

EAA Chapter 175 September 2010 Newsletter



**Please come early for
breakfast @ 0800. All are
welcome!**

**Meeting this
Saturday;
September 25th, 2010
@ 0900
Breakfast at 0800**

EAA 175 Program

The program will be a technology update conducted by Luis Hoyos and Steve Reisser on aviation applications on the iPad and iPhone; why you should consider getting one and the 100s of aviation applications that are available – many free. The program will also feature actual demonstrations of the iPad/iPhone applications by Steve and Luis. We are looking forward to seeing all of you. Come early for breakfast and fellowship.

DATE: August 28, 2010

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

ATTENDANCE: 28

Business Meeting

President Bud Yerly began the meeting at 0900, recognizing Allen Chester and Art North for preparing breakfast, assisted by Ginger Adelstone. Seven guests were introduced.

Treasurer Tom McLinsky's financial report and the minutes of the July meeting, included with this month's newsletter, were unanimously approved as presented.

Bud noted the chapter house was an unusually active place, since there was a scheduling mix-up with the CAP Squadron, which was conducting a training session at the same time as our monthly meeting. However, despite this inadvertent glitch, both groups successfully shared the space. He also told us the CAP Squadron was involved in monitoring the Gulf oil spill, flying many hours in that effort the past several months. Looking forward to the coming year, Bud stated a board meeting would be held in the next week or so to focus on the upcoming election scheduled for November to select chapter leaders for the next two years, as well as discuss the chapter's focus going forward. In addition to our efforts at Sun 'n Fun, we'll need to decide whether we want to continue the emphasis

on Young Eagles and youth activities or trend toward adult programs. He encouraged all chapter members who would like to serve on the board to make their interests known. In other business, Art North reported the Silver Lady Ercoupe is flying well and that three openings were available for new members.

Chapter members Greg Slimko and Mike "Z" Zidziunas attended AirVenture this summer and gave a report, saying the well-publicized extreme weather conditions were true---"monsoon" rains in the days leading up to the start of the event meant airplanes could not be parked on most of the grass areas and had to be sent to outlying airports until the grounds drained and firmed. Every bit of paved aircraft parking was full. Many of the camping areas were likewise flooded, so the larger RVs were sent to mall parking lots and other parking areas all over town. Cooperation and assistance from Oshkosh businesses, leaders and residents was quick and generous. As soon as conditions improved, planes returned---some 5,000 on Monday alone in "orderly chaos".

The theme this year was a "Salute to Veterans", so there were a lot of special warbird activities, including a fly-by with four B-17s in formation, a sight you're likely to see only at AirVenture. The fly-in also honored the 75th anniversary of the Douglas DC-3, with twenty-one of the venerable aircraft arriving as a group; totally, some three dozen or more were in

attendance. Mike noted the FAA is updating its N number list and sending notification to all registered aircraft at the owner's last known address. This procedure must be done every three years from now on. He alerted all aircraft owners to act on the notice when they receive it to protect their plane's number. The cost is only \$5.00 and failing to do so risks losing your N number, which, once reassigned, can't be regained.

Mike also updated the group on rules and procedures for flying to/from the Bahamas, which has liberalized the rules for Light Sport Aircraft. Mike also reviewed the Homeland Security rules, which are very strictly enforced for border security and anti-drug smuggling purposes. Most of the process can be done on the Internet for convenience, but time limits and documentation rules must be fully complied with.

Bud asked Ginger Adelstone to give the members a report regarding the project she has been working on with our chapter records. Ginger is in the process of updating all member data and will soon have a member profile sheet for each person to review and revise as needed, so our chapter records will be complete and current. The results will also help the leadership to determine member interests for future programs and activities.

Jeff Kaloostian, our newsletter editor, is the aerospace instructor at Robinson High School, close to

the main entrance to MacDill AFB. He noted Charlie Henwood has been most helpful to him with the class's RV construction program, as well as some others who have supported him. He pointed out that public schools now have to go outside the classroom to get financial support for some of the essential extras they offer to the students and Jeff asked that we consider adopting his class as a sponsor to assist in those efforts.

Simon Sanchez is working on the construction project upgrading the radar at Tampa International to digital from analog. He invited any interested persons to contact him if they'd like to visit the site. It was suggested that might be a chapter "field trip".

The business portion of the meeting concluded at 0925.

Program

Bud introduced our special guest, Gen. Lloyd W. "Fig" Newton, retired Air Force four-star general, who was invited to speak to us by Jeff Kaloostian. By way of "setting the stage" for the general, Bud noted leadership, whether in the military, business or other environments, is not shouting orders, which anyone can do, but developing the ability to motivate people to accomplish goals by supporting and encouraging them and making sure they have the skills and tools to do the job. He said officers only rise to the rank of general by demonstrating the ability to develop people who perform to an exceptional level.

Gen. Newton began his presentation with a short video featuring the USAF Thunderbirds aerial demonstration team, of which he was a member from 1974 to 1978. As a farm boy in rural South Carolina, he would see military personnel from nearby bases going by in their uniforms on vehicles and thought he'd like to be like that. Like other young boys, he would go to the local airport to watch airplanes, but never imagined he would fly. He attended Tennessee State University through the Air Force ROTC program. As a mechanical engineering student at Tennessee State he wasn't doing all that well, but when he switched to the aeronautical program he found his calling. His first flight (and the first member of his family to ride in any airplane) was in an iconic Piper J-3 Cub, which didn't make his mother happy, as she thought he should be studying, not dreaming of becoming a pilot! He graduated with honors and earned his wings at Williams AFB in 1967.

When he first saw the Thunderbirds, flying F-100s, he decided that was his ultimate aviation goal. While serving in Vietnam, flying 269 combat missions in F-4s, he applied to the Thunderbird program. The selection process is very lengthy and he tried three times, with success on the third effort and serving as narrator, slot pilot and wingman over several tours. After his time with the Thunderbirds, he was assigned as a liaison officer in the U.S. House of Representatives, moving on to a number of

command positions, including director of operations, Special Operations Command. He has accumulated over 4,000 hours in aircraft as diverse as the T-37, T-38, F-4, F-15, F-16, C-12 and F-117. He was awarded the Legion of Merit, Distinguished Flying Cross and numerous other decorations during his career. In addition to his undergraduate degree,

He earned a Masters Degree in public administration from George Washington University and has completed National Security executive courses at Harvard. His final Air Force assignment was commander of Air Education and Training Command, Randolph AFB, Texas.

The theme of Gen. Newton's talk was the importance of teamwork in today's Air Force. He noted the young people entering the service now are talented. When the opportunity arises, he asks recruits how they view the Air Force. Most think it is the best decision they could have made and a life-changing experience. They want to be part of something worthwhile. He tells them they are a "different group" because they are members of the Air Force team and they must live and perform to high standards. Commitment in all they do is the key.

He then opened the meeting to questions from our members and guests, which ran for nearly a half-hour. Among the questions were if the Thunderbirds will fly the F-

22 air superiority fighter. Gen. Newton said they'll eventually change to the F-35 multi-service aircraft which has not yet gone into service. In the meantime, he said their current F-16s have been upgraded to the latest 29,000 lb. thrust engines and avionics--- noting, "You can never have too much power", which drew understanding laughs from the audience. Asked how to get young people interested in aviation, since they can't easily "hang out" at their local airports like we did due to all the security, he said to reach them in "their worlds"---computers, sports, automobiles, etc. He was very positive about their generation, saying they will rise to the occasion if motivated and challenged to make things better. As for aviation in general, he says technology will drive progress, enhance safety and ultimately lower costs.

The program ended at 1015.

Submitted by:

Gordon Knapp

Secretary

For the fun of it!

1. Has anyone ever heard of Creech AFB? Colonel Chris Chambliss is Commander of the 432nd (UAS) Wing at Creech AFB. All of the Air Force's unmanned drones are now operated from Creech Air Force Base, 45 miles northwest of Las Vegas

at Indian Springs. They used to run out of Nellis AFB but now have their own Wing at Creech AFB. Some of his comments: It's the most deadly remote controlled plane in the world. Here's an excerpt from the present and the future: 10.10.07 | 12:00 AM Wired Magazine
Flight of the Extreme UAVs, From Smallest to Deadliest



As unmanned aerial vehicles, or UAVs, become a staple of modern military operations, their uses and forms have grown more varied. Today they range from slingshot-launched spybots to global guardians. In fact, the acronym itself may be morphing into UAS (unmanned aerial systems) to indicate that these are not just aircraft, but systems that include ground stations and other elements. It's not just the military that uses them -- police use the same technology for surveillance, while terrorists build flying suicide bombers. Check out the stealthiest, deadliest and highest flying drones in use today, and the UAVs that are most likely to be making tomorrow's headlines.

WASP is the smallest UAV in use today, weighing less than 300 grams. The miniaturization is achieved by the use of multifunctional components, like the combined wing/battery. WASP is nearly silent and, when flown at night, it's almost undetectable. The Air Force has just ordered several hundred for reconnaissance and bomb-damage assessment.

Photo: U.S. Navy



Most Famous

The MQ-1 Predator was an evolution of the earlier Gnat-750. Originally intended purely for reconnaissance, it was later armed with a single Hellfire missile. This combination appears to be extremely effective at precision strikes according to the Department of Defense, which claims a success rate of "nearly 100 percent." Predators are used by both the Air Force and the CIA.

Photo: U.S. Air Force



Deadliest; The MQ-9 Reaper is a scaled-up version of the Predator, larger, faster and more powerful. Reaper was designed from the outset as a hunter-killer. It can carry up to 14

Hellfire missiles or other weapons such as the 500-pound, laser-guided bombs shown. The 432nd Wing of the U.S. Air Force was activated to operate MQ-9 Reaper on May 1, 2007.

2. Check out the OneX: <http://www.wired.com/utopia/2010/09/diy-jet-ready-to-resume-testing/#more-26742>
3. How about a ride through the Grand Canyon in a T-33?! <http://www.airspacemag.com/multimedia/videos/Getting-Through-the-Grand-Canyon.html>
4. For all you artist types....a new paint scheme for your airplane? <http://www.darkroastedblend.com/2009/07/flying-colors-creative-paint-on.html>
5. A 250kt helo...wow! <http://www.gizmag.com/sikorsky-x2-demonstrator-250-knot-milestone/16424>
6. Couldn't resist some "raw" fun!



7. Hob-nobbing with the General – great man, great speaker!



8. Smiles for all:



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EDITOR'S CORNER

Follow-up on "MY THOUGHTS ON WHERE THE FUTURE OF AVIATION BEGINS"

I mentioned the lack of opportunities in our school to reach out to young people about flying in my last "Corner" here. In my classes, I have 120 young adults (many not quite adult yet but trying!). I have one student now flying on one of our school alumnus' dime...hopefully, all the way to his PPL. I have another young lady so hyped up to fly she can't wait to compete for his next "grant". In these two kids are sparkles of flight, the yearning to grab hold of a yoke and see what they can do up there in the wild blue.

There are discussions ongoing about how long it should take to solo and gain a PPL. I would ask you to email me and let me know how many hours it took you to solo and gain your PPL (specify the year as well please). I want to have a good idea about the path these kids will have to follow if we can

help them gain a couple hours in the air.

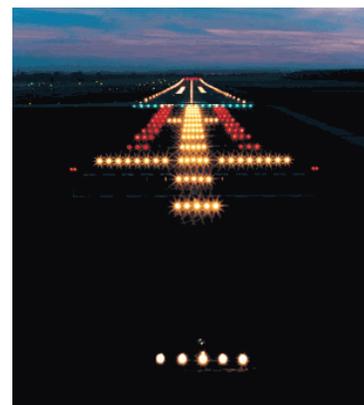
Thanks for your inputs!

Please contribute your time and resources during our future EAA Young Eagles Fly-outs...they are key to the future of aviation! Thank you.

**FLY SAFE
&
DON'T BE AFRAID TO GO
AROUND!**

Jeff Kaloostian, Editor

Website at
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