



EAA CHAPTER 175 SMOKE SIGNALS

NEXT MEETING

September 23, 2017

Breakfast 8:00

Meeting 9:00

FAASTeam report on Pilot
Bill of Rights and Basic Med

EVENTS

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

[AOPA Air Safety Foundation Seminar FLY BY NIGHT](#)

Monday, October 2 · 7:00 PM - 9:00 PM
Tampa, Florida

[Young Eagles Day](#)

Saturday, October 14 · 8:30 AM - 12:00 PM
Merritt Island, Florida

[Halloween Breakfast Fly-in](#)

Saturday, October 28 · 8:30 AM - 10:30 AM
Bushnell, Florida

[Young Eagles Rally and Pancake Breakfast](#)

Thursday, November 23 · 8:30 AM - 1:00 PM
Sanford, Florida

[Sebring US Sport Aviation Expo](#)

Wednesday, January 24 - Saturday, January 27 · 9:00 AM - 5:00 PM
Sebring, Florida

[SportAir Workshops - Electrical Systems, Wiring and Avionics](#)

Saturday, February 3 - Sunday, February 4
Lakeland, FL

[SportAir Workshops - Gas Welding](#)

Saturday, February 3 - Sunday, February 4
Lakeland, FL

[SportAir Workshops - Fundamentals of Aircraft Construction](#)

Saturday, February 3 - Sunday, February 4
Lakeland, FL

[SportAir Workshops - Sheet Metal Basics](#)

Saturday, February 3 - Sunday, February 4
Lakeland, FL

[SportAir Workshops - Composite Construction](#)

Saturday, February 3 - Sunday, February 4

Minutes

EAA 175 CHAPTER MEETING MINUTES

None: Weather messed up the hunt (dard), & no business happened

So, room for more old pictures this month! & Gordon has sent links to quite a few.

FROM JEFF:

Fly-out turned into an eat in.

Lots of work by Steve went into planning.

Hopefully we can reschedule. Denny is leaving us; (another government mistake) and we'll miss him. It's awful windy for a champ (whole again) flying in OK. WE wish you well Denny and thank you for your massive contributions.



FROM DENNY:

September 20017 FROM THE BACKSEAT *Denny D'Angelo, VP*

The Flying Scavenger Hunt in August was impacted by the weather and we ended up feeding the CAP Squadron and families. Steve Reisser did a fantastic job of putting this event together, so we should not lose what we started, just assign it another date...I believe the Feb 18 meeting should be our new target date. Thanks to all who participated in making this event the success it was...Great chapter spirit and support.

It is with heavy heart that I must tell you the September meeting will be my last. My civilian job at MacDill is coming to a close and the Air Force is reassigning me...yes they can in my current position as a civil servant...to Tinker AFB Oklahoma where I will work supply chain management. The decision was made less than a month ago and I must be in-place at my new location by 15 Oct 17...so not much time to move my family and get a 1948 Aeronca Champ to Oklahoma City! You are a great chapter with fantastic history, so I ask that you keep the chapter moving forward in the future. Though I have the rest of 2017 and the first two events of 2018 solid as program chairman, we will need someone to take on this responsibility in the future, so please help the chapter by volunteering. Keep up the great work and I promise to stay in touch. Now what's up with programs for the rest of 2017.

For the 23 September 17 meeting we are planning to have the FAASteamb 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. Plan to attend and find out about this wonderful privilege.

I have a visit by the ICON team planned for 28 Oct 17. The ICON A5 is an American amphibious light-sport aircraft being developed by ICON Aircraft. ICON has setup a training facility at Peter O'Knight airport meeting will be at the Club House on 28 Oct 17 meeting. This is a "not to miss" event.

The November meeting will be held on the third Saturday to deconflict with Thanksgiving. Jeff is working his magic to bring in a speaker. Jeff will give us more during out meeting.

There will be no December 2017 meeting due to the holiday season and plan now for the 27 January 2018 Annual Awards Banquet which will be held at the clubhouse.

Take the time (between hurricanes) to enjoy the aviation community...it is one of the best flying communities in the USA...and don't forget to...

....keep 'em flying.

Dd

CONTRIBUTION FROM COLIN AND WE THANK HIM VERY MUCH. SHOULD HAVE GOTTEN IT IN LAST MONTH. THIS SOUNDS LIKE A GREAT THING FOR ANY PILOT TO DO!

KTPF Tour Tower

How the EAA and FAA killed my fear of ATC

"Enter this service road and follow signs to 'FAA'. You will find yourself passing an alleyway with service vehicles, dumpsters and loading docks. Don't be afraid, you are doing fine. After 270 degrees of turning, you will see the tower on the left." Thus were the instructions for how to enter the den of my demons—I was going into TPA's tower to meet controllers.

I should probably introduce myself first. My name is Colin and I am nervous to talk to ATC. Admission is the first step to recovery, right? It's not that I have a problem talking on the radio; it's more getting the dreaded response of a controller asking me to write down a telephone number, since he/she believes I've done something wrong. Clearly these controllers are out to get us pilots! I suspect it is probably their jealousy of us playing mythical beings perched upon chairs in the sky while they remain stuck in a dark room staring at a screen. Or, maybe it is even more sinister—a directive from the FAA for controllers to attack pilots every chance they can. Regardless of motive, they became FAA Demons to me and I decided it best to avoid them at all cost!

An opportunity arose to observe controllers up close and out of their lair. I marveled at the brilliance of the subtly written plan that would unfold at EAA Chapter 175's May meeting. First, we'd have breakfast, then the cleverly seduced controller would come tell us all the things we do wrong as pilots and we'd lynch him! How could I not attend? Finally time to strike back at these fiends!

The breakfast began with hushed tones and cryptic messages about "bacon" and "pancakes." Clearly these were code words referring to the controller and his final physical form once we were done with him. When I responded with approval, bacon and pancakes appeared promptly. I lauded the kitchen magicians for their diligence in building our strength for the coming battle.

The FAA Demon arrived and introduced himself as "Darren", which was my first surprise discovery. They have names! Darren started by joking about planes and swapping flying stories, but clearly the FAA Demons would be trained to infiltrate pilot organizations by the trickery of talking about our favorite subjects. The next surprise came in the form of his presentation and its theme of asking pilots to work with controllers, since they can only help us if we talk to them. I must confess that, as hard as I tried, I could not find any fault and trickery in his pleas. It seemed like he was making a genuine case for controllers as aides to pilots. Fortunately, another attendee did not fall for this ruse and prepared to take the battle to their home turf. He inquired about visiting their lair, which he referred to as "tower", and Darren said he could facilitate such a visit. The battle was on, and this time it would be impossible for them to hide their hatred and hostility towards pilots!

The Tour

Darren's driving instructions were quite interesting and they did not disappoint. You swear you are going the wrong way until you look up and see the monolithic structure towering over you. After a brief chat with security, we were escorted to the gate in the fence that surrounds the FAA building. Darren greeted us with a disarming smile then immediately demanded we turn our cell phones off and advised us that no picture taking is permitted. Goodbye world! Off we went to the Terminal Radar Approach Control room (TRACON), truly the lair. Our sense of normalcy was immediately assaulted by the low light and hushed tones of intermittent conversations. There were people around, but you couldn't be sure since the only light came from a feeble glow

off predominately black radar screens. It felt like a haunted house. The first smile we saw set us on edge since we knew this was a setup, with someone about to jump out and scare us. As our eyes adjusted to the darkness, we began to realize that everyone looked strangely relaxed, returning our suspicious gazes with a smile. Darren led us to an unused "scope" and began to type in commands on a square keyboard. The screen filled with data, which Darren attempted to explain to us as our expressions quickly glazed over. The best we could muster in response: "is there an airport on that screen?" It turns out there were many, since he showed us the entire area they work.

The shift supervisor called us over to show us a real-time map of the US covered in reddish dots, over 7000 of them at that moment, each representing a current flight on an IFR flight plan. The sheer magnitude was overwhelming. The entire east coast was red and every single one of those dots was talking to a controller!

After more insight into what they do and the educational requirements to do it (e.g., they are required to memorize every procedure for the area they work before they are allowed to work it), Darren asked us for questions. I always wondered about traffic advisories upon departing Peter O' Knight. My typical departure from there is to scud run east to I-75, where I can make the merciful climb to safety and call Tampa to pick up traffic advisories. I've always wondered if there is a better way—who better to ask than the people to answer that call? Once again, Darren surprised me by first laughing and then acknowledging that it is in a tricky spot for picking up traffic advisories. He stressed the importance of first flying the plane then, once the cockpit is settled, to give them a call. In continuing the discussion of the difficulties in picking up traffic advisories, even more astonishing to me was Darren's going through the controller's workload profile throughout the day. I realized that the times I have been unable to get advisories fell during their peak workload.

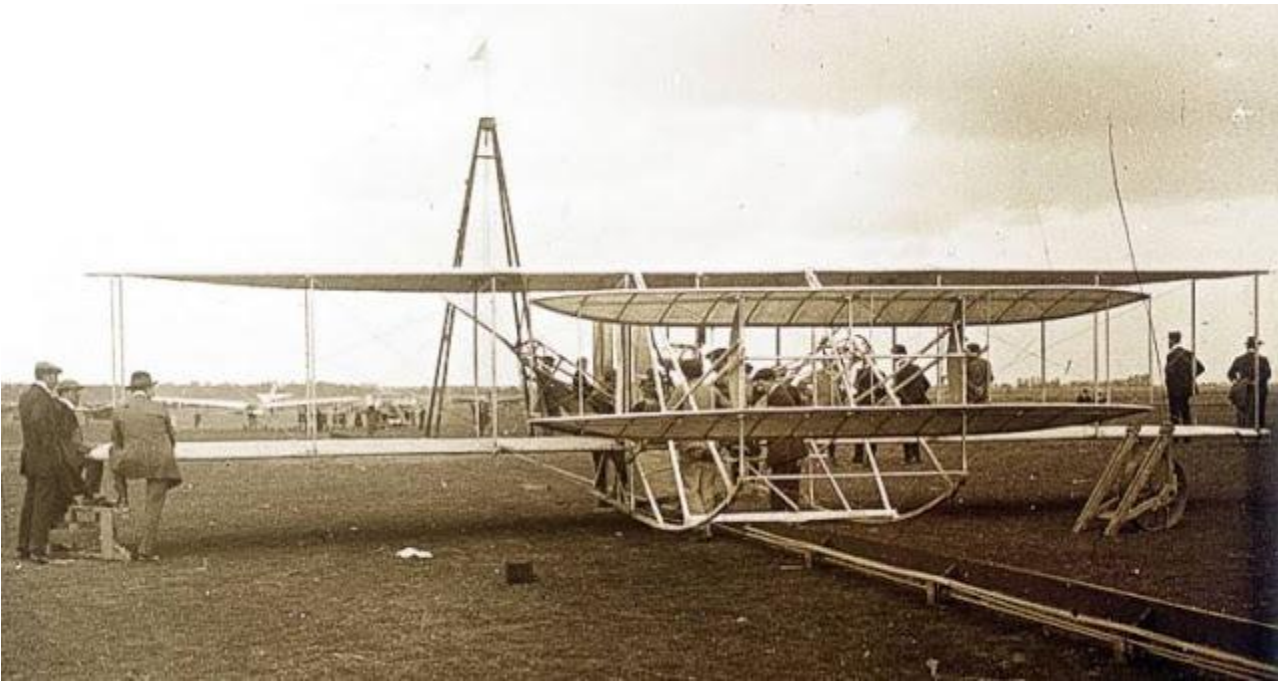
A large screen at the far end of the room showed the current weather radar map of Florida. Darren delighted in saying the view from the tower would be particularly good, since there was a storm cell to the north—the direction from which traffic was currently arriving. So onwards and upwards we went! The elevator to the tower barely contained the five of us. Darren warned that there was a good chance it would not make the entire trip. Maybe this was a haunted house after all! He reassured us the stairs were in great condition. Fortunately, the little-elevator-that-could survived the trip, since the view down the spiral staircase turned out to be nauseating. Two more flights of narrow stairs led us to the top of the tower.

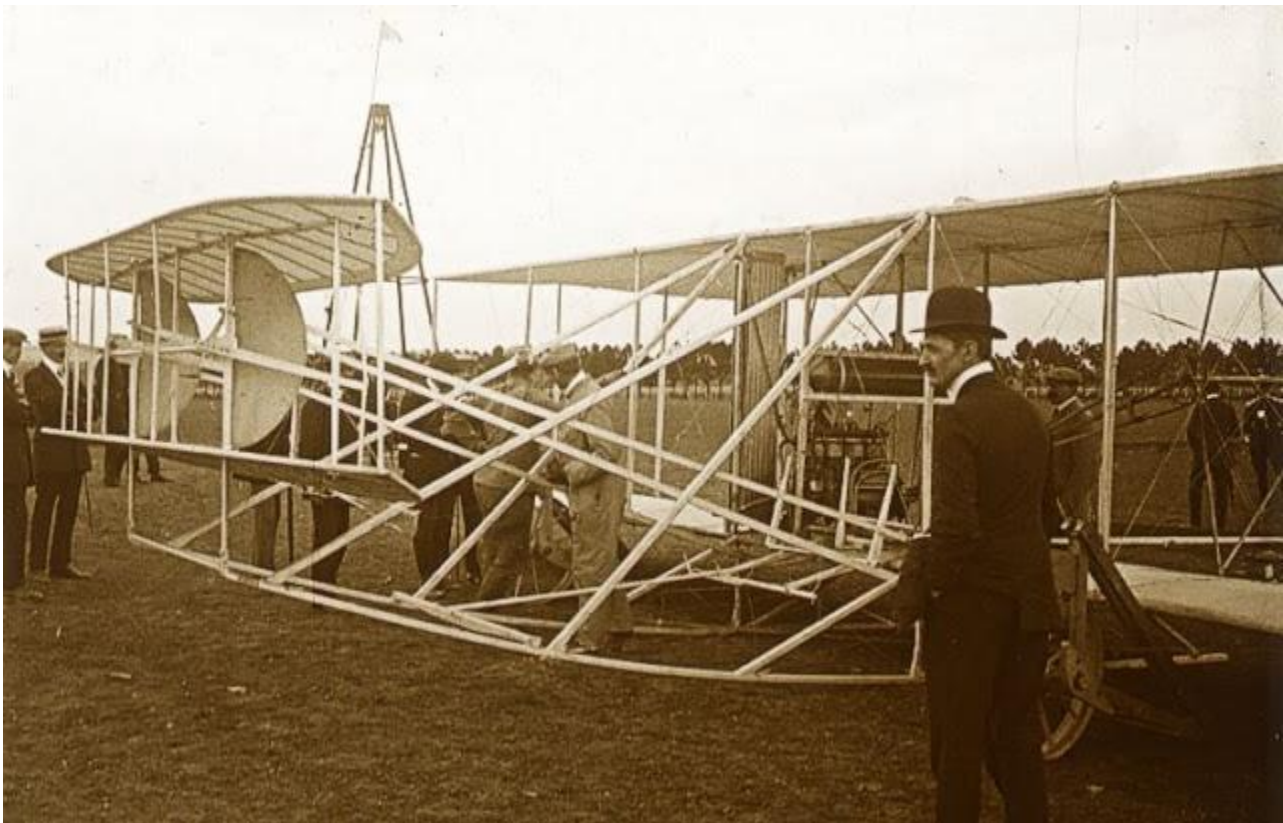
Again, we were startled by the smiles and relaxed nature of the environment. No one was frenzied. Everyone had a purpose and were happily working together as a steady stream of aircraft arrived and departed. Even though this was supposedly a slow period for them, it is amazing to see an aircraft in motion no matter which direction you looked. Sure enough, the view of arriving aircraft was incredible against the backdrop of the approaching dark grey storm. Even though no pictures were allowed, I can't imagine how I could capture just how beautiful of a scene it was.

It is impossible not to be awed by what the controllers do and the work environment they strive to create. The tour upended the concerns I had about getting an angry controller out to ruin my fun. I strongly urge all pilots to tour a local tower, since it provides incredible insights into what is going on at the other side of our calls. While walking to the parking lot at the end of my tour, I decided I had to invest in my controlled airspace skillset. It becomes a travesty to not utilize all the resources that are available to me. Once home, I signed up for the trial membership to PilotEdge (www.pilotedge.net), an ATC plugin for modern flight simulators like x-plane, which employs actual air traffic controllers to answer your radio calls and instruct you when you make a mistake. I am now well on my way to ATC bliss.

I want to thank EAA 175 for creating this opportunity and specifically Denny D'Angelo for tackling the logistics and scheduling the tower tour and Darren Gaines for his incredible talk and putting up with pilots like me that viewed him as an FAA Demon.

DIDJA EVER NOTICE HOW MUCH REALLY OLDS AIRPLANE AND ULTALIGHTS SORTA LOOK ALIKE? WELL, IF YOU SQUINT.









X-PLANE CORNER

Installment 6

Everyone wants to know how to use their aircraft's autopilot. This is as much a concern in the real world as it is in X-Plane—the fact is, many pilots don't take the time to learn to use their autopilot properly.

Using the autopilot is as simple as turning it on, deciding which of its features you need (Do you need it to take you to a specific altitude? Keep the wings level? Change your heading?) and then turning that feature on.

Turning it on

To turn the autopilot on, locate the switch labeled "Flight Director Mode" in the cockpit (it may instead simply be labeled "FLIGHT DIR"). It has 3 modes: off, on, and "auto." When it is set to "on," the autopilot will give you a set of wings on your HSI which you can fly by hand in order to track the suggested path. However, the mode you probably want to use is "auto." With the switch set to "auto," the autopilot will physically move the aircraft's controls for you, so you can sit back while your plane flies itself.

Which autopilot feature do you need?

Now, which autopilot feature do you need? The most common features simulated in X-Plane are as follows:

- The **WLV** button is the wing leveler. This will simply hold the wings level while the pilot figures out what to do next.
- The **HDG** button controls the heading hold function. This will simply follow the heading bug on the HSI or direction gyro.
- The **LOC** button controls the localizer flight function. This will fly a VOR or ILS radial, or to a GPS destination. Note that the GPS may be programmed by the FMS.
- The **HOLD** button controls the altitude hold function. This will hold the current or pre-selected altitude by pitching the nose up or down.
- The **V/S** button controls the vertical speed function. This will hold a constant vertical speed by pitching the aircraft's nose up or down.
- The **SPD** button controls the airspeed function. This will hold the pre-selected airspeed by pitching the nose up or down, leaving the throttle alone.
- The **FLCH** button controls the flight-level change function. This will hold the pre-selected airspeed by pitching the nose up or down, adding or taking away power automatically. This is commonly used to change altitude in airliners, as it allows the pilot add or take away power while the airplane pitches the nose to hold the most efficient airspeed. If the pilot adds power, the plane climbs. If they take it away, the plane descends. **SPD** and **FLCH** are almost identical functions in X-Plane—they both pitch the nose up or down to maintain a desired aircraft speed, so adding or taking away power results in climbs and descents, respectively. The difference is that if you have auto-throttle on the airplane, **FLCH** will automatically add or take away power for you to start the climb or descent, whereas **SPD** will not.
- The **PTCH** button controls the pitch sync function. Use this to hold the plane's nose at a constant pitch attitude. This is commonly used to just hold the nose somewhere until the pilot decides what to do next.
- The **G/S** button controls the glideslope flight function. This will fly the glideslope portion of an ILS.

Note that, by default, not all aircraft will have all these features.

Summary

So, once again, to use the autopilot:

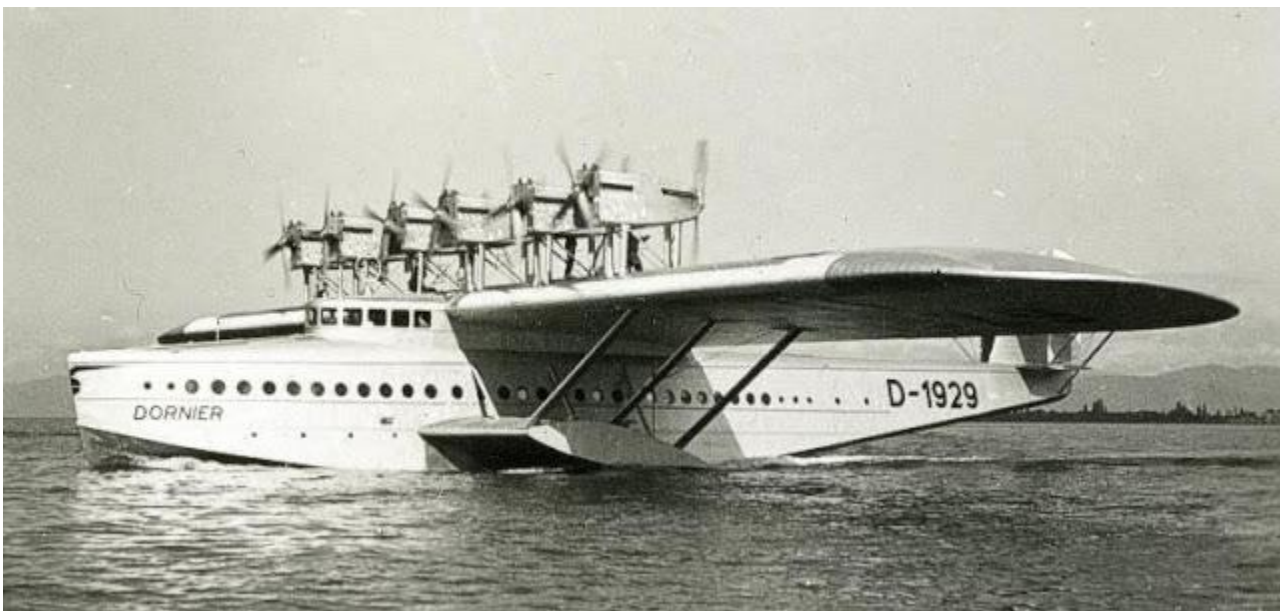
1. Turn it on by moving the Flight Director Mode switch to “auto.”
2. Decide which autopilot mode you need. (E.g., if you just want the autopilot to keep the same altitude and heading, you want wing-leveler mode. If you want the aircraft to fly a particular glideslope down to a runway, you want the glideslope mode.)

3. Press the button corresponding to that mode, located somewhere on your instrument panel (probably near the Flight Director Mode switch).

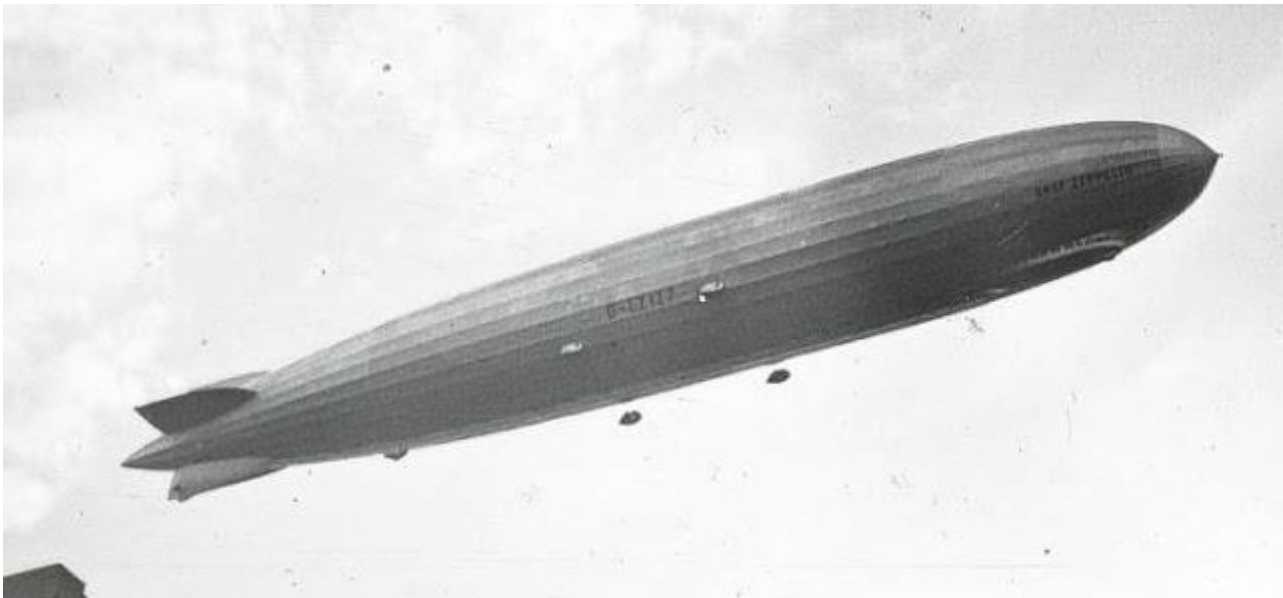


Above is from the 747. Not exactly what we have in most of our aircraft, but the mfr claims over half of users fly the heavies in the sim for fun, and to see if they can. Me too, and I can only fantasize about an aircraft that costs an annual income per hour to operate, making the sim my only chance.

GORDON'S STUFF: HE IS INTO BIG STUFF THIS MONTH, THE BIGGEST SEAPLANE AND THE ZEPPELIN. STUFF FROM "GRAMPS".

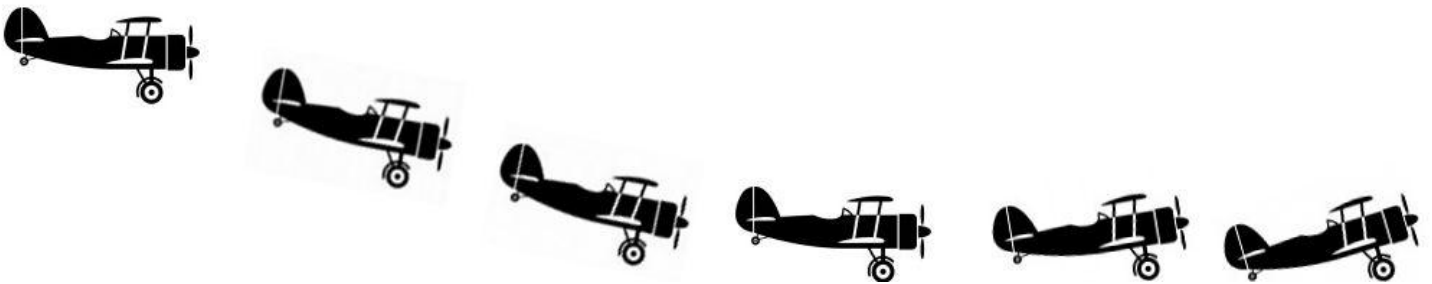








(no 19" seats here!)"



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Kepp em flying!