



EAA CHAPTER 175 SMOKE SIGNALS

NEXT MEETING

November 18, 2017

Breakfast 8:00

Meeting 9:00

The Future Direction of
Chapter 175: Group
Discussion

EVENTS

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

Each Friday, 10:30AM Airport Manatee. Pilot Coffee & Conversation.

Saturday, Nov 25

EAA 182 Flyin BBQ, Airport Manatee, 10:00AM-2:00PM

[Young Eagles Rally and Pancake Breakfast](#)

Thursday, November 23 · 8:30 AM - 1:00 PM

Sanford, Florida

[Sebring US Sport Aviation Expo](#)

Wednesday, January 24 - Saturday, January 27 · 9:00 AM - 5:00 PM

Sebring, Florida

[SportAir Workshops - Electrical Systems, Wiring and Avionics](#)

Saturday, February 3 - Sunday, February 4

Lakeland, FL

[SportAir Workshops - Gas Welding](#)

Saturday, February 3 - Sunday, February 4

Lakeland, FL

[SportAir Workshops - Fundamentals of Aircraft Construction](#)

Saturday, February 3 - Sunday, February 4

Lakeland, FL

[SportAir Workshops - Sheet Metal Basics](#)

Saturday, February 3 - Sunday, February 4

Lakeland, FL

[SportAir Workshops - Composite Construction](#)

Saturday, February 3 - Sunday, February 4

This Meeting

Elections!

“The Future” ! A group discussion. Where we’ll meet, what we’ll do.

Minutes

PRESIDENT'S CORNER

President's Corner

Greetings fellow aviators and builders!

Thank you to all who participated in helping the CAP folks during the two weekends of cleaning, fixing and painting the chapter house. It looks fantastic and should last a long time...a great way to begin our new future?! There is LOTS of new room on the side of the house for grilling now...way to go all!



The upcoming meeting this Nov. 18th is extremely important; please plan on attending for two good reasons. 1) We hold our annual elections and need your vote, and 2) we will be discussing the future direction of the chapter. We'll begin as normal at 0800 with breakfast; elections and meeting at 0900. Please bring your ideas and constructive comments.

The potential new officers are listed below. You'll have a chance to meet them and show your support.

- **President:** Rich Denton (now Chairman of Sun n Fun Kitchen...he will retain that position as well)
- **Vice President:** Colin Arnold (also will retain the Young Eagle Coordinator position UFN)
- **Secretary:** Dylan Oconnell
- **Membership:** Tom Beiser

The following will remain in their positions:

- **Treasurer:** Dave Presnell
- **Newsletter Editor:** Rich Ilfeld

The Chairman of Public Affairs needs a volunteer.

If all are elected, we'll changeover in December and have the new team in place for the January dinner.

It's been a pleasure serving you for the last three years. We are in the midst of change. We all know nothing good comes from stagnation...now it's our time to change and grow for the future. A few thoughts of what might be worth pursuing: family-friendly atmosphere, more home-building events...it's what EAA does, more drone information, continued expert speakers, and lots more. Again, it's not just the officers who make the chapter the chapter; it's all of us!

Fly Safe, Be Safe...Thanks for the opportunity to represent EAA Chapter 175

R/jpk

EAA CHAPTER 175 MEETING MINUTES

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DATE: October 21~~24~~, 2017

LOCATION: Chapter House, Tampa Executive Airport (KVDF)

ATTENDANCE: 15

Business Meeting

The chapter meeting was called to order at 0900 by Jeff Kaloostian. Jeff thanked Chester Allen and Steve Reisser for preparing breakfast, and two guests introduced themselves to the chapter.

Old Business

Meeting Minutes and Treasurer's Report:

Meeting minutes were published via email and our website. The treasurer's report was given verbally by Jeff. A motion to accept the minutes and treasurer's report was made, seconded, and accepted without objection.

New Business

Jeff announced the board approved a small gift to help with education at Robison High Schools Aviation Program and was most thankful for that contribution.

Next month our meeting will occur on the THIRD Saturday, November 18th. Civil Air Patrol has a communications meeting that will occupy all but our training room. There will be NO BREAKFAST but we will serve donuts and coffee before the 9 AM meeting an National Aviation Academy's program that day.

New officer's are being nominated and will be voted on either on November 18th or at our annual meeting in January. We brainstormed resulting on a good discussion on the future direction of EAA 175. All were in favor of continuing the organization but also expanding its scope to be more family friendly and activity oriented rather than just monthly

programs. The vision will be crystalized as new leadership is selected. Should you have further suggestions, please email to either Jeff Kaloostian or Richard Denton.

A motion made to end the business meeting so 0921, seconded, and accepted without objection.

Chapter Program

Mr. Warren Curry presented a program on ICON Aircraft's A5. This has been a concept aircraft for years but production has now begun. We now have a dealership located at Peter O'Knight Airport located in the old conference room of the annex building. Production of this beautiful amphibian aircraft is starting slow with only 2 aircraft being produced each month to start but the company is ramping up to produce 30 aircraft per month. There are already 2,000 aircraft on orders. You can add your name to the production by depositing \$5,000.

This LSA is elegant, beautiful, and state of the art engineering. Its useful load is limited so long cross country is not a good idea unless it is only carrying a pilot. It is great for local and limited cross country with one passenger but it does meet the company objective of producing an easy to fly safe, fun, beautiful and versatile airplane. The company has 5 specific objectives for the A5

Fun: Most fly this airplane between 500-1,000 AGL, low and slow, finding great landing spots not only on airport but on places like local lakes, Tampa Bay, or the Gulf.

Easy: the interior looks like an expensive automobile and it is centered around the Angle of Attack (AOA) indicator. It is well equipped and meets the 2020 requirements of ADS-B (In and Out).

Safe: This aircraft's aerodynamics are excellent making it hard to spin and difficult to even notice a stall attitude which is why the AOA is critical for safety.

Beautiful: It surely is a beautiful airplane with sleek flowing lines both outside and inside the aircraft.

Versatile: The A5 is recreational airplane all the way. You'll love it as a fisherman, just throw your fishing gear in the back, find a nice lake, land on it and fish from the cockpit or atop the wing. Flying along the beach at 500 AGL is a blast and find your favorite island, land and enjoy time where others cannot reach.

ICON stresses a philosophy of Character, Community, and Adventure.

This airplane is not cheap. The going price for the first 100 A5's fully loaded will cost \$389K. Flight training if available at Peter O'Knight airport the cost of the airplane wet is \$300/hr with instructor cost set at \$95/hour. ICON has special programs to provide A5 endorsements or full SES ratings. If you want an hour and a half Discovery Flight, it is a mere \$495. Next weekend ICON will be giving demonstration flights at the Peter O'Knight's AOPA Fly-In event. All free flights are already taken but you can get a good walk around and view of this aircraft either or both next Saturday and/or Sunday, October 28th and 29th.

Collin Douglas, new Young Eagles coordinator, made a brief presentation stating we had our first YE flights last month with 2 planes taking 2 youngsters for their first airplane ride. The next YE event will be held either 11/11 or 11/25. Final date TBD. We would like a maximum of 3 pilots to volunteer. Please contact Collin if you wish to participate. So far, EAA 175 has flown 5,295 Young Eagles since 1992. If you want to participate, please make sure to complete the “Don’t Touch the Kids” training on EAA.org.

The formal presentations was followed by a period of questions and answers. The chapter program ended at 10 AM.

Respectfully Submitted,

Steve Reisser, Secretary

EAA 175

THE ICON INCIDENT



The recent Icon A5 crash may have hit some of us pretty hard. It was local. We had the Icon chief instructor provide us a program just last meeting, and the training attitude and sales pitch is fresh in our mind. We saw videos by fisherman, and will get a report eventually from the flight recorder functions of the onboard Garmin.

In addition, I was afforded the opportunity to take a demo flight at the AOPA Fly-in. As I am sea rated this was stick time for the most part including 2 water landings (3 if you count a very small bounce). It was very generous of the company to provide this flight as I’m hardly in their marketing wheelhouse: young folks with money and a sense of adventure who can afford a quarter of a million dollar motor sports toy.

The airplane invited aggressive flight; it was stable, well coordinated, and easy to fly and keep coordinated. Visibility was remarkable, and the briefing emphasized the AOA as the only thing you really needed to pay attention to. The entire flight was conducted under 500 feet, except for a bump up to 1000 to demonstrate 60 degree banks just before entering the landing pattern.

There will be a lot of discussion of the company's emphasis on the fun of low flight. There will be a lot of scrutiny of the marketing, both overt statements and innuendos, that might encourage such behavior. This may happen, to all of our misfortune, in court; it will happen, more constructively, in a variety of aviation forums.

I would not at all have been surprised that a new pilot, trained only in the Icon, and mostly on water, would have little fear of low flight. All of us remember our instruction, where low flight was treated with an attitude somewhere between healthy respect and sheer terror, depending on your individual instructor; activities like scud running and buzzing were often likened to a death wish.



But the pilot here was conventionally trained, son of a commercial pilot, hundreds of hours before flying the Icon. I wondered about an Icon trained pilot getting into something basic like my tri-pacer...I'd anticipate a transition much like or even more difficult than our first experience in a twin. Lots more going on than we were ready for. But my first thoughts were clearly off the mark, given the experience of the pilot.

The Icon features a full plane parachute, but does this safety feature have any psychological impact on overconfidence in flight? It clearly wasn't part of the physical equation in this crash.

Perhaps a professional athlete has more confidence in his reflexes and capabilities than most of us, and feels comfortable closer to the edge... we'll probably know if he knew he was flying close to the edge.

There remains the possibility of a failure of some part of the aircraft or its systems. Again, we can expect the NTSB to reach a pretty definitive conclusion.

I love the idea of having planes like this in the fleet. At my age, I can just look and drool, but younger folks can dream about some number in production eventually putting some examples on the used market, as well as competition if the category proves successful (Searay & others also selling airplanes).

This even doesn't help. It won't stop the trend, but, as the second fatality and third incident, slow this company down a lot.

I expect "pilot error" and "aggressive maneuvering too close to the ground" to feature in the accident report. I expect considerable criticism of the company and its training; that's what beaurocrats do and they may well be justified.

I hope Icon survives this. I hope they are introspective enough to, if needed, become a little more conservative in their pilot training. Airplanes, even comfortable, easy to fly, well engineered, modern, convenient, sexy airplanes can bit in a moment's inattention.

But 99% of the time, it's how we fly and care for our machines, not the machine itself, that is at the root of an incident.

I've flown more aggressively than I should have at times. Having flown the Icon, I know it would take some effort not to hot dog a little low over the water to impress folks & myself. Need to polish up that mental placard: "Fly SAFELY!".

X-PLANE CORNER

Installment 8

I'd like to establish some X-plane threads. We can push several things along, or focus where there is interest.

I have a pilot friend who uses X-plane to maintain instrument currency. He is an ex corporate jet jockey, who now flies a Cardinal "not often enough". He remains the only X-planer I've ever met, in person or on line, who doesn't care about scenery.

The rest of us like the world to look fairly real outside the window. I've put together a variety of Florida resources, which allows most of high altitude Florida to look Google earth real (unfortunately becoming flatland on landing). I also have pretty real three-d files from a number of local airports. I am putting together a CD or DVD that will be a "plug and play" Florida for Local VFR flight. I'll have instructions on how to easily swap it in and out with standard scenery – might even have the first version by the next meeting. All free, of course, for X-plane 11 (and probably works with 10).

We can continue with the tools and techniques to add and customize photo scenery, and make your favorite field look better.

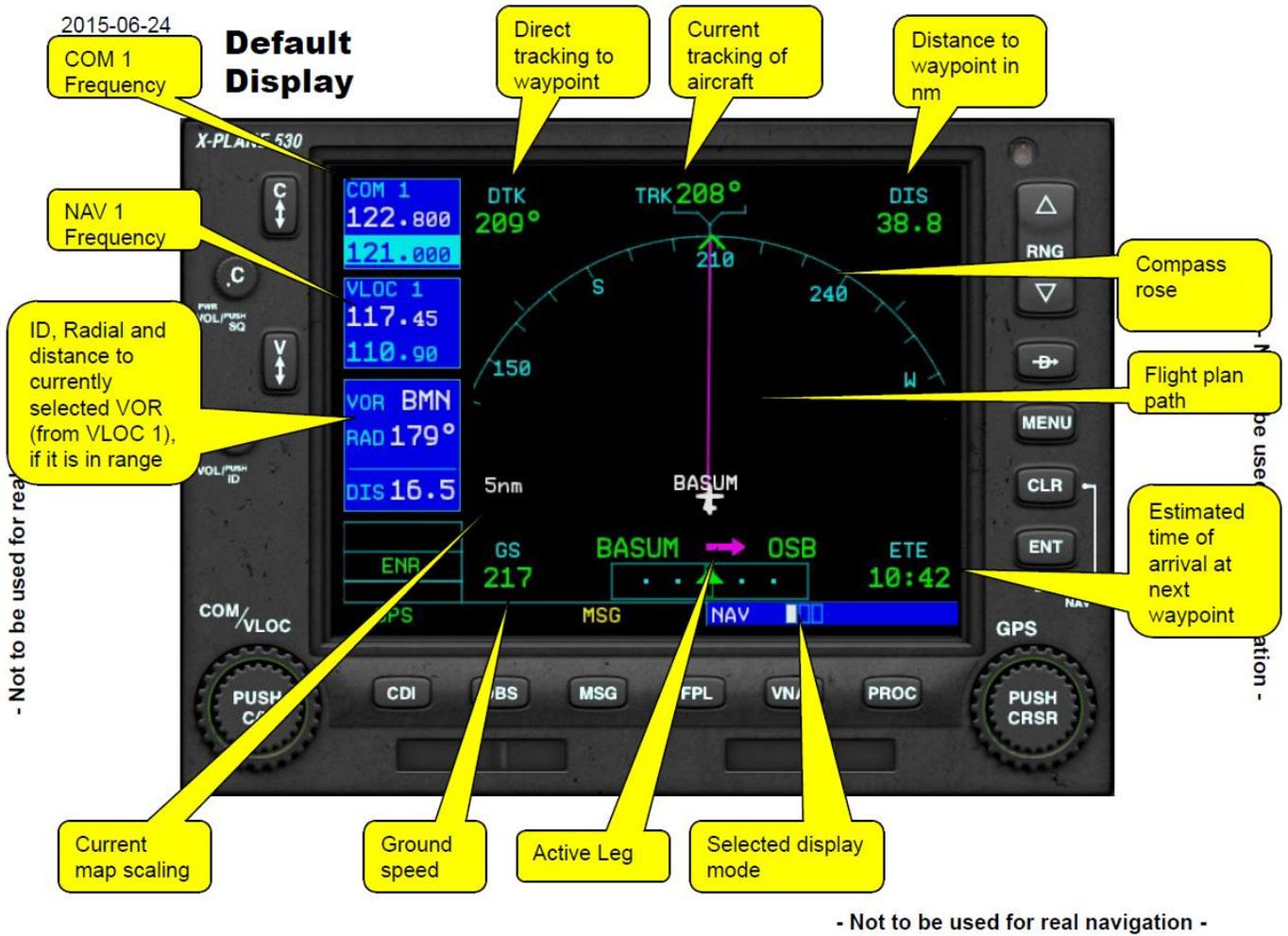
We brought up commercial simulators last month. But there is a way to do a realistic cockpit at home for cheap, for those for whom solder is a second language. This is more realistic now, as glass panel replacement has made used instruments plentiful & cheap, especially since no yellow tags are needed for simulator use. We'll outline the process and point to resources.

We will do the promised tutorial on building your own aircraft.

And finally, flying the Garmin can be as challenging as flying the airplane...it's standard in enough cockpits now in some form that we might want to know the basics. X-plane can help. We'll present a tutorial for X-plane.org.

So that's the plan.

Here are a couple of samples of the things in progress.



Here's the default X-Plane Garmin display with the home screen features identified:

Here's the flight plan page:

Using a flight plan



Pressing the **FPL** button toggles the display of this flight plan page showing the waypoints (airports, nav aids, intersections, ...) with ID, direct tracking course, distance, cumulated distance,

Here's the Peter O Knight view from the Florida Scenery set:



And here is Tampa Exec:



GORDON'S STUFF:

HE SCANS THE WEB SO WE DON'T HAVE TO....

Made it back 700 Miles on two engines. Good end to a bad day.





Dual Concorde Arrival - Orlando International Airport - October 18, 1982

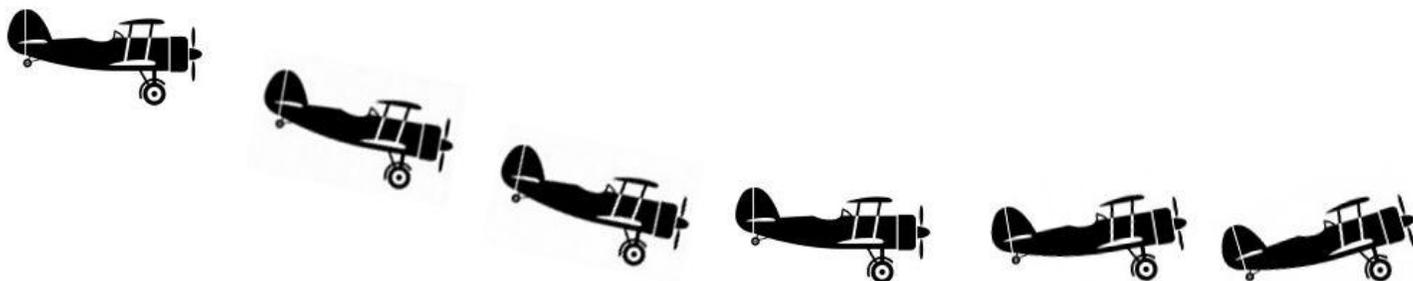
A Disney promotion – it never made money, but we all miss the Concorde, don't we?



NASCAR would be proud – a full rollcage. But where do you put all the decals?

<https://youtu.be/jha18gdhI6Y> for P51 Record Flight





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Keep em flying!