

May, 2016
SMOKE SIGNALS
EAA CHAPTER 175
Special Edition Annual Dinner



Captain Judy Rice

FROM THE BACK SEAT
May 2016

The Chapter 175 Annual Awards Cookout Potluck was an outstanding success. Mike Tippin's superb cooking; the ambiance of the EAA 175 Club House, and our fantastic speaker, Ms. Judy Rice, made the night great. Judy's presentation on her around-the-world flight for Science Technology, Engineering, and Mathematics (STEM) education was very wonderful and gave us all great insight into how we can help develop our youth for the future. What you didn't know is Judy used her time in the Tampa Bay area to address young adults on STEM education and the need for more students to pursue science, technology, engineering, and mathematic careers in the future. Thank you Judy and a big thanks to President Jeff Kaloostian, cook extraordinary Mike Tippin, Mr. Audio Visual Steve Reisser, and all of you who provided great side dishes for your service and support...it was a fun night for all.

Next month will be another great time for the chapter as we bring back member, ***John Moody, the Father of the Modern Ultralights.*** John will address the impact he had on the modern ultralight movement, what it was like to fly ultralights in those fledgling days, what he sees for the future of the support, and how we in EAA Chapter 175 can support. This will be a great event and a wonderful reunion with John. ***The meeting date is 25 Jun 16 at 0900.*** Plan to attend now and please bring a friend!

OK, that is it for now. I am working additional activities for this summer, so there will be more programs to address next month. Until then...

...keep 'em flying.

dd

More pictures from the main event. Good food and great friends. Captain Judy's flying exploits and home spun humor capped off the evening.







EAA 175 CHAPTER MEETING MINUTES

DATE: April 23, 2016

LOCATION: Chapter House, Tampa Executive Airport (KVDF)

ATTENDANCE: 14

Business Meeting

The chapter meeting was called to order at 0900 by Denny D'Angelo. Thanks and recognition was given to Denny D'Angelo, Steve Reisser, and David Cavanaugh for cooking breakfast this morning.

Old Business

Meeting Minutes:

Meeting minutes were emailed in the April Smoke Signals, and posted to the Chapter website. With no amendments to the minutes, a motion was made, seconded without objection to accept the published meeting minutes.

New Business

Denny stated that our annual chapter meeting will be held at the chapter house at 5-8 PM, May 14, 2016. Everybody attending is asked to bring a cover dish, and Michael Tippin will be providing steaks and lobsters for the grand sum of \$10 per guest. Denny asked all in attendance to indicate their intention to be dinner to let Steve Reisser know. A total of 19 reservations were made at the end of our meeting. If anyone else would like to make reservations, then please let Denny D'Angelo know by May 1st. RSVP him at eea48@aol.com

We have two building project opportunities still in planning. A Xenos Motorglider needs assembly as well as a Bobcat Ultralight. Highest priority is the motorglider. Those interested in brainstorming and determining next steps met after our meeting.

Ross Dewar shared information and some pictures of his completed build on a "Preceptor N3 Pup" ultralight. He has not yet been airborne as he is in the process of taxi and high speed runs before committing the aircraft to flight.

With no other new business to be conducted, a motion and second was made to end the business portion of our meeting. The motion was accepted without objection and the business meeting was closed at 0927.

Chapter Program

Our program today was presented by Denny D'Angelo. He presented an interesting testimony on the efforts and experiences of flying 54 ultralight aircraft on a 530 mile journey from Dayton, Ohio to Kitty Hawk, North Carolina. There were 11 stops with legs of 50 to 80 miles each from 1 to an hour and a half in leg duration. All forms of ultralights were involved including Trikes. The process took great planning and coordination, many briefings, and constant inflight communications. An "air boss" was required to create different waves of aircraft due to the diverse cruising speeds of these ultralights.

The slowest waves were sent first and fastest last so that all would be arriving at approximately the same time. On arrival, debriefing was important to continued safety. All departures required brief but thorough briefings. Denny shared interesting experiences encountered during the trip including aircraft getting lost.

Safety was the most important consideration. Many lessons were learned in the execution of this journey. Planning was the “grease” that made it work. Among lessons learned was

- The importance of an Air Boss
- Written Checklists are essential
- Brief Often but briefly
- Organizers must drive it before flying it to have good and proper planning
- Ground Support is critical
- One cannot over communicate
- Most of all is HAVE FUN!

Our program and announcements ended at 1000.

Respectfully Submitted,
Steve Reisser, Secretary
EAA 175

Classified:

Jay Kuntz at Lakeland South X49 is downsizing his bike. This one is for sale 650 cc and \$3 K.
Phone: (863)602-9606



Tom Mclinskey asked me to include the following.

1967 Cessna 172H – N3729F. One of four shares in Foxtrot Flyers Inc. for sale. 4 partners total. IFR. King 155 and 125. Continental O-300D, 145 HP. 8.5 to 10 GPH fuel burn. 1450 SMOH (1800 TBO). Engine reserve funded. AircraftClubs.com used to schedule flights. Inside hangar at TPF. Great partners. \$7,000.00 for quarter share. Call Ed Page at 813-229-4308 for more information or email at epage@carltonfields.com.

EAA 175 has no financial interest in the above posts. We don't certify the vehicles or airplanes are safe. Any transaction is between you and the owner(s) or group. This is done as a courtesy for our EAA members. Any transactions are done outside the auspices of EAA.

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