



# EAA CHAPTER 175 SMOKE SIGNALS

## NEXT MEETING

July 22, 2017

Breakfast 0800

Meeting/Speaker 0900

**Jeff K on Drones –**  
(*not Jeff K Drones on, heh  
heh*)

## EVENTS

Events in our area from EAA, AOPA, SPA, and others:

The Summer Quiet period is here!	
[Or, we have to find a better source of listings :<) ]	

## Minutes

### EAA 175 CHAPTER MEETING MINUTES

DATE: June 24~~24~~, 2017

LOCATION: Chapter House, Tampa Executive Airport (KVDF)

ATTENDANCE: 16

### Business Meeting

The chapter meeting was called to order at 0855 by Denny D'Angelo. Thanks was given to Allen Chester and Steve Reisser for breakfast preparation. Several guests joined our meeting today and introduced themselves.

### Old Business

#### *Meeting Minutes and Treasurer's Report:*

Meeting minutes for April were provided in this month's distribution of Smoke Signals. No corrections were recommended by attending members, so a motion was made and seconded, and passed without objection. No treasurers report was provided at the meeting.

### New Business

On August 26th, the regular meeting will be replaced by an aviation even followed by a cookout at the chapter house. The event will be an "Aviation Scavenger Hunt" where pilots are given clues to locate and photograph objects from the air. For safety, it is recommended that a passenger accompany the pilot to take digital photographs.

Les Johnson has given his motor glider project to Lakeland's Central Florida Aviation Academy for completion.

A motion made to end the business meeting so 0910, seconded, and accepted without objection.

## Chapter Program

An Air Traffic Control program presented today by Mr. Darin Gaines. Mr. Gaines stressed the importance of checklists regardless of your total flight experience. As a controller, Darin asks that all pilots, not just ATRs, use appropriate language as identified in the back of the AIM. The most misused word used pilots is "roger". It actually means "I heard the communication" instead of the affirmative.

The "Oshkosh Experience". Darin shared his rookie and expert level experiences trying to manage 6,000 aircraft operations a day. He explained team activities of approach, local control, Final-runway control landing simultaneously on both runways and taxiways, mobile departures, and controllers. Sometimes it gets overwhelming with such humorous TXs as "Don't anyone maintain anything" and "

Concluding remarks:

- Everybody please keep filling out those NASA ASRA Repots. Self-reporting incidents are good!
- ATC now request we all leave transponders transmitting mode C while on the ground as well as in the air. Speaking of Mode C, Darin told a true story of Mode C confusion. A pilot flying at 7,500 MSL was given ATC instruction to set transponder to altitude reporting. Instead of setting mode from A to C, he entered transponder code 7500 and squawked. Anybody see a problem with that!
- Other humorous tales included take off with a concrete tie down block still attached. Everyone survived. A potential runway incursion? While working on tower Darin heard a pilot state "I'm out of fuel". Thinking an emergency was being declared everyone went into action. The short of it was that the pilot was on a taxiway and had run out of fuel.
- Darin asked we all use proper contact TXs stating "Who you are, Where you are, and What you want to do."

The program ended at 1010 with Q&A from chapter members.

The program ended at 10:05

Respectfully Submitted,  
Steve Reisser, Secretary  
EAA 175

**FROM JEFF:**

President's Corner

Well, it is definitely summer! Of course, here in Tampa we know that we really have only two seasons...spring and summer! It bodes well for health and exercise, but have you considered the effects on aircraft performance?

One of the most important and potentially serious “gotchas” is aircraft performance review. Taking off in an airplane, balloon or putting a drone in the air at max gross weight is one thing at SL and 70 degrees...quite another at SL but 90 degrees. Your density altitude could be much more important with a fully loaded aircraft...and there are plenty of incidents/accidents to prove the point. I use the accident video on the AOPA website about Density Altitude as a prime example...it’s worth watching and making sure your own calculations are up to speed before making that cross-country into higher elevations or that loaded flight on a hot summer day. Check it out at <https://www.youtube.com/watch?v=OVM3RRd1vfo>.

See you in a week...come and learn to fly a drone!

## **FROM DENNY:**

### ***FROM THE BACKSEAT*** ***Denny D’Angelo, VP***

When you have a Classic aircraft you worry at Annual time since you never know what you will find. One year it may be the wood in the spars and the next it could be the fabric doesn’t pass the punch test. This year I survived all of these checks only to have three cylinders fail the compression test. Well the engine has about 1100 hours since major, but that was on yellow tagged cylinders that have been around since 1947! Now 12 years after the rebuild it is almost impossible to find “new metal” cylinders unless I go the Superior route. If you are experienced in finding A65 cylinder parts let me know as I definitely want to get flying as soon (and as safely) as possible. I appreciate any help you may be able to render.

Speaking of appreciation, a BIG Thanks goes out to Darren Gaines for his great presentation last month on being an ATC Controller during Air Venture. His professional presentation intermixed with comic relief made for a great event. Darren was also very gracious to offer tower tours at KTPA and Jeff Kaloostain, along with Colin and Amy Arnold broke the ice to be the first group to visit with Darren in the Tampa tower. Colin will write a short article on the experience for the August Newsletter so keep an eye out for his work next month. If you are interested in visiting the tour with Darren, drop me a line at [FAA48@aol.com](mailto:FAA48@aol.com) and I will help to arrange. Speaking of great presentations, here is what’s coming in the next few months.

Our own Jeff Kaloostian will present this month. During the 22 July 17 meeting Jeff will give us a rundown on what is happening in the world of Drones and how to become a drone pilot. He always brings a stable of aircraft, so this will be a very interesting and information presentation.

The 26 August 17 meeting will be a flying event. Instead of holding our regular meeting, we will gather at 0900 and participate in flying activities after which we will hold a burger burn. We will plan for the entire event to last until 1 p.m....so it will not be an all-day event. Steve Reisser is developing a series of simple flying tasks and he will make a short presentation on what he has accomplished and what is needed to make the event a success. Don’t forget the real goal is to get as many members flying as possible. If you have access to an airplane, please bring it to the meeting.

For the 23 September 17 meeting we are planning to have the FAASite report on the new Pilots Bill of Rights BasicMed requirements. BasicMed is an alternative form of aviation medical compliance that became available to pilots starting May 1, 2017. The team will address how BasicMed works, who is eligible to use it, and what you need to know to determine if it is right for you. We are confirming this review qualifies for FAA Wings credit. Plan to attend and find out about this wonderful privilege.

I am working a visit by the ICON team in October. The ICON A5 is an American amphibious light-sport aircraft being developed by ICON Aircraft. ICON has setup a training facility at Peter O'Knight airport and am arranging a presentation to the chapter at either our Club House or at the Peter O'Knight airport during the 28 Oct 17 meeting. More to follow on this event next month.

## X-PLANE CORNER

### Installment 3

Landing in the simulator. Most of us remember our first flight lessons. The take-offs, the air work, even the stalls were pretty straightforward. But the landings. Things all of a sudden happened faster, and the airplane became less and less responsive just when you wanted control the most. But eventually, all the pieces clicked, and we started making smooth controlled landings of the sort where the passenger asks “are we on the ground yet?” Or maybe we just became more accomplished practitioners of hanger talk.

Ok, I admit it...I did some serious integrity testing on the Cessna spring gear, and often landed more than once in a single pass.

Landings are hard in the simulator, too. I think there are two reasons for this: Physics, and the lack of peripheral vision. Heck, I think my real landings finally started to work when I stopped fixating on the runway straight ahead. I went back to my log to check how much of my fear I recorded, and the answer is none—the only comment is the hanging of the cutout shirt. (I was shocked to realize that in a few months these entries will be a half century old!)

Since I flogged the simulator as good for practice, I feel an obligation to try to help get past the potential landing issues.

There isn't any physical feedback...the joystick feels the same landing as it does in cruising flight. I tried a cheap “force feedback” stick, and thought it was a waste of a 100 bucks, in terms of fixing this particular problem, although it was interesting in some other programs. So Here's a trick to give some perspective to landings in the sim.



Here we are lined up for 5 at Tampa Exec.





As we get close, we lost ground reference in the sim. If we just look forward we have some of the same problems in real life, but three-D peripheral vision gives us the cues we need.

One solution is to set up a button to switch to “chase view”.



This follows the aircraft, and lets us see attitude, controls, ground, etc.

As we get close we get valuable cues, including shadows.



If you are set up for landing, and switch at about 100 feet. I think you'll find it easy to flare and land in chase mode, and after a few to get a feel for the amount of joystick motion required in flare and landing, it will be as easy as it is in the airplane....

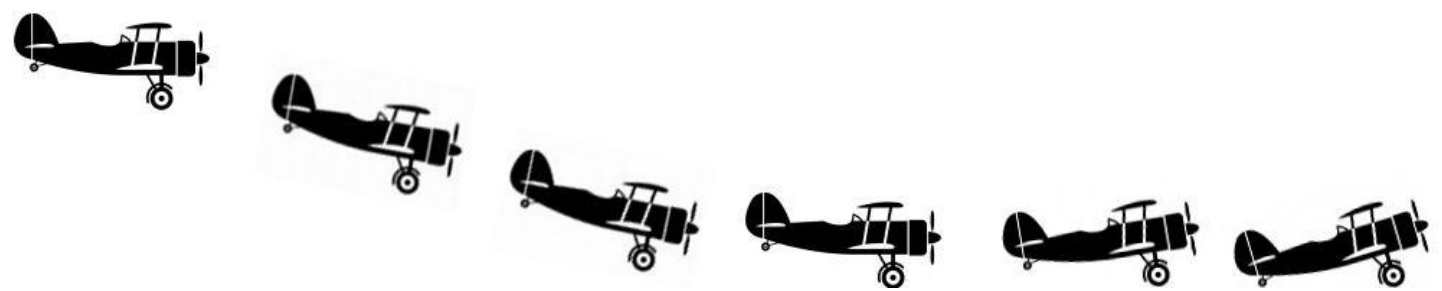
Another situational awareness button I have set up is 'full view with nothing'. Those of us not blessed with full bubble canopies have pretty restricted vision. But when we look around, we can build a full picture of the environment in our minds, that overcomes all the bits and pieces in our way.

Here's a snapshot of this view, same place.



Just like flying a Breezy, right?

Next month I'll report on X-plane 11, and the frustrating joy of migrating to a new version.



## ODDITIES

People send us stuff. Or we find stuff on the net.

Rutan is building an amphibian. He says it's his last, and not for homebuilders. But he is breaking new ground, and if his idead work there will be followers, as there were with his original canard designs. This is also an interesting look in view of the impending visit from the ICON folks.

Skis!!!!

I did a double take, and though I was looking at a PBY on drugs.









A drone link from Bill Cutker

[https://www.washingtonpost.com/news/worldviews/wp/2017/02/21/terrorists-are-building-drones-france-is-destroying-them-with-eagles/?utm\\_term=.dcfbdc904c85&wpisrc=nl\\_p1most-partner-1&wpmm=1](https://www.washingtonpost.com/news/worldviews/wp/2017/02/21/terrorists-are-building-drones-france-is-destroying-them-with-eagles/?utm_term=.dcfbdc904c85&wpisrc=nl_p1most-partner-1&wpmm=1)

And a funky plane:



<http://www.bushplanedesign.com/>

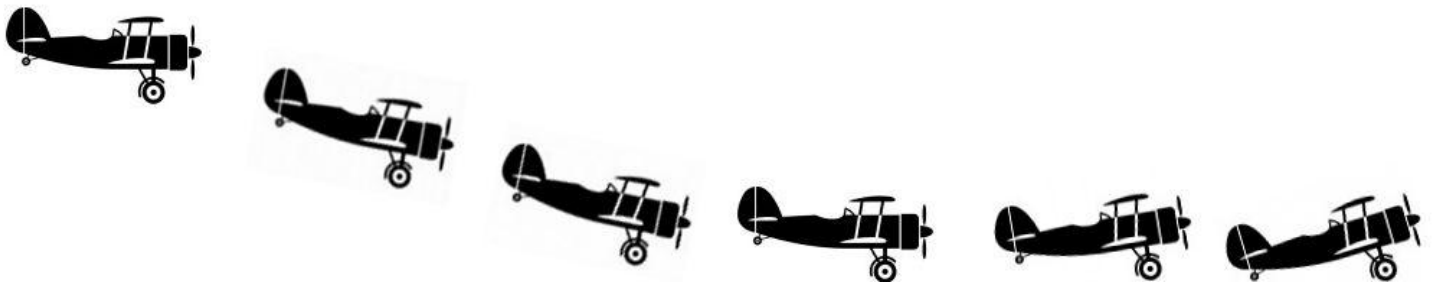
It flies! Here's the link

[http://studentpilotnews.com/2017/02/17/video-flying-incredible-doubleender/?utm\\_source=MarketingEmail&utm\\_medium=email&utm\\_campaign=A17023C&email=wacutler@mac.com&utm\\_content=5.%20Video:%20oflying%20the%20incredible%20DoubleEnder.&trk\\_msg=3661AB4DS78K13AT66oISIJCEK&trk\\_contact=EGLD2CFVAPVB24Fo11C94Q26BK&trk\\_sid=83AQPD8K32ATB3IGPVDI2567US&utm\\_source=Listrak&utm\\_medium=Email&utm\\_term=http%3a%2f%2fstudentpilotnews.com%2f2017%2f02%2f17%2fvideo-flying-incredible-doubleender%2f%3futm\\_source%3dMarketingEmail%26utm\\_medium%3demail%26utm\\_campaign%3dA17023C%26email%3d%3f%3fuserEmail%3f%3f%26utm\\_content%3d5.+Video%3a+flying+the+incredible+DoubleEnder.&utm\\_campaign=A17023C&utm\\_content=Fast+5+-+February+25th](http://studentpilotnews.com/2017/02/17/video-flying-incredible-doubleender/?utm_source=MarketingEmail&utm_medium=email&utm_campaign=A17023C&email=wacutler@mac.com&utm_content=5.%20Video:%20oflying%20the%20incredible%20DoubleEnder.&trk_msg=3661AB4DS78K13AT66oISIJCEK&trk_contact=EGLD2CFVAPVB24Fo11C94Q26BK&trk_sid=83AQPD8K32ATB3IGPVDI2567US&utm_source=Listrak&utm_medium=Email&utm_term=http%3a%2f%2fstudentpilotnews.com%2f2017%2f02%2f17%2fvideo-flying-incredible-doubleender%2f%3futm_source%3dMarketingEmail%26utm_medium%3demail%26utm_campaign%3dA17023C%26email%3d%3f%3fuserEmail%3f%3f%26utm_content%3d5.+Video%3a+flying+the+incredible+DoubleEnder.&utm_campaign=A17023C&utm_content=Fast+5+-+February+25th)

From the "I doubt it" department.

It might fly but there's not a gate in the worl that could handle this.

The swimming pool is on deck 3.



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Kepp em flying!