

# EAA Chapter 175

## Smoke Signals

### Newsletter





**April, 2015**

**Next Meeting: Saturday, 05/23/2015**

**Meeting @ 0900**

**Breakfast @ 0800**

## President's Corner

We all lost a dear friend when Charlie got called home for his eternity with the Lord.

He was valued by all of us, but did you know that Charlie also had a huge impact in my classroom as he had in his own? (After his USAF career, Charlie taught physics and math at Robinson High School from 1971-1991 where I now teach). He had been retired from teaching for 15 years when I asked him to step back into a classroom. In 2006 he began volunteering with my students, helping them learn how to build the classroom RV-9A. At one point, he mentioned it was his mission for which to get up in the morning. He was honored in the Tampa Tribune twice for that role. His impact on those students was great, teaching them focus, how to read technical plans and how to use tools.

A gifted flier for the USAF, CAP, Ye Mystic Air Krewe and our EAA....he loved the air.

A humble servant...he volunteered at all the events and became one of our "kitchen kings" (along with some help and guidance from his "queen") cooking breakfast for us all.

A faithful man, he was married to only Delores since 1955. Very simply.....a dear peaceful friend to all who knew and worked with him.

As you have "headed west" along with several other of our members Charlie, I know you are now in our dear Father's loving care. Death is a part of life, but only a step into eternity....and I thank you Charlie for being a man we can all remember with peaceful thoughts.

To our chapter members, thank you for all your help and support for Delores and for each other during this and other tough times. Charlie represents only the latest of us who have finished flying here on earth. There will be more. You are all wonderful people.

We are a wonderful chapter! See you at Sun'n Fun April 21-26

Jeff Kaloostian, President

**See you at Sun'n Fun!**

## MONTHLY MEETING MINUTES

DATE: March 28, 2015  
LOCATION: Chapter House, Tampa Executive Airport (KVDF)  
ATTENDANCE: 29

### Business Meeting

The chapter meeting was called to order at 1000 by Jeff Kaloostian. Two visitors introduced themselves to the chapter.

We had a special meeting to distribute Sun'n Fun Credentials for our chapter volunteers followed by a cookout. Thanks to Michael Tippin and Don Miller for providing new grills and food for all in attendance.

### 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

## *Sun'n Fun Startup*

This year Sun'n Fun has been scheduled to the public from April 21<sup>st</sup> to 26<sup>th</sup>. Note that our chapter will make sandwiches for volunteers beginning Friday, April 17<sup>th</sup>.

## *Schedules*

Jeff reviewed the schedule of events for our chapter through July 2015. A schedule of events is listed on the EAA 175 website (<http://www.175.eaachapter.org/>)

- No April chapter meeting because of Sun'n Fun
- May 16 YE at Volo
- May 23 Chapter Meeting
- June 13 YE at Peter O'Knight Airport for children of deployed military personnel from McDill.
- June 27 Chapter Meeting.
- July 25 Chapter Meeting
- August 22 Chapter Meeting
- September 26 Chapter Meeting
- October 24 Chapter Meeting
- November 28 Chapter Meeting
- No December Meeting

## **Other Business**

- Recognition was given to the many Ground School students that attended today's meeting.
- Redesign of the garage tool area and a future estimated time of completion and cataloging of inventory will be announced. Please be careful if you enter the garage because of materials on the floor.

- 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 1030.
- Rich Denton distributed credentials after the close of the meeting.

Minutes Respectfully Submitted by  
Steve Reisser, Secretary

## **“A Moment of Safety”**

**Bud Yerly**

Some pilot guidelines: What to check for during preflight of a:

### **Piper Cherokee**

1. Does the stabilator and tab move in the proper direction?
2. Trim tab is an “anti-servo tab”, and moves in the same direction of the stabilator’s movement
3. Do you get full stabilator deflection in both directions?
4. Is there excessive free play in the trim tab?
5. Maximum of 0.15 “
6. Does the trim tab cabling look worn or frayed, or not evenly wrapped around the trim barrel?
7. Does movement of the trim wheel move the trim tab?
8. And does it move freely, or is there excessive resistance?

### **Cessna**

If you do nothing else on your control-system preflight, check the security of any movable trim tabs. Example: "Cessna U206 Series — A parachute jump flight was being conducted, the jumpers had departed, and during the descent elevator flutter was experienced. The airspeed was 100 mph and the elevator flutter was marked by fast and heavy movements which were 2 to 3 seconds in duration. When the airspeed was slowed to 80 mph, elevator control returned to normal. After an inspection, the elevator trim actuator was discovered to be loose from the broken stabilizer bracket. This allowed the trim tab to have approximately 2 inches of free movement. Aircraft total time: 4,983 hours." If he had not slowed in the 3 seconds he did, it would have ripped the elevator off.

Control flutter can be a killer, and it's most likely to start with a loose or broken trim tab. (Poorly balanced control surfaces, from improper maintenance or loose balance weights, are also prime contributors to flutter.) Inspect these components carefully. There should be very little play in the system, and the play should not change significantly through the elevator's or aileron's range of motion. (On stabilator-equipped airplanes expect to see the trim tab move relative to the main airfoil; that's an intentional anti-servo function provided by the tab.) Gently squeeze fabricated trim tabs at the trailing edge to tell whether there's unseen corrosion (a crackling sound) or structural failure (a popping sound).

## **“Our Builders” Update (Part 2 of 2)**

**Rich Ilfeld**

O my God found a guy with all the woodwork done on an Osprey II, boatbuilder (I do that too and knew his blog on boats for a while without even knowing he was a pilot) He passed, I bought project - so back to my first love the Osprey II.



So now I have three “open” projects. The Windrose. The Ford STOL. & the Osprey. But I am mostly retired. As noted before, frustrated sometimes to have three projects, & none flying. Each seemed like a good idea at the time. They still do, mostly. Anybody want to partner in the STOL?

Not completely true I don't finish things. Betsy has a completely remodeled kitchen.

I have a nice floating kayak launch dock. I have several boats, and a couple on the way, and have donated several.





I like small boats. Can knock one out in a couple of weeks or a month. Useful when, done, and finishing something gets my spirits up for the airplane.

Decided early on to do everything myself. Good decision for me cause I like learning new stuff, and am ok with making mistakes. Good in that sense, bad if one is trying to finish a project. A person with common sense would buy completion help so they could fly. Clearly that defines me as having none. At some age we accept our flaws.

Being mostly retired I have been able to do something on a project every day. Usually significant things.

Sometimes stupid things that I have to do again. And again.

Most projects come with estimates of how many hours the project will take. Use that as the amount of time to spend figuring things out, and multiply by five for build hours if you work alone, & you should be close.

RV builders do not need to pay attention. My three projects are plans built. This has been cost effective but not time effective. You have to gain great satisfaction from the process itself. You have to be honest about the commitment.

A lot of projects change hands midstream and are not completed by the original builder. Most people's long term attention span does not extend to a full airplane. I don't know what to say about three half airplanes

Persistent won't work. Diligent won't work. Stubborn might help. Pig-headed fool is more like it.

People who visit my shop just walk away shaking their heads. It's OK. I'm used to it.

There are probably 80,000 amateur built aircraft, and half of them probably fly. "So you're sayin there's a chance..." .

You don't really understand something until you try to teach it to someone else.

I built some little flap sections with some kids. Thought it went pretty well. I had fun, I hope they had fun. It took some hours, but probably resulted in a net gain in overall energy. If we teach things that are mostly learned by doing, it's guided experience rather than arbitrary instruction. Good thing, cause building an airplane will continually remind you of how little you know. You may also discover how little some of your friends who pontificate know. But then, any hanger talk should be taken with a grain of salt.



Some things I've learned. Long haired shop dogs need frequent baths. Shop cats sometimes leave paw prints in the epoxy. Dirty shop cloths generally should be put in a separate laundry bin. Buy a cheap toaster oven to heat your plexiglass for bending. New stoves are expensive. Don't drink too much coffee before starting a task you can't interrupt. Don't use a disk sander if something exciting is on the shop TV. The question "When will it be done?" is inevitable. "Tuesday" is a good answer. No month, no year. If you are concentrating on your work, you are distracted from everything else. Don't take your breakfast to the shop. If you do, motor oil is not syrup. [serious] accidents happen - safety glasses, dust masks, work shoes, and an emergency pendant are all cheap.

Over many years of not finishing stuff, I have learned to enjoy the journey rather than delaying all gratification to the end. Do something every day, and sooner or later.....

## Sun'n Fun Prep

Here are a couple pics that Jeff asked me to share with you. The crew is cleaning for Sun n Fun this past weekend. We look forward to everyone's help to make this a productive and successful event!



Clean, clean and clean....



Don't forget the coolers!



## Message from the editor.

If you have requests for topics or want to contribute please send me an email. Here is the offering for this month. Thanks, Ross

Starting in 2020, aircraft must be equipped with ADS-B-Out to fly in most controlled airspace.

Will you need to equip? It depends on where you fly. You can find out at this web site. <http://www.faa.gov/nextgen/equipadsb/> a new resource launched last week.

### **ADS-B Out will be required in the following airspace:**

- **Class A, B, and C airspace**
- **Class E airspace** areas at or above 10,000 ft MSL over the 48 states and DC, excluding airspace at and below 2,500 ft AGL
- Airspace within 30 nautical miles (nm) at **certain busy airports** from the surface up to 10,000 feet MSL; airports listed in appendix D to part 91.
- Above the ceiling and within the lateral boundaries of a **Class B or Class C** airspace area up to 10,000 feet MSL
- **Class E airspace over the Gulf of Mexico** at and above 3,000 feet MSL within 12 nm of the coastline of the United States

**P.S. We're having another Young Eagles event May 16<sup>th</sup> at Volo Aviation, VDF....please come email Dave Presnell with your volunteer position you'll be working: ground crew or pilot! Thanks....see you there!**

## CHAPTER 175 OFFICERS

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