

EAA Chapter 175

Smoke Signals

Newsletter





March, 2015

Next Meeting: **Saturday, 03/28/2015**

Meeting @ 1000

Cookout after meeting

Speaker: Rich Denton, Chairman, Sun'n Fun Kitchen

Our own Rich Denton will be going over the Sun'n Fun kitchen rules and handing out your volunteer credentials.

President's Corner

We've begun the process of forming a Strategic Vision to turn it into a Public Relations plan that will enable us to ensure we continue to focus on the right activities. The Board voted to make Denny D'Angelo the Chairman for Public Relations (as well as a board member) so please give him your support...he can use some assistants on that one!

Over the next couple of months, we'll be taking a look at creating a template for a Chapter Strategic Vision but I'd like your input as well.

If you would, please email me with what you think is a core focus or process our chapter has done very well at and needs to continue. Together, we ALL know more than two or three of us.

Take a look at the EAA.org website...review their vision and mission and see if anything there makes you think of something we do in an excellent manner and need to keep doing. We have all the right ingredients: pilots, builders, ground support personnel and LOTS of people just plain old interested in aviation.

We're not trying to be THE best chapter, just do OUR best using the talents we all have to bring general aviation to a thirsty audience out there!

Thank you! President Jeff Kaloostian

FEBRUARY MEETING MINUTES

DATE: February 28, 2015

LOCATION: Chapter House, Tampa Executive Airport (KVDF)

ATTENDANCE: 29

Business Meeting

The chapter meeting was called to order at 0905 by Jeff Kaloostian. Visitors introduced themselves to the chapter.

Old Business

Meeting Minutes:

Steve Reisser stated that last meeting minutes was published in Smoke Signals and emailed to members. No changes were suggested so a motion was made to accept the minutes as published. It was seconded and accepted without objection.

Treasurers Report

Dave Presnell provided a verbal treasurer's report. A motion was made to accept the treasurer's report. It was seconded and accepted without objection..

New Business

March EAA 175 Meeting

Jeff announced that the March EAA 175 meeting would begin at 1000, NO breakfast, and the business at hand would be the distribution of Sun 'n Fun credentials. That will be

followed by a cookout. A signup sheet was passed among the memberships to indicate their names, phone numbers, and food dishes that members would be bringing to the cookout.

Sun'n Fun

Rich Denton announced that Sun'n Fun is scheduled for the public from April 21 through the 26th, but that our chapter would begin the volunteer kitchen starting April 17th. Kitchen volunteer activity starts at 0800 and typically runs until 1100. Rich asked members who wish to volunteer to please contact his assistant, Ken Gerace, by either phone (813-785-6919) or by email at stuntrv8@aol.com. To be provided with credentials, please provide ALL the specific following information: *Name, Address, Phone, Shirt Size, Emergency Contact Name and Phone, Specific days you will volunteer, and if you will be camping.*

Young Eagles

We have a Young Eagles event scheduled on March 21st at Volo Aviation. Registration begins at 0930 with flights starting at 1000. Several aircraft that were used in the past for YE events are no longer available. We need aircraft and pilots to be able to service this event.

Other Events

Jeff mentioned that the following events have been scheduled for this year.

- March 21 YE at KVDF, Registration 0930, departures 1000
- March 28 Monthly Meeting begins at 1000. Following the distribution of credentials for Sun'n Fun the chapter will have a cookout.
- No April chapter meeting because of Sun'n Fun
- May 16 YE event at KVDF
- May 25 Regular Chapter Meeting
- June 13 YE at Peter O'Knight Airport for children of deployed military personnel and Gold Star families children from MacDill.

- June 27 Regular Chapter Meeting.

Other New Business

Jeff mentioned that we need volunteers to assist cleaning up the chapter house following our meetings.

Dennis asked that we do not walk on the aluminum on the garage floor. Pictures are being taken to help inventory and categorize the parts inventory. Dennis said they would try to organize the space as to provide enough room for others to use as a builders workplace or to be used for seminars. He is hoping to have the task complete in approximately a month.

A new section has been added to the newsletter related to Safety. Bud added the section this month focusing on “Currency” and keeping sharp as pilots as well as maintaining airworthy aircraft.

Art North gave a brief statement that there are several openings in the Silver Lady group. Please contact him for further information.

On a final note, it was announced that TBAA is now accepting memberships from ALL pilots instead of only commercial pilots.

No other business being presented by the membership, a motion was made to end the business meeting. It was seconded and accepted without objection. The business portion of our meeting ended at 0940

Following the business meeting, Mr. Daniel Beavers, Private Pilot, presented a program on his progress from his high school experiences in aviation with Jeff Kaloostian, through his current

training at St. Leo's and Liberty University Aviation Program, and his ambition to become a commercial pilot, eventually having a career as an Airline Transport Pilot.

Minutes Respectfully Submitted by

Steve Reisser, Secretary

“A Moment of Safety”

The FAA pattern: Why do we have to fly so wide? It's not a cross country, it's a pattern.

The AIM manual says:

“1. Enter pattern in level flight, abeam the midpoint of the runway, at pattern altitude. (1,000' AGL is recommended pattern altitude unless established otherwise. . .)

2. Maintain pattern altitude until abeam approach end of the landing runway on downwind leg.

3. Complete turn to final at least 1/4 mile from the runway.

4. Continue straight ahead until beyond departure end of runway.”

The FAA Handbook says: “Downwind should be planned to be 1/2 to 1 mile from the runway and does not describe the distance on final.”

Flying a standardized pattern and using proper radio terminology gives everyone in and entering/leaving the pattern will know where to look.

Where do you fly?

Technique: At 1000 feet, if you roll up 30 degrees of bank and the runway is off the wingtip, by geometry that is 1700ish feet which is a bit tight heavily loaded in a twin and OKish in a LSA. 20 degrees is 2500ish feet which is about a half mile right. No wind, start the final turn looking down the chevrons (45 degrees) gives about a half mile final (that geometry thing). Flying 1250 or 1/4 mile downwind and flying down the chevrons gives a 1/4 mile final... No wind.

“Our Builders” Updates (Part 1 of 2)”

Rich Ilfeld

Projects – can't live with them, can't live without them.

I started life as a school teacher, University level. This leaves time for projects. My first was a solo built home on 15 acres in rural KY...flew off the books with a couple of coal company pilots...had Glider training from a film experience at Schweitzer in upstate New York as a grad student at Syracuse.

Moved to University of Dayton...got official training from Wright Patterson AFB club instructor...Had time...started projects; an Osprey II amphibian. Understood wood, and Osprey structure is wood. \$1500 1976 and several hundred hours lost to flood. Not fun.

Started a real job...No time to build...Bought a Cherokee, then a Grumman, then a Mooney M21E. (sigh) lots of years, 37 states, good times. Couldn't face engine & tanks reseal at same time...Sold & back to rentals.



Like many, I became a serial offender on airplane projects. However, being of unsound mind, I currently have more than one project going. So when I complain I can't finish things, it's my fault. It's not completely true.

Finished & flew Monet Monerai, 25 HP Xenoah chainsaw motor...Scary...sold to guy 60 pounds lighter than me. Better plane for him. He put a tri-gear on it – tow scared him too.

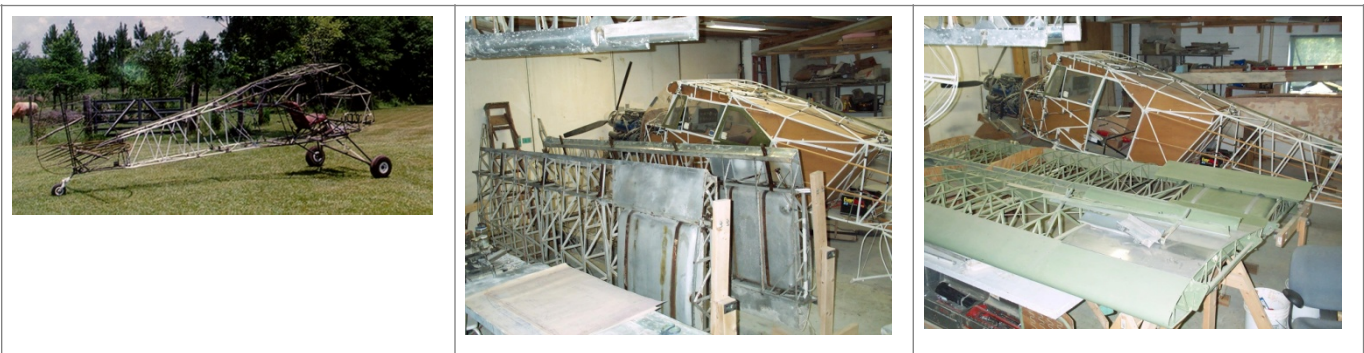
Started Glass Goose... Wings came off several flying..Scary...Abandoned.



Quit renting & bought tri-pacer. Liked it (no accounting for taste). Had medical scare...Started another motor glider...Windrose...Wing test was OK – this one won't break! Got a wrecked tri-pacer for parts...Didn't need 'em. Medical scare went away.



Converted parts and plane to tail dragger & Ford power...Bought three wrecked wings to make two good ones.



[P.S. – (President’s note)....I’ve been to Rich’s garage....it’s unbelievable. This is a man who KNOWS how to build....it’s an obvious passion! Thanks for the input Rich...next week, Part 2.]

General Aviation News

1. Neat upcoming Chapter activity!



The Spirit of Aviation

Join EAA Chapter 180 for a Spring Cookout & Fly-In

EAA Chapter 180 is hosting a Spring Cookout & Fly-In on **Saturday, April 11, from 11 a.m. to 2 p.m.** at the Airport Manatee Airport (48X) in Palmetto, Florida. You'll see an abundance of biplanes and homebuilt airplanes, plus much more!

The fly-in will be filled with fun, flying stories, and plenty of food, including brats, burgers, hot dogs, salads, desserts, soda, and water - all for free! Bring your hearty smile and good stories.

For more details and directions, visit www.EAA180.com or call Alan Cate at 603-545-4129.



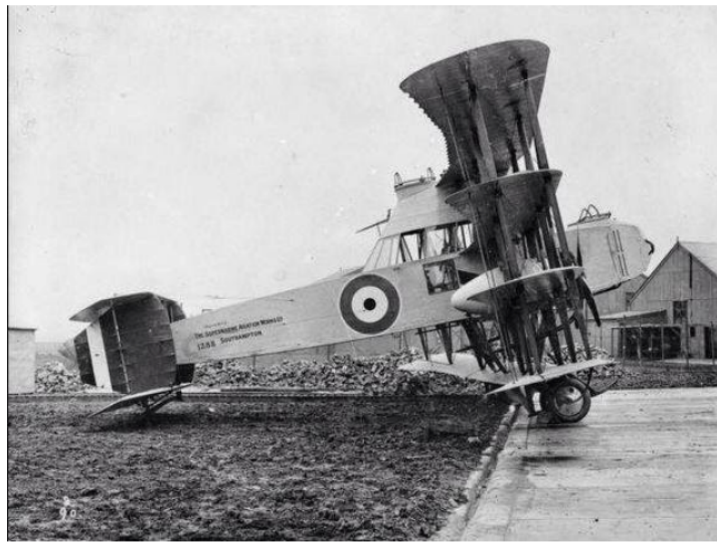
Spring EAA Cookout & Fly-In
CHAPTER 180



2. **Free information for GA pilots from SocialFlight;** <http://www.socialflight.com>

3. Figure this one out!

Supermarine nighthawk, a quadruplane designed to intercept Zeppelins.



4. Know something about the FAA and Sun'n Fun's Air Traffic Controllers; <http://www.theledger.com/article/20150306/EDIT01/150309614/1036?p=1&tc=pg>

5. Great selection of EAA "BITS AND PIECES" @ <http://spirit.eaa.org/bitsandpieces/issues/1503-BitsandPieces.html>

6.

7. EAA's March Experimenter online magazine: <http://experimenter.epubxp.com/i/471466-mar-2015/36>

8. A few pix from our Young Eagles event this past Saturday...thanks to all who participated, especially our pilots: Tom McKlinsky and John Colman.





I don't think it was all chaos, but seemed so at the beginning....once the paperwork began to flow (thanks to Denny, Dave, Bud and others) and the pilots began their work (thanks again Tom and John)....then things seemed to move along nicely.

Overall, a beautiful day to slip the surlies with LOTS of happy smiles and, in the end, two COMPLETELY CLEAN airplanes...if you know what I mean! JPK

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