



April, 2016

Meeting: Saturday, 4/23/2016

Breakfast @0800

Meeting @0900

**SMOKE SIGNALS  
EAA CHAPTER 175  
MONTHLY NEWSLETTER**

**APRIL'S GUEST SPEAKER  
DENNIS D'ANGELO**



Denny's presentation will be about leading 27 ultralight aircraft and 54 support personnel from Dayton Ohio to Kitty Hawk in celebration of the 100<sup>th</sup> Anniversary of Flight in 2003. Weather permitting it may be possible to fly with Denny in his Champ.

Join us at 9334 Vandenberg Airport Rd, Tampa, FL 33610

I was moved by the plea from Mr. Leslie Johnson at our last meeting. I think it is worth duplicating the message our president, Jeff Kaloostian, sent on 4/15. Please do what you can to help with this project.

#### EAA Chapter 175 Team

I need your support with helping fellow EAA members and the broader aviation community.

Last week during our monthly meeting we were offered the chance to help EAA members in need with their projects. Mr. Leslie Johnson visited the chapter to address a kit aircraft project he has. Les explained that his son was very excited about building the Sonex Xenos kit but developed cancer and passed before completing construction of the motor glider. Les committed to his son that he would finish the project and now very much needs our help in accomplishing his son's last wish. Les has agreed to manage the program, so all we have to do is sign up to help him with the construction. Les plans to donate the aircraft after it is finished and flying, so we will work with him on how and where to donate the project as well. (Update – as of today, he needs another place to build it as his son's wife needs the garage....if you can help find a place, please contact Denny or I)

Additionally, Chapter 175 was offered an ultralight aircraft project donation from a local builder who can no longer complete it. Denny and I visited with the owner and found it to be an excellently built wooden Bobcat-like airplane. Fuselage, wings and other parts are mostly complete but need covering. It's a fantastic project for someone wanting to get involved with wood. Again, we will need the chapter's manpower to get the projects flying. The owner did ask that it be completed in a timely fashion so he might see it fly.

These offers are just what many of you are looking for, the opportunity to build and even fly a homebuilt aircraft. If you are interested in supporting either of the building efforts, please send an email to VP and Programs Chairman, Denny D'Angelo, at [EAA48@aol.com](mailto:EAA48@aol.com). In your email let Denny know if you would like to support the John Johnson Xenos project or work on the ultralight aircraft and what level of support you can provide; e.g., project management or worker.

Thank you for supporting our fellow EAA members and aviation community.

Jeff Kaloostian, President, EAA Chapter 175

Tampa Executive Airport

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## **FROM THE BACK SEAT**

**April 2016**

Wow, what a great week for Sun N Fun 2016. First, thanks to all that volunteered to make the show an outstanding success. I am sure there will be statistics galore on attendance, money made for the aviation campus, and such; however, the most important statistic is the number of volunteers, like those from Chapter 175, that make the event a success for all that attend—Sun N Fun would not happen without volunteer support. I meet virtually all the major Light Sport aircraft kit producers the Sunday before the event as they stopped at Zephyrhills for fuel while en route to Lakeland. Randy Schlitter, of Rans Design aircraft fame, and I had a lengthy discussion about improving the aerobatic qualities of the new S-20 (or the older S-7). What started as a simple discussion on aerobatics ended with my realization that Randy will bring a more aerobatic version of the S-20 to market in the very near future—get your checkbooks ready. Randy is a hoot to talk too and a wealth of aeronautical information, so our short time together flew by. I also had the chance to talk with John Moody, the father of modern ultralights' and Chapter 175 member, about his support for the EAA Ultralight Division during the show. John was out each day flying his Easy Riser and Eagle XL classic ultralights' during the show to help others visualize the very light end of our sport. John is really looking forward visiting and presenting to the chapter in June. Speaking of presentations, let's see what's up for the next few months.

This month I will make a **presentation on leading 27 ultralight aircraft** and 54 support personnel **from Dayton Ohio to Kitty Hawk in celebration of the 100<sup>th</sup> Anniversary of Flight** in 2003. In addition to the presentation, I am opening up the hangar door for those interested in flying the Champ with me after the meeting.

**CHAPTER'S BIG ANNUAL EVENT:** Don't forget to mark your calendars for the **Chapter 175 Annual Awards Cookout Potluck** to be held on **14 May** from **5-8 PM at the Chapter House**. We were having difficulty finding a restaurant that could support our group and a speaker at a reasonable cost, so Mike Tippin and the chapter leadership volunteered to take on an in-house event. The **menu is steak, lobster**, corn and various side dishes (we will ask you to bring), drinks (water, soda, tea, and coffee), and dessert for **\$10/person**. The chapter is giving back to our great members by covering a portion of the cost--see, your annual dues get you more than a great chapter meeting. As promised, Ms. Judy Rice will be our speaker who will address her around-the-world flight for Science Technology, Engineering, and Mathematics (STEM) education. She will give us a special inside view of her continuing endeavors on linking

aviation and STEM education. The banquet will be our monthly meeting, so we will accomplish a little business and the awards before Judy's presentation. **PLEASE READ: We need your commitment to the cookout by 1 May, so we can purchase food. You can sign up during an upcoming meeting or send me an email at [EAA48@aol.com](mailto:EAA48@aol.com) to make your reservation—please include the type of side-dish you plan to bring (make enough for 6 people). This will be a great event, so bring your family and a new member—after all May is membership month!**

As mentioned, on 25 June John Moody will speak his impact to the modern ultralight movement, what it was like in those fledgling days, what he sees for the future of the support, and how we in EAA fit. This will be a great event and a wonderful reunion with John. Please bring a friend!

As for the 25 July meeting, I am working to fill this void, as it is the first weekend for EAA Air Venture. More next month on the way ahead for this meeting.

In August we expect the team from Evolution Trikes (see [www.evolutiontrikes.com](http://www.evolutiontrikes.com)) to address transitioning to trikes and what they are like to own and fly. Evolution has yet to commit, but we believe they will. More to follow here too.

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

Note from the editor: John Moody has a hanger next to the one I presently have at Lakeland South (X49). On the Monday before Sun N Fun I was tinkering around with the Pup when he drove up. I had no idea who he was but we introduced ourselves and he said his name was John. He rolled out the ultralight checked the rigging and he and my friend "Big Al" flew over to Sun N Fun. In the car on the way back we all got to know each other and I couldn't be happier to have make the acquaintance of one of the pioneers of ultralight aviation. He is a legend. I encourage those who don't know about him to check out information about him on the internet. His presentation on June 25 will be excellent.

<http://www.airspacemag.com/flight-today/pioneering-age-ultralights-180953366/?no-ist>

## HERE IS SOME ADDITIONAL INFORMATION REGARDING ULTRALIGHTS

### ULTRALIGHTS

Ultralight flying represents one of the fastest and purest ways to experience the joys of aviation. From powered-parachutes and trikes to traditional fixed wings and even amphibians and rotorcraft, ultralights are fun, exciting, and in most cases, remarkably affordable. Flying ultralights is not a step up or down, but a step into a completely different and exciting sector of the flying community.

In the U.S., flying an ultralight doesn't require a license or a medical certificate of any kind, providing the aircraft meets the Federal Aviation Regulation called Part 103. Part 103 defines an ultralight as an aircraft that meets the following criteria:

Seats	1
Max. Empty Weight (Powered Aircraft)	254 lbs
Max. Empty Weight (Unpowered Aircraft)	155 lbs
Max. Fuel Capacity	5 Gallons
Max. Speed @ Full Power	55 knots
Max. Stall Speed (Power Off)	24 knots

If the aircraft has more than 1-seat or exceeds any of the above criteria, is not an ultralight, and thus not eligible for operation under Part 103.

These are the legal rules by which we fly; they are the most lenient in the world. These privileges, however, carry responsibilities: while there are no specific legal requirements, ultralight pilots *must* be trained just like any other pilot. How safe are ultralight aircraft? Here are several answers gleaned from a forum sponsored by Yahoo.

Best Answer: I've got around 400hrs in ultralights. Great fun! There are good designs and rather poor designs but most accidents come down to either poor piloting or poor maintenance. These are NOT airborne motorcycles. They are very vulnerable to weather, poor handling and shoddy maintenance/construction.

In Canada there is UPAC and in the States there is EAA. Both organizations can provide a wealth of information on ultralights. If I were getting back into ultralight flying, I'd be looking at types that are full 3 axis control, full wing spar (as opposed to braced wire construction) semi-enclosed cockpit and four stroke motor.

It's a great way to get into flying on the cheap...but caveat emptor. And don't believe any crap about not needing training...these things have such a small flight envelope that you are more often on the 'ragged edge' than you would ever be say in a C172. I am a licensed pilot and aircraft mechanic (A&P) JetDoc



Assuming you are interested in one:

Very safe. There have only been a few hundred crashes out of millions of hours logged. They have Rocket deployed parachute available, and are pretty common.

The integrity of ultralights' is rarely compromised, so rarely that less than 10% of crashes are from any part of the aircraft coming off. the majority are inexperienced pilot hitting objects after engine failure.

Even in an emergency landing, as long as a pilot doesn't let the aircraft hit anything solid everyone will survive. Even if the aircraft lands in a swamp or forest, the wings and landing gear sacrifice themselves to save the occupants. The most deadly thing that can happen is actually the pilot's fault. On touchdown, if a wing strikes the ground, the occupant is more likely to die than in any other crash. That is only common in a power off landing, when a pilot stalls and the lower of the wings makes contact. It is far safer than driving a car. and can be a lot of fun for teens who have had instruction from a pilot, but aren't old enough to actually take the license test.

Here are a few pictures of the volunteers at work. It doesn't seem like it could be that much fun (see Ross hard at work). If you haven't had the opportunity to volunteer please think about it for next year. Maybe help with the aircraft building project Jeff outlined.







## **EAA 175 CHAPTER MEETING MINUTES**

DATE: March 26, 2016

LOCATION: Chapter House, Tampa Executive Airport (KVDF)

ATTENDANCE: 21

### **Business Meeting**

The chapter meeting was called to order at 0905 by Jeff Kaloostian. We had 3 visitors attending our chapter today. Thanks and recognition was given to Allen Chester and Denny D'Angelo for cooking breakfast this morning.

### **Old Business**

#### *Meeting Minutes:*

Meeting minutes were emailed in the March Smoke Signals. An update of Meeting Minutes will be posted later today. With no amendments to the minutes, a motion was made, seconded without objection to accept the published meeting minutes.

#### *Treasurers Report*

Dave Presnell presented a verbal treasurers report on our chapter. A motion was made, seconded without objection to accept the Treasurer's report.

### **New Business**

Jeff Kaloostian reminded the membership that our next meeting would be April 23<sup>rd</sup>. He also indicated that we need a volunteer to take over the Young Eagle Chairmanship since Dave is busy with his responsibilities as a flight instructor as well as being chapter treasurer. If you are willing to assist as Director of YE, please contact Jeff.

Denny D'Angelo advised the chapter that a date has been set for our annual meeting: May 14<sup>th</sup>. Captain Judy Rice will be our guest speaker describing her "around the world" flight. The event will be held at the chapter house. Denny and Michael Tippin have arranged to provide steak and lobster at the nominal fee of \$10 per person. It is asked that you plan to bring a side dish to the event. Please RSVP Denny by email (EAA48@aol.com) no later than May 1<sup>st</sup> the number of persons that will be included in your party.

Leslie(Les) Johnson, a visit, addressed our chapter. His son developed cancer and passed away before completing construction of a powered glider. He needs help in completing construction of this aircraft and would like our assistance. Please contact him at [leslie.johnson@nm.com](mailto:leslie.johnson@nm.com) if you can assist in completing the aircraft.



Denny indicated that he received a call from another incomplete builder of an Ultralight who has requested our assistance. If you can help, please advise Denny at [EAA48@aol.com](mailto:EAA48@aol.com).

Jeff stated that if you want to participate in YE programs, you must complete the online EAA Young Eagles Protection Policy form. The link can be found on the homepage of EAA.org. Jeff stated that he will be sending email reminders to the membership. We will need proof of completion of your form so we can keep it on file prior to the next YE event.

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 0925.

### **Chapter Program**

Our program today was presented by Mr. Don Rowell, Owner of Sensenich Propellers. Don began the presentation with a brief history of the company. The company was started in 1932 and by 1940 was the largest wooden propeller manufacturer in the world. As the demand for more efficient propellers changed, so did the products of the Sensenich. After WWII, metal props were in more demand than wooden props, so Sensenich changed according to that product requirement, but still continued to produce wooden propellers in their Pennsylvania facilities. Airboats still relied on wooden props and Sensenich provided about 70% of all wooden airboat propellers used in the world. Sensenich set up shop in Plant City, Florida in 1994 and that resulted in an increase in the company market share with metal propellers. In 1999 Sensenich started producing composite propellers for both aircraft and airboats at the Plant City facility. In 2004, Sensenich produced the first composite Light Sport Aircraft propellers for the Rotax engine as well as tactical UAV propellers.

Mr. Rowell brought several samples of propeller cross sections to demonstrate construction now used in general aviation, light sport aircraft and UAVs. He discussed a very interesting challenge in the construction of composites: harmonics. Props had to be analyzed to identify specific anomalies that might produce harmonics at certain RPMs, documented and determined how long composite propellers could maintain their structural integrity running at a harmonic RPM. Interestingly enough, the integrity of the propeller was well managed but some harmonics would transfer to other structures within the aircraft. For instance, early use of the Sensenich composite propeller in the Cessna 162 would transfer harmonic forces into the magneto and cause it to fail due to harmonics. Needless to say, it is no longer used in the

Cessna 162. Future work scheduled for the company will include UAV research, and further hybrid hollow foam cores for composite propellers to be used in ultralight, light sport, and general aviation aircraft. Time was given to general questions and answers between Mr. Rowell and the chapter.

Gordon Knapp updated the chapter on the Sun'n Fun organization. It has been a good year and due to other year around events. This year, for the first time, Sun'n Fun did not have to borrow money to host the fly-in. Gordon also stated that Sun'n Fun now has an upgraded website, and that Sun'n Fun has asked all branches of the military to provide display aircraft at this year's show.

A special note for veterans, Sun'n Fun will honor them by allowing free admission on Tuesday, Wednesday, and Thursday of the fly-in.

Rich Denton distributed Sun'n Fun credentials and reviewed the volunteer kitchen schedule. Help is needed following the meeting today to clean up the volunteer kitchen. Next Friday, April 1<sup>st</sup>, we begin to make sandwiches. With the public opening of Sun'n Fun Fly-In on April 5<sup>th</sup>, our chapter will be initially produce 1,500 sandwiches, but by the end of the show, we will be producing 3,000 sandwiches daily. If you are volunteering in the kitchen, please come early enough to park in the "Yellow Parking Lot" and try to be at the kitchen by 7:30 but no later than 8 am.

Our program and announcements ended at 1000.

Respectfully Submitted,  
Steve Reisser, Secretary  
EAA 175

## CHAPTER 175 OFFICERS

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