



October, 2015
Meeting: **Saturday, 10/24/2015**
Breakfast @0800
Meeting @0900

**SMOKE SIGNALS
EAA CHAPTER 175
MONTHLY NEWSLETTER**



EAA members and ALL are welcome to join us at
9334 Vandenberg Airport Rd, Tampa, FL 33610

THIS MONTHS GUEST SPEAKER
Major General Ken Wilsbach.



MAJOR WILSBACH

We are very fortunate to have Major General Ken Wilsbach as our guest speaker. He will make a presentation on flying every aircraft in the US Air Force inventory as the commander of the US Air Force Operational Test and Evaluation Wing.

Maj. Gen. Kenneth S. Wilsbach assumed duty as Director of Operations, U.S. Central Command on May 16, 2014. He most recently served as the Commander, 9th Air and Space Expeditionary Task Force-Afghanistan; Deputy Commander-Air, U.S. Forces-Afghanistan, and Deputy Chief of Staff-Air, International Security Assistance Force Joint Command and NATO Air Commander-Afghanistan.

General Wilsbach was commissioned in 1985 as a distinguished graduate of the University of Florida's ROTC program. He earned his pilot wings in 1986 as a distinguished graduate from Laughlin Air Force Base, Texas. The general has commanded a fighter squadron, an operations group and two wings. General Wilsbach is a command pilot with more than 3,800 hours in multiple aircraft, primarily in the F-15C, and he flew 31 combat missions in operations Northern Watch and Southern Watch.

President's Corner

I love aerospace...not just aviation, but all of air and outer space. Over my eleven years of teaching high school Aerospace Technology, I've learned that outer space garners as much if not more excitement from my students. There used to be a distinct line between the two environments but that's all changing with space tourism through companies like XCOR, Virgin Galactic, Blue Origin, World View Enterprises and others. Why do I mention this? Because through teaching I see that kids are thinking "outside the atmosphere" when they speak of rides in airplanes, spaceships and balloons. Conversations seem to naturally cross those seemingly (what my generation would consider) distinct boundaries.

Is this good? Absolutely! It shows me that a new generation of potential aviators are developing that will someday consider aviation the first and last part of the ride and outer space as the step in between! It means we've got kids thinking about how to use space to our advantages and preferably, for all mankind. I've also had conversations about the new moon race (the Chinese want to put a base on the moon) and its ramifications. Great discussions!

These kids are excited...and they need all of us aviators to pass on more excitement through real life, hands-on experiences. They'll never get to their potential unless we help. We can do that through Young Eagles flights...getting them up in the air and beginning to show them what the world looks like from the eagle's perspective and...how the forces of flight work! Next time we have a YE event scheduled, please become the "force" that gets them motivated...they NEVER forget the ride!

Jeff Kaloostian

FROM THE BACKSEAT
VP Denny D'Angelo

Florida's hot humid summer is nearly over and with it the return to more enjoyable flying weather. For many of you flying has taken a back seat to other events in your life. I challenge you to get back into our wonderful sport. If you are not current, give serious consideration to becoming so. If you and your airplane have been idle, then get back in the air. This is the best flying weather, I would dare say, in the world (I have been around) and we shouldn't let it go to waste. GET AVIATING!!

To help regain your flying enthusiasm we have a series of interesting programs scheduled for the rest of 2015 and into 2016. For the October meeting Major General Ken Wilsbach will make a presentation on flying every aircraft in the US Air Force inventory as the commander of the US Air Force Operational Test and Evaluation Wing. General Wilsbach will give us a peek into what it is like to transition from a jet fighter to a helicopter all in the same day and will add to Dick Petrucci's presentation on how to successfully transition to a new aircraft. This will be a very interesting presentation...don't miss this one. OBTFW General Wilsbach is a past member of the Chapter, so it will be like old home week for him as well!

In November we have another special presentation planned as Mr. Phil Lockwood of Lockwood Aviation (and designer of the Air Cam) will make a presentation on the Air Cam and the future of sport aviation. Phil will fly the Air Cam to the meeting so we can tour the aircraft after his presentation. Note the meeting is on 21 Nov 15, a week earlier than normal, so we can accommodate Phil's busy schedule. This is definitely the meeting to bring your aviation-minded buddies to, so don't miss this event either.

There is no December meeting; however, plan now to attend the Chapter 175 Annual Awards Banquet on 16 January 2016. Our guest speaker is Adm. Adrian Jackson, USN (Ret), Sun 'n Fun Board Member and aviator extraordinaire who will address the life benefits of sport aviation. We will announce the location of the event at the meeting. This is our one BIG event of the year, so we look forward to a great turnout. It will be a Fun event.

For the 20 February 2016 meeting I will make a presentation on leading 27 ultralight aircraft and 54 ground support personnel from Dayton OH to Kitty Hawk NC in celebration of the 100th Anniversary of Flight. My presentation will address how to lead a group of pilots with diverse skills and a variety of different aircraft. The skills I will offer can be used to lead any flying group safely while having fun doing so. Enough about the programs, now let's talk about aircraft building.

If you are considering building an aircraft but don't want to "go it alone," member Scott Johnson is looking for you. Scott is looking to co-share the purchase and building of a Light Sport Aircraft as a team event. The group is in its embryonic stages and the final decision on aircraft type and size has yet to be set. If you are interested in developing your building skills and flying an LSA contact Scott at the next meeting.

Finally, the EAA Chapter 175 Programs Survey has closed with a total of 21 inputs. I will present the outcome during the Oct meeting and in this text next month.

OK, that is it for now, see you at the meeting and don't forget to....

...keep 'em flying.

dd

EAA 175 CHAPTER MEETING MINUTES

DATE: September 26, 2015

LOCATION: Chapter House, Tampa Executive Airport (KVDF)

ATTENDANCE: 17

Business Meeting

The chapter meeting was called to order at 0905 by Jeff Kaloostian. Jeff thanked those who volunteered for food preparation this morning.

Old Business

Meeting Minutes:

Meeting minutes were emailed in Smoke Signals and posted to the chapter website. With no amendments to the minutes, a motion was made, seconded without objection to accept the published meeting minutes.

Treasurers Report

A verbal report of the treasury status was orally presented by Jeff. A motion was made, seconded without objection to accept the treasurer's report.

Chapter Survey

Jeff requested those who have not yet completed the chapter survey that was distributed last meeting to please complete it and return it to Dennis D'Angelo so we can better tailor chapter programs to better fit your needs.

New Business

YE Event

We scheduled an October 11th YE flyout at KTPF. EAA 282 is also having a YE event the same day. Since we are currently low on airplanes and YE pilots, Jeff is going to contact EAA 282 to see if we can have a combined 175-282 YE event in October

Air Venture

Mikael Tippin took about 10 minutes to review his trip to Oshkosh and photos from Air

Venture. If you haven't ever experienced it in person, put it on your bucket list.

Chapter Program

Mr. Dick Petrucci, FAA Flight Safety, presented a summary of two topics to our chapter. The first, "Managing Unexpected Events" and the second "Transitioning to Other Aircraft". Both presentations can be found on our EAA 175 Website with links in the Programs page.

Managing Unexpected Events.

There are "Critical Things" that we can happen to us as pilots such as

- Full or partial power loss
- Bird Strikes
- Landing gear fails to retract after takeoff, or fails to extend when ready to land
- Control problems
- There frequently is not enough time to use checklists in an emergency.
 - Develop "**BOLD Face**" items on your emergency checklists
 - Memorize the first two or three steps on every emergency checklist

Think about abnormal or emergency events ahead of time

- Practice abnormal and emergency procedures
- Mental conditioning during critical time of flight such as takeoff
- Abort abort abort – fly fly fly

Pilots tend to go through a process similar to Keubler-Ross's 5 stages of Grief when confronted with unexpected events.

1. Denial- Aviation Equivalent: "This Can't be Happening!"
2. Anger- Aviation Equivalent: "I can't believe this is happening
3. Bargaining- Aviation Equivalent: "If you'll just get me out of this..."
4. Depression- Aviation Equivalent: The hazardous attitude of Resignation
5. Acceptance- Aviation Equivalent: "This IS happening, I'll take action!"

You MUST go DIRECTLY to #5: ACCEPT that the UNEXPECTED has occurred, and take action. Regularly practice emergencies, in the comfort of your favorite chair, and you'll be ready when, hopefully never, the time comes when you have to "Manage the Unexpected"!

Dick also asked members to review a good resource, *The Safety and Warnings Supplement*.

Transitioning to Other Airplanes

Dick presented a summary of an AOPA course on Aircraft Transition and can be found at

Learning to transition is important to prevent types of accidents such as:

- Accident Causes
 - Loss of Control
 - Loss of Situational Awareness
 - It doesn't matter how experienced you are if the training you receive is inadequate
 - **you are at great risk of making mistakes**

Remember that Transitioning is rarely a singular event. The primary goal of transition training is to ensure that you can fly the airplane safely.

If you have never flown the airplane before it's a good idea to study the Wing Loading and Power Loading characteristics of the airplane

- Wing loading = lbs of aircraft weight per sq ft. of wing area
 - How hard the wing has to work to support the weight of the airplane
 - Low wing loading (ex: Piper Cub) = lower takeoff, landing, stall speeds and higher maneuverability
 - High wing loading (ex: Beech Baron) = higher takeoff, landing, stall speeds and lower maneuverability
- Power Loading = lbs. of aircraft weight per hp
 - How hard the engine has to work to pull the airplane through the air
 - Ex: Lancair IV vs Aeronca Champ
- Systems
 - Learn how the systems work and how to use them
 - Especially modern Avionics like the Garmin [430/530/1000](#)/ADS-B/AOA
- Checklists
 - Dedicate time to master the “flow” of the airplane
- First Takeoff
 - Feeling – “behind the airplane”
 - Taxi tests first
 - Straight out departure
 - Goal: Explore flight envelop cautiously first at a safe altitude
- Keep your eye on the ball
- Control Feel

- The “feel” of the flight controls plays an important part in the pilot’s perception of the airplane’s flying characteristics
- Stall and Recovery Characteristics
 - Practice slow flight, stalls, stall recovery, and go arounds before attempting the first landing
- Mastering the Landing as there are differences in approach speed, sight picture, and wing loading can make the first few landings real challenges.

Transitioning to Experimental Amateur Built Aircraft

There are many safety guidelines in the form of Aircraft Circulars and Safety Orders that are useful to the experimental builder available free of charge. See

- Airmen Transition to Unfamiliar or Experimental Airplanes
 - AC 90-109A
 - Intended to help plan for transition to an unfamiliar fixed wing aircraft in the safest way possible
 - Does NOT address flight testing newly-built experimental aircraft
- Amateur Built Aircraft and Ultra-Light Flight Testing Handbook
 - AC 90-89A
 - Provides suggestions and safety related recommendations to help builders in developing personalized flight test plans
- Additional Pilot Program for Phase I Flight Testing
 - AC 90-116
 - Has the potential to significantly increase the safety of flight while testing E-AB aircraft
- Certification and Operation of Amateur Built Aircraft
 - AC 20-27G
 - Provides information on regulations and procedures for airworthiness certification of equipment for the purpose of operating E-AB aircraft
- Airworthiness Certification of Aircraft and Related Products (Order 8130.2G)
 - FAA Safety Inspectors
- Amateur-Built Aircraft National Kit Evaluation Team (Order 8130.35B)
 - Established the NKET and methodology to determine whether kits, as manufactured, allow the builder to meet the major portion requirement
- Flight Standards Information Management System (Order 8900.1)
 - This order stipulates that aircraft holding an E-AB certificate may not be used to provide flight training for compensation or hire, unless a Letter of Deviation Authority is issued.

Flight Testing

- Before purchasing a previously owned E-AB it’s important to understand that not all

original builders keep thorough logs and descriptions of handling characteristics, performance, and design limitations of their aircraft

- New owners should be prepared to conduct their own flight testing

Amateur Test Pilot?

- While flight testing with an experienced instructor or pilot is not required it is a DARN GOOD idea.
- Contact EAA or type clubs to locate a list of experienced pilots who perform flight testing or can coach you on how to do it
- Finding the Best Teacher
 - Before transitioning it is strongly recommended that you seek the help of experienced builders and/or pilots
- Training Approach
 - Logic flow diagram or decision chart for the recommended approach to transitioning into an experimental airplane
- Variations in Make and Model
 - Check ‘em out before you fly!

LODA Holders (These instructors hold Letters of Deviation Authority (LODA) from the FAA, authorizing them to operate their experimental aircraft for hire for the purposes of type-specific training). Their contact information can be found on the EAA website

- First Flight
 - Even though the airplane has been flown before consider your first flight a test flight
 - Depart straight out and do not make large bank angles low to the ground
- Stalls
 - There are no rules for stall behavior in E-AB aircraft. Use caution!
 - Explore flight envelope with extreme caution, precision and patience

There is a lot more to this course so if the subject matter applies to you then I strongly recommend that you go online and take it.

Safety is a full time job – don’t make it a part time practice

The program presented by Mr. Petrucci ended at 10: 40 AM.

Respectfully Submitted,
Steve Reisser, Secretary
EAA 175

Editor's Note: Drones to be regulated.

Washington (CNN) U.S. rules are about to radically change for operators of unmanned aerial vehicles, aka drones: People will have to register them, federal officials said.

The Department of Transportation took the first step Monday, by announcing formation of a task force to create a registration process. Registration could begin as soon as the holiday season, DOT officials said Monday at a Washington news conference.

The idea is to help build a culture of accountability and responsibility among drone operators, DOT Secretary Anthony Foxx, said in a statement. Federal Aviation Administration chief Michael Huerta put it another way: "When they don't fly safely, they'll know there will be consequences."

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