assortment of ear nuts
- xiv. An assortment of small 12 V lamps
- xv. An assortment of flying wire hardware
- xvi. A large variety of specialty fittings like

blind latches, post lights,
etc.

xvii. Assorted clecos and more

xviii. There is a lot of stuff I
haven't even gone through
it yet. As I mentioned, I
had a similar collection of
my own and

b. So here's the deal; My position is
that over the years I probably
spent 3-4 hundred dollars on
assortments and parts bags at
flymarkets, and the donors to
EAA have done at least that, plus
tools. I've used parts over the
years that would have been
several thousand dollars at retail.
And I've used a fair number of
parts in the shop just because I
had them. I see no reason the
chapters would want to try to
limit folks to using the parts on
an airplane. It's not a sin to put
an AN part on a lawn mower.

**i. I will take email requests
from members for parts
for their projects or
airplanes. I prefer email
to phone, but if you are
in the middle of
something and need a
part now- I won't hang
up.**

c. Visitors are welcome at the shop,
of course. And the parts are
much better organized for
browsing that they were before.

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