



# EAA CHAPTER 175 SMOKE SIGNALS

## NEXT MEETING

June 24, 2017

Breakfast 0800

Meeting/Speaker 0900

**Air Traffic Control  
specialist Darren  
Gaines**

## EVENTS

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

The Summer Quiet period is here!	
[Or, we have to find a better source of listings :<) ]	

## Minutes

### EAA 175 CHAPTER MEETING MINUTES

DATE: May 27~~24~~, 2017

LOCATION: Chapter House, Tampa Executive Airport (KVDF)

ATTENDANCE: 15

### Business Meeting

The chapter meeting was called to order at 0904 by Jeff Kaloostian. Thanks was given for the breakfast staff of Denny D'Angello, Allen Chester, and Steve Reisser. Four guests joined our meeting today and introduced themselves.

### Old Business

#### *Meeting Minutes and Treasurer's Report:*

Meeting minutes for April were provided in this months distribution of Smoke Signals. No corrections were recommended by attending members, so a motion was made and seconded, and passed without objection. No treasurers report was provided at the meeting.

#### *Other Old Business*

Rich Denton did an excellent job as Sun'n Fun Volunteer Kitchen Manager and will continue in that position hopefully for years to come. Sun'n Fun paid EAA 175 \$1,500 for our efforts this year Rich is also joining our Board of Directors as an ad hoc consultant.

Denny commented that future programs currently scheduled are as follows:

June:            FAA

July: NAA  
August: Aviation Fly-In Event and Picnic  
September: TBA  
October: Icon  
November: Drones

Bill Johnson's refurbishing project on his PA-25-140 will start soon.

Rich Ilfeld has is now our Smoke Signals Newsletter editor.

Got Information? Please post to our EAA 175 Facebook page.

## **New Business**

Oshkosh is coming July 24-30<sup>th</sup> and this year features the Blue Angels.

Drone registration rules were overturned on May 19<sup>th</sup> and future rulings are "up in the air".

Aviation may be getting more expensive in the future. The pending budget includes the privatization of the FAA. AOPA and EAA are fighting this.

If you want to participate in EAA Young Eagle Events make sure to complete the required registration of the EAA National website.

A motion was made and seconded to close the business portion of our meeting at 0920.

## **Chapter Program=**

Our program today was presented by retired Commander Micka Gray of the Australian Air Force. His topic for today's program was the F111.

The F111 was created in 1963 with 24 aircraft delivered to the Australian AF in 1973 and had an active service life until 2011. The aircraft is 70 feet long with a range of up to 3,000 NM. Speed for takeoff was 160 KTs, landing 130, typical climb at 350 and cruise at 450. "On the deck" over water it would cruise at 800 KTs and at high altitude could fly at Mach 2.5 (1,500 KTs). At high speed skin temperatures had to be monitored not to exceed limits. Normally high speed cruise was limited to 5 minutes and with full afterburners on pilots had to monitor a count down timer. The aircraft had very high wing loading; On the average the amount of sweep back was set to the knots divided by 10 (ei. 550kt would require a configuration of 55 degrees) On danger is this aircraft could never recover from a spin.

The ejection system was not typical as both pilots were ejected inside a portion of the cockpit which provide safe supersonic ejection safety but made for a very hard landing.

The aircraft had no ailerons. Roll controlled by differential stabilators and spoiler control. .No HUDs in this cockpit. The cockpit and vertical ribbon display, a couple of MFD, and some radial instrumentation-pretty basic. Radar mapping and weapons computers were very good. Terrain radar was awesome allowing the aircraft to 200 feet within 80 feet of wing clearance day or night. Mika

said putting on the infrared goggles at night was wild to see while flying thru mountains.

Commander Gray concluded his presentation with a good video of a gear up F111 landing, and with a spectacular feat of the F111 called "dump and burn". A brilliant air display was made by dumping fuel, outlet between engines, and igniting the fuel with the afterburners.

The program ended at 10:05

Respectfully Submitted,  
Steve Reisser, Secretary  
EAA 175

### **FROM JEFF:**

President's Corner

HAPPY SUMMER

Hope everyone is having a safe and relaxing summer! Yours truly is celebrating his 40<sup>th</sup> wedding anniversary out of country until July; of course, I couldn't do it without a wonderful partner...Trish is a true soulmate.

What does that have to do with our chapter? Perhaps, we could connect with our spouses about our exciting hobby and try bringing more of them to the meetings and other activities. Of course, it goes both ways, but I'm speaking mostly of wives since it seems the majority of our members are male! Might be worth a shot and the ladies certainly lend a different perspective to everything we do?!

We have an exciting next few months lined up. I know some of you will be heading off to Oshkosh and will miss the July meeting, so fly safe and enjoy the activities! Please bring back plenty of pictures and stories about what's going on there that would apply to our chapter...your first-hand experiences are the best!

See you in July.... FLY SAFE!

jpk

### **FROM DENNY:**

## **Backseat June 2017**

Wow--the rain is back in Tampa!! It has rained so much in south Tampa that I am about to put floats on the Champ just so I can keep flying. Really, it is great to have the rain as the aquifer was very low in the Tampa area. Even with the big afternoon storms, there is time for a quick flight in the morning calm, so don't give up on your flying activities because of a little rain.

Speaking of downpours, there has been a deluge of pictures added to our EAA Chapter 175 Facebook site...so keep 'em coming. Remember, if you don't have a Facebook account you can send you pictures to me at [EAA48@AOL.COM](mailto:EAA48@AOL.COM), and I will place on the site. Don't forget to provide a short note about the picture as it enhances the presentation. Speaking of presentations, here is what we have planned for the next few months.

For the 24 June 17 meeting, we had planned on a flying cookout; however, we have a unique opportunity to hear from Air Traffic Control specialist Darren Gaines. Darren will provide insight into what it is like to be an air traffic controller at Air Venture and will share his insight into how to better to communicate with ATC when flying. Bring a friend to this meeting.

I am still hunting a speaker for the 22 July 17 meeting. Since it is so close to Air Venture, I am expecting a presentation from within our own ranks. Your ideas are welcome. Thanks.

The 26 August 17 meeting will be a flying event. Instead of holding our regular meeting, we will gather at 0900 and participate in flying activities after which we will hold a burger burn. We will plan for the entire event to last until 1 p.m....so it will not be an all-day event. Steve Reisser is developing a series of simple flying tasks that we can accomplish during the meeting; however, our real goal is to get as many members flying as possible. If you have access to an airplane, please bring it to the meeting. There will be more to follow on this activity.

For the 23 September 17 meeting we are planning to have the FAASTeam report on the new Pilots Bill of Rights BasicMed requirements. BasicMed is an alternative form of aviation medical compliance that became available to pilots starting May 1, 2017. The team will address how BasicMed works, who is eligible to use it, and what you need to know to determine if it is right for you. We are confirming this review qualifies for FAA Wings credit. Plan to attend and find out about this wonderful privilege.

OK, that is it for now. Get flying and get ready for Air Venture 2017 and don't forget to...

....keep 'em flying.

dd

## X-PLANE CORNER

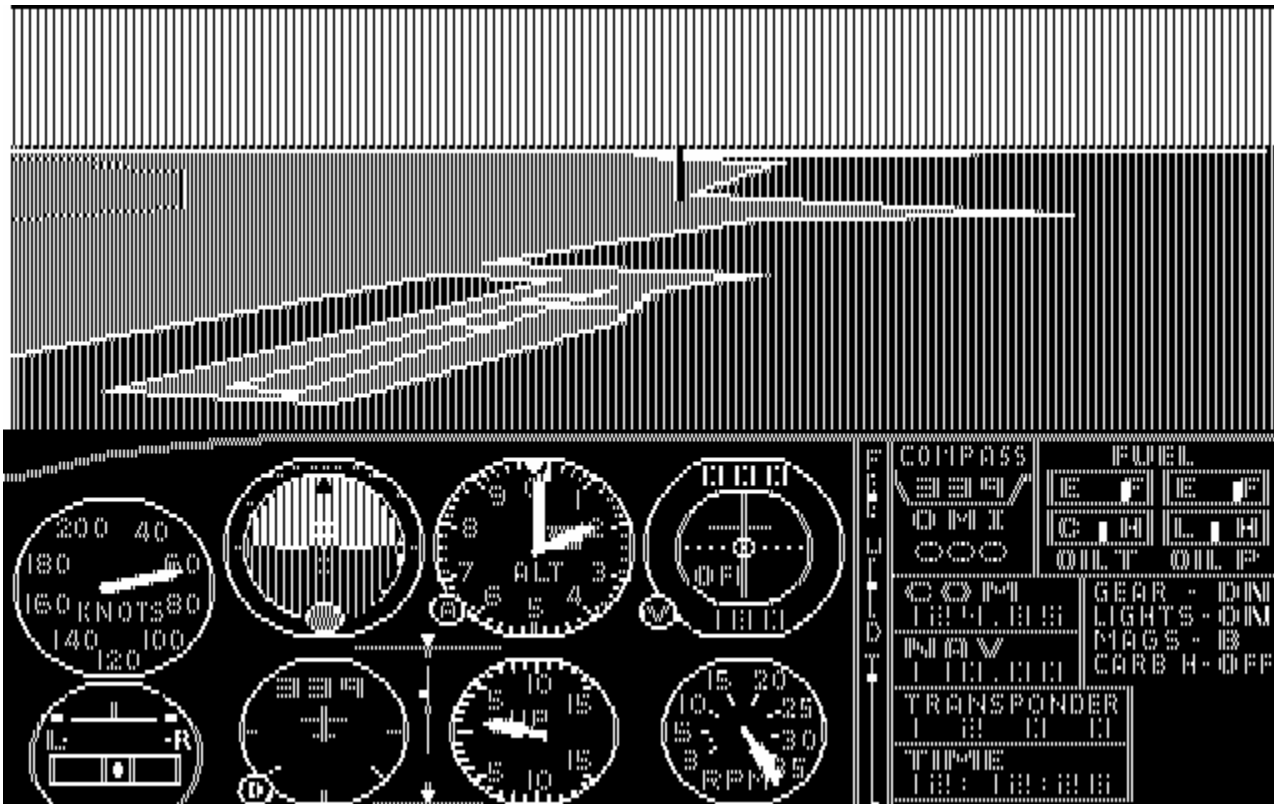
X-Plane is one of the leading flight simulators. We like it because it comes with airplane and scenery builders, so you can build your own planes or make your own scenery. There is a large and active community doing both. It is also good enough to be certified for training use with the right equipment, and, even in its home use form, is great for keeping current.

### Installment Two: Basic Scenery

For lots of us older guys, taking folks for airplane rides was giving them a view of the world they hadn't seen before. "can we fly over my house" was a common question, and even a shakey ariel photo with a box camera was a neat novelty. In the modern world, with Google earth, seeing the world from the sky doesn't have much gee-whiz factor, even though that first airplane ride still is.

For those of us who like simulators, we remember the first versions. The very idea of a computer flight simulator (on a dingle floppy disk) was pretty cool. Although the visual cues in the scenery were pretty minimal, we could recognise that we awere at Meigs field in Chicago.

How primitave was version 1?



And I thought it was pretty cool.....

It did begin an era. We do take a lot for granted today. If you called to order this program though, you did so on a dial phone attached to the Bell telephone network. You were one of the 2% or less of people who had a personal computer. It had floppy disks, a monochrome monitor, 64K of memory, and cost about \$2000. (What is that is today's money?)

Version 3 had color. And what they called clouds.



Version 5 Had 256 colors and began the modern era.



But the standard now is much higher. Since we know what Google Earth looks like we're trying for realism. But reality is we don't have supercomputers, so there are compromises. Given how far hardware and software have come, though the standard today is pretty high, and be very realistic for small areas.



Here is the X-plane default of today:



And, while we have come a very long way – the gold standard is still realism: This is what Google Earth shows us.



RIP Meigs field....

## How Basic Scenery works.

First, you list a three D model of the world. A point has latitude, longitude, and altitude. Connect the points and you get a mesh that is more or less the shape of the world. Of course, to get the whole world in take a lot of points. If you space them a few meters apart, though, you'll create shapes that look pretty good from a distance.

You assign each mesh a texture. Grass, snowy rocks, big trees, shrubs , water, gravel, etc. You can modify with a second texture, or a painting method. Textures are little bitmap pictures that you paint repetitively.

You can add objects over the textures. You may have a few dozen building types that you can repeat, perhaps with a little size and color variation. You can identify road patterns with a set of coordinate overlays. You can identify runways, and a few generic airport buildings.

Add sun, shadows, and clouds, and you have a decent looking world with today's powerful graphics. And it all only takes a million times more storage space than version 1. (literally).

## The Geek Advantage part II

You can make or modify the scenery. For the background, you can use snips of photos applied to the mesh. For the objects, you can build them more realistically in various 'art' programs.

3-D turns out to be hard.

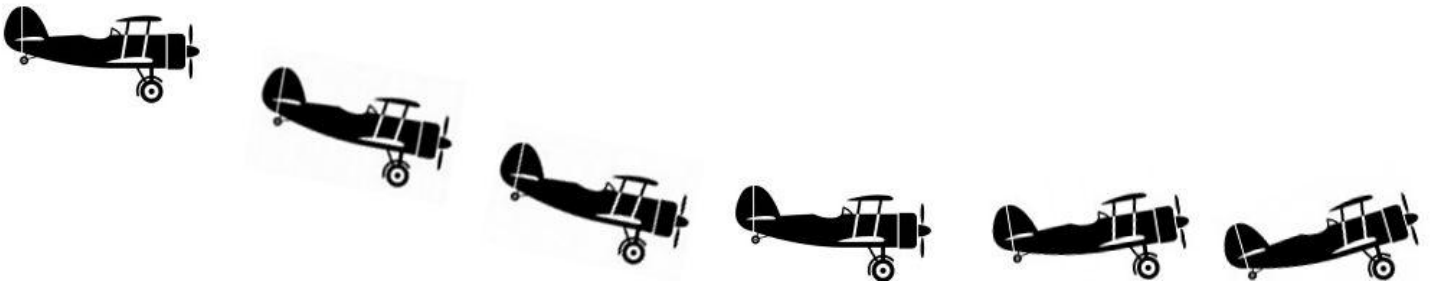
But the night is your friend. Some of the folks I know who use X-plane to stay current fly mostly instruments, and mostly at night, because the depictions of cities, and even airports, seem very real at night.





We'll explore some scenery tools, and tell you where to get Florida photo scenery and airports (free) in future issues.

Since there are a lot of blind alleys and things that don't work, we'll "fly" what we show.



**Note: We'll generally keep politics out of this newsletter. But this is one topic we have to keep up on.**

These are the views of the National Business Aviation Association. I consider them a "bridge" in many ways. At their show they have both corporate jets and small business 172's. They are very small town & FBO friendly, but also understand heavy iron and big buck flying.

**NBAA: President's ATC-Privatization Budget Bad News for Small and Mid-Size Towns**

Contact: Dan Hubbard, [202-783-9360](tel:202-783-9360), [dhubbard@nbaa.org](mailto:dhubbard@nbaa.org)

**Washington, DC, March 16, 2017** – National Business Aviation Association (NBAA) President and CEO Ed Bolen today issued comments strongly opposing the Trump administration's budget, which appears to endorse privatizing the nation's air traffic control (ATC) system, noting that such a move could adversely affect, among others, countless small and mid-size communities across the U.S., which rely on general aviation.

“We know that the notion of privatizing ATC has for decades been pushed by large airlines,” Bolen said. “Under such a proposal, the ATC system – which is a natural monopoly that currently serves the public’s interest, and is overseen by the public’s elected representatives – would be turned over to a non-governmental entity effectively controlled by the airlines.

“Under such a scenario, the small and mid-size towns that rely on access to general aviation for everything from civil services, to emergency support, to business access and more, could have their access to airports and airspace threatened,” Bolen continued. “This is among the many important reasons NBAA has long been very concerned over the big airlines’ proposal. Simply put, privatization of the ATC system would benefit commercial airlines at the expense of the citizens, companies and communities that rely general aviation.

“We continue to welcome the renewed focus in Washington on infrastructure investment, including for aviation,” Bolen added. “We will keep working with Congress, not on a distracting debate over ATC privatization, but on truly modernizing the aviation system, with policies that offer targeted solutions to identified challenges. That’s the best way to ensure that all Americans have access to our nation’s critical aviation infrastructure, five, 10 and 25 years from now.”

The idea of privatizing ATC has been put forward as part of the continuing congressional debate over the reauthorization of funding and programs for the Federal Aviation Administration (FAA). The concept has been strongly opposed by a diverse group of conservative and liberal think tanks, consumer groups, rural organizations, general aviation associations, federal and local policymakers and a majority of American citizens.

The budget proposal released by the president today is the administration’s blueprint for federal spending in the coming fiscal year. Congress has the ultimate authority on the budget, and will reflect its direction regarding aviation, and other matters related to the nation’s infrastructure.

The EAA is strongly opposed:

## **ATC PRIVATIZATION**

EAA is actively working on Capitol Hill to fight one of the most significant long-term threats to the general aviation community ever proposed. The ATC privatization proposal contained in the Aviation Innovation, Reform and Reauthorization (AIRR) Act, [H.R. 4441](#) would be disastrous for GA.

The proposal would separate the nation’s air traffic control system from the FAA to be managed and operated by a not-for-profit corporation. The corporation would be run by a board of directors comprised of system stakeholders economically dominated by airlines and other commercial and labor interests, leaving general aviation to be marginalized over time. This means that GA access to airspace, the availability of ATC services, funding for rural airports, charting, weather services and flight service, will all be at the discretion of a private industry board heavily weighted in terms of influence to the airlines and associated interests. This is not just about whether or not there are user fees for GA, which currently there are not. It is about the future preservation and health of the entire GA system of access and infrastructure we enjoy today.

Though there are many positive provisions within the AIRR Act, this disastrous ATC privatization proposal outweighs them all. Members are encouraged to [contact their Senators and Representatives](#) and tell them that any ATC privatization proposal should be removed from the AIRR Act before it is considered further.

EAA statement for the record on ATC Privatization: [Read the full statement](#), [Read executive summary](#)

### Here's a show of concern from 15 advocacy groups

June 5, 2017

President Donald J. Trump

The White House

1600 Pennsylvania Avenue NW

Washington, DC 20500

Dear Mr. President,

This letter is in regard to your address today, which outlined principles for transportation-infrastructure investments, including those related to air traffic control.

Our associations represent the individuals and companies that make up a significant portion of the diverse and interrelated general aviation industry in the United States. This is an industry that generates more than one million jobs, and more than \$200 billion for the nation's economy. It is worth noting that the majority of all general aviation in the world today takes place in the U.S. and we appreciate your support for our industry. Simply put, general aviation in America is the envy of the world.

Today, the U.S. air traffic control system is the best in the world, moving more aircraft, more safely and efficiently, than any other country. Working with Congress and the Federal Aviation Administration, aviation stakeholders have been able to ensure that our system operates for the public benefit, providing access for all stakeholders to airports, heliports and airspace, and encouraging competition and innovation.

As you know, for over a year, some big airlines have pushed for a new governance and funding model for our nation's aviation system, based on systems in other parts of the world. The general aviation community has very real and long-standing concerns, which include but are not limited to user fees. These concerns are based on our operating experiences in these foreign systems and the impact they have had on general aviation.

We respectfully request that you provide ample opportunity for all stakeholders and citizens to carefully review, analyze and debate any proposed legislation changing the governance and funding for air traffic control.

Sincerely,

Air Care Alliance

Aircraft Electronics Association

Aircraft Owners and Pilots Association

Citation Jet Pilots

Commemorative Air Force

Experimental Aircraft Association

General Aviation Manufacturers Association

Helicopter Association International

International Council of Air Shows

National Agricultural Aviation Association

National Association of State Aviation Officials

National Air Transportation Association

National Business Aviation Association  
Recreational Aviation Foundation  
U.S. Parachute Association  
Veterans Airlift Command

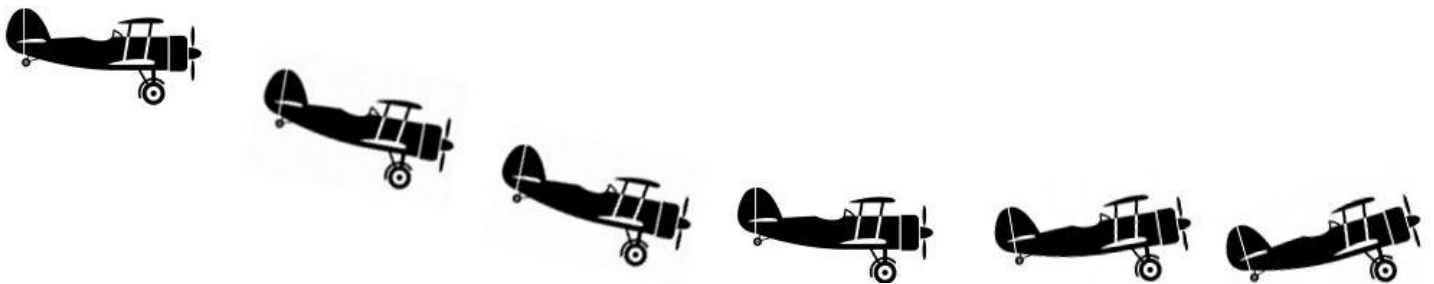
We aren't going to express an independent opinion – that's not our role here. But, like ADSB, or BasicMed, we have to keep track of big changes from the top down that impact all of us personally, and be realistic that a small portion of our dues may pay for lobbying. We all know cases where the government hasn't been a friend to airports, planes, or pilots, but probably live and fly in the best environment for pilots in the world.

## ODDITIES

People send us stuff. Or we find stuff on the net.









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Kepp em flying!