

*“Happy New
Year”*

***EAA Chapter
175
February 2010
Newsletter***



**Please come early for
breakfast @ 0800. All are
welcome!**

**Meeting NEXT
Saturday;
February 26th, 2011
@ 0900
Breakfast at 0800**

**EAA 175 Program for
Saturday, February
26th, 2011**

President Bud Yerly will present a program on "Flying within the Limits".

**EAA CHAPTER 175
ANNUAL DINNER
MEETING MINUTES**

DATE: JANUARY 8, 2011

LOCATION: FRONTIER
STEAKHOUSE CATTLE COMPANY
RESTAURANT

ATTENDANCE: 39

Gathering of Eagles 5:30 to 6:00
p.m.

Dinner 6:00 until 7:30 p.m.

Meeting commenced at 7:30 p.m.

President Bud Yerly welcomed all chapter members and guests to our annual social with special thanks to Ginger Adelstone and Steve Reisser for making the arrangements for the dinner and the program. He then distributed Service Award certificates from EAA headquarters to chapter officers. Bud commended Richard Denton, who is serving with Sun 'n Fun Volunteer Kitchen Chairman Pete Lansbery and preparing to take full responsibility for that vital chapter operation in the future. He also noted other chapter members are stepping up to take charge of special activities: Ginger has volunteered to head up membership as well as programs; Mike "Z" Zidzunas is our Technical Advisor on the MiniMAX project and Leon Adelstone is coordinating a complete review and update of our chapter Bylaws for review by the Board.

Looking to the future, Bud commented that the Light Sport

aviation movement is gaining solid momentum and offers younger pilot prospects a way to get involved as well as enabling more senior pilots who simply want to stay current an outlet for recreational flying. Mike "Z" operates a full service Light Sport operation based at the Plant City Municipal Airport and chapter Vice President Steve Reisser continues to offer ground school at no cost to students, other than materials, several times during the year as part of his personal outreach to newcomers, whether or not EAAers. Additionally, long time members Tom and Renee McLinskey continue their involvement with our chapter's Young Eagles program, while Jeff Kaloostian, chapter Newsletter Editor and aerospace teacher at Robinson High School is motivating young people to pursue aviation careers. Lastly, our chapter members continue their generous financial support of the "Destination: Aviation" summer camps offered by the Florida Air Museum at Sun 'n Fun, enabling disadvantaged youngsters to participate who would otherwise be unable to do so. All in all, Bud commended chapter members for their continued individual and chapter youth support.

In other business, Bud reminded members the Light Sport Aviation Expo will be held at Sebring January 20—23. That would be the weekend of our normal chapter meeting and not only was Bud involved as an exhibitor for Europa, but several members

planned to attend the Expo. Therefore, with a "show of hands" vote, it was decided to postpone the January chapter meeting one week to Saturday, the 29th.

Wrapping up the business portion of the annual dinner, Bud reviewed the election held during the November meeting. Because attendance was relatively low that Thanksgiving holiday weekend, he wanted to affirm the results at the annual dinner, since it represents one of our largest member turnouts. The officers elected in November were: President---Bud Yerly; Vice President---Steve Reisser; Secretary---Gordon Knapp; Treasurer---Tom McLinskey. Directors elected were: Ginger Adelstone, Rich Denton, Earl Groff, Jeff Kaloostian, Don Miller, Art North and past chapter presidents Lyle Flagg and Dave Hansma. This already elected list was affirmed by the members attending this meeting.

Program

Moving to the program portion of the evening, President Yerly introduced Michael Yocum, Director of Pilot Training for National Aviation Academy (NAA), with facilities in Bedford, Massachusetts and across the bay on the St. Petersburg-Clearwater International Airport. Mike was invited to speak to us through the efforts of chapter Director and Newsletter Editor, Jeff Kaloostian.

Mike noted he has been in aviation all his life, starting as the typical "airport kid" hanging around planes and pilots. He

earned his pilot's license in high school and has accumulated time in aircraft as varied as the Beech 18, Cessna 402, Beech 99 and various turboprops and commuter airline type aircraft, culminating with US Airways Express. He has held a number of managerial positions, too, including Director of Operations with regional airlines. After 38 years in the cockpit and operations, he decided to specialize in aviation education and training, especially for the regional airlines, working with and starting organizations that eventually became part of National Aviation Academy. His aspiration has always been to provide the highest standards of training.

Since 9/11, the regional airline industry has been a roller coaster, faced by national security issues, the economy, fuel costs, etc. However, the worst seems to be behind and Boeing has done a highly-respected study that predicts pilot and mechanic shortages going forward. Some 57,000 ATP rated pilots will be retiring in the next few years and the pipeline is not full of trainees. Mike noted the starting incomes are relatively low, it is difficult for students to get loans, the industry is known for up and down employment, etc. Yet, he says commercial flying is still a good career---better than most---and has the bonus of being a fun job much of the time compared to alternatives.

He went through a series of visuals showing that the US commercial fleet is projected to grow from 6,900 to nearly 12,000 aircraft along with steadily rising passenger miles over the long term. A senior pilot can expect to earn \$8 to \$9 million over a career, with seniority, days off and other benefits in the airline industry.

Boeing further estimates 466,650 new pilots and 596,500 mechanics will be needed worldwide in coming years. The FAA sees a pilot shortfall of 85,777 developing. The supply vs. demand trend is very favorable to newcomers. It is a world industry and US schools are training many of the students. But, it is costly, with a degree from Embry Riddle costing \$200,000 or more.

Regional airlines are the stepping stone to the major airlines and that is where NAA is focusing its programs. Mike said the challenge is that today's young people have many opportunities, so it is essential to get them interested in aviation early in high school. He noted Jeff's aviation program at Robinson High School is an excellent example. In it they are motivated to explore the myriad careers in aviation and aerospace. From there, a natural next step is specific career training of the types offered by NAA and like schools.

Mike said NAA has some 700 students in its combined programs here and New England. They were

the first such school accredited nationally and strive for excellence with quality instruction, real world training, hands-on experience as well as labs and classroom instruction. While NAA has been a mechanic based school, pilot training with Part 141 certification is starting. The complete program runs 18 months and 2700 hours---longer than most. The goal is job placement and NAA is proud of its 99% plus success, including such names as NASA Boeing, etc. for the AP mechanic program. Top tier starting salaries are \$52,000. The goal of the pilot training is the same---quality over quantity.

Mike was thanked for his presentation with a framed certificate from Chapter 175. He invited us to the NAA open house and car show on January 15.

The evening concluded at 9 p.m.

Submitted by:

Gordon Knapp

Secretary



SUN 'n FUN
CAMPUS,
LAKELAND,
FL. – FAA
Administrator
Randy Babbitt
has confirmed his
participation
in the 37th

annual SUN 'n FUN International Fly-In & Expo, which will be held March 29 - April 3 at Lakeland Linder Regional Airport in Lakeland, Florida. Babbitt, who also spent several days at last year's SUN 'n FUN event, will participate in several activities during this year's appearance, including the popular "Meet the FAA" session on Friday, April 1, at 1 p.m. in the FAA National Resource Center and Production Studios located and operating year-round in the heart of the SUN 'n FUN campus.

"SUN 'n FUN is very pleased to host Administrator Babbitt again this year and we look forward to his participation," said SUN 'n FUN President and Convention Chairman John Burton.

"We appreciate the time he spent with us in Lakeland last year and we value another opportunity to meet with the Administrator and key members of his staff.

We know he enjoys spending time with fellow pilots and aircraft owners along the flightline, so we plan to extend a healthy dose of SUN 'n FUN's aviation-oriented, southern style hospitality."

Randy Babbitt was sworn in as the FAA's 16th Administrator on June 1, 2009. Babbitt came to the FAA from Oliver Wyman, an international management consulting firm where he served as partner. Previously, he was

founding partner of Eclat Consulting, a highly successful aviation firm and was the President and CEO until Eclat was acquired by Oliver Wyman in 2007.

A veteran pilot and internationally recognized expert in aviation and labor relations, Babbitt was no stranger to the FAA. He was a member of the agency's Management Advisory Council since 2001. In that capacity, he provided guidance to the FAA Administrator on a variety of topics, ranging from air traffic modernization to regulatory policy.

He was Chairman of the council from 2004-06.

Babbitt was also appointed by DOT Secretary Mary Peters to be a member of a special Internal Review Team to assess safety oversight within the airline industry and the FAA.

Babbitt began his aviation career as a pilot, flying 25 years for Eastern Airlines. A skilled negotiator, he served as President and CEO for the Air Line Pilots Association (ALPA), the world's largest professional organization of airline pilots. While at ALPA, he championed the "One Level of Safety" initiative implemented in 1995 to improve safety standards across the industry. He also promoted the international expansion of ALPA through a merger with the Canadian Air Line Pilots Association in 1997. He was recognized by Aviation Week & Space Technology magazine with the Laurels Award for outstanding achievement in Commercial Air Transport.

For the fun of it!

**FAA
Administrator
Randy Babbitt
to Participate
at
SUN 'n FUN
2011**

**SUN `n FUN
Announces
Evening**

Programs: Top Names, Information & Entertainment

SUN 'n FUN CAMPUS, LAKELAND, FL. - From a distinguished panel of Navy pilots commemorating the 100th anniversary of Naval Aviation and one of the most recognized names in general aviation for more than a half century (Paul Poberezny) to a unique look into the future of aviation by the world's most acclaimed futurist, this year's line-up of Evening Programs is one of the most interesting and diverse in the history of the SUN 'n FUN International Fly-In and Expo. This year's Fly-In will take place March 29 – April 3 at Lakeland Linder Regional Airport in Lakeland, Florida.

“This year's Evening Programs are shaping up to be among the most thought provoking and far-reaching – literally and figuratively – that SUN 'n FUN has ever offered,” said SUN 'n FUN President and Convention Chairman John Burton. “There's something for everyone each night of the week. What better way to cap off an exciting day on the flightline, in the exhibits area or attending education activities than with an informative, entertaining and inspirational evening program. The subject matter being covered and those presenting it will stimulate a great deal of thinking and rejuvenate everyone's aviation appetites. It's truly a stellar line up!”

Evening programs are held in the Florida Air Museum's outdoor Pavilion, which is located adjacent to the museum itself. Programs begin at 8 p.m.

Following is a breakdown of the week's Evening Programs:

Tuesday, March 29th



“100 Years of Naval Aviation”

Hosted by NASA Space Shuttle Commander and Naval Aviator Capt. Robert L. “Hoot” Gibson, with a distinguished panel of other naval aviators who include Vice Admiral Gerald L. Hoewing, Chief of Naval Personnel and Deputy Chief of Naval Operations (Manpower, Personnel, Training and Education); Commander Ed Schneider who, following his active duty in the Navy from 1968 to 1983, served in various capacities with NASA, most recently as Chief Test Pilot and Deputy Director of Flight Operations at NASA's Dryden Flight Research Center at Edwards, California, and then as Pilot and Instructor Pilot at NASA's Kennedy Space Center in Houston; and Lt. Commander Chuck Scott, who followed his distinguished Navy career by serving as a Captain with Southwest Airlines.

Wednesday, March 30th

“Desert Storm: A 20-Year Retrospective”

Hosted by Air Force Brig. Gen. (Dr.) Kory Cornum and Army Brig. Gen. (Dr.) Rhonda Cornum. The

Cornums (who are husband and wife) will offer their unique perspectives on the conflict from the Air Force (Kory) and Army (Rhonda) perspectives with additional information on the critical roles played by other branches of the military. Both served in Desert Storm: Kory as a Flight Surgeon with the Air Force's 33rd Fighter Wing and Rhonda as a Flight Surgeon with the Army's 2/229 Attack Helicopter Battalion. During the last week of February 1991, while performing a search and rescue mission for a downed Air Force F-16 pilot, Rhonda's Blackhawk helicopter was shot down. Five of the eight-person crew were killed. The three survivors, including Gen. Cornum, were captured by Iraqi forces and held for eight days before being repatriated. Currently, Kory is the Commander, 81st Medical Group, at Keesler Air Force Base in Mississippi. He is also the senior market manager for TRICARE's Gulf Coast Multi-Service Market, which includes five military medical facilities stretching from Mobile, Alabama, to New Orleans, and he is a co-lead for the Biloxi Department of Defense/Veterans Administration joint venture centers of excellence initiative. Rhonda currently serves as Director of the Army's Comprehensive Soldier Fitness program.



Thursday, March 31st

EAA Founder Paul H. Poberezny

Poberezny leads a discussion of aviation issues and introduces new EAA President Rod Hightower to SUN 'n FUN attendees.

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EDITOR'S CORNER

**FLY SAFE
&
DON'T BE AFRAID TO GO
AROUND!**

Friday, April 1st

SUN 'n FUN's traditional – and spectacular! – Night Air Show takes to the skies.

The U.S. Navy's southeast contemporary musical group "Pride" performs its high-energy act in the Sunset Grill. Enjoy the concert prior to the night air show!

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Saturday, April 2nd

The Future of General Aviation

Professional futurist, pilot, and former naval aviator John L. Petersen will take us on a tour of the horizon of GA in 2020. Fresh from keynoting a NASA workshop on the future of aviation in the U.S., John will tell a story about the future of GA that will surprise and encourage you. Major trends are transforming propulsion, fuel and power, materials, avionics, air traffic control, and American attitudes and environmental concerns, all of which are converging to redefine what we fly, how we fly and where we fly. In this era of unprecedented, exponential change, this early look at what might be coming our way will certainly give SNF aviators an early peek into an extraordinary future.

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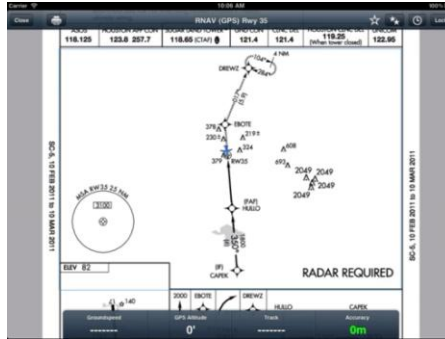
GEO-REFERENCING added to iPad FOREFLIGHT application.

You can now have graphic display of position on taxiway and IFR approach plates. See an example of it at <http://bit.ly/FF39Video>

Press release

The latest update to ForeFlight Mobile HD – themed our “enhanced situational awareness” release – is now available for download on iTunes App Store. This update includes a highly-demanded feature: geo-referenced

approach plates and taxi diagrams! Under the hood,



this remarkably elegant implementation receives geo-referencing inputs provided through our license of ChartData from Seattle Avionics, our newest partner. The result is a fantastic experience on iPad, iPhone, and iPod touch.

Geo-referencing features are provided as part of our new ForeFlight HD Pro plan, which is an affordable upgrade from the standard ForeFlight HD plan. With this optional plan, your aircraft's location appears directly on the plate with a blue, pulsating icon. At the bottom of the screen, we show GPS readouts for groundspeed, altitude, track, and accuracy. There is also a faint blue box overlaid on the plate to indicate which area is geo-referenced. Your aircraft will only show up when it is within this area. New

customers can purchase the Pro package online for \$149.99/year, which includes the traditional ForeFlight HD subscription and the new geo-referenced features. Existing customers upgrading to ForeFlight HD Pro will have any remaining time under their current subscription pro-rated and credited towards the purchase of ForeFlight HD Pro. One subscription will work on one iPad and one iPhone or iPod touch.

We're still offering the same base subscription for \$74.99/year with all of the features you expect: bulk downloads, NACO plates, moving map, geo-referenced VFR sectionals, geo-referenced IFR enroute charts, radar, satellite, and more. Upgrading is optional. You can upgrade at any time to the Pro plan in order to see your aircraft overlaid on approach plates and taxi diagrams.

Other big features in ForeFlight Mobile HD 3.9:

- Brightness adjustment – the iPad doesn't get dim enough for night ops, so this option allows for even further dimming of the screen
- In-app Settings – a new Settings view is now available to allow for quicker access to general preferences. On the iPad it is under the More view.
- GPS HUD on iPhone – the Maps view on iPhone now supports showing groundspeed, track, etc. just like the iPad version.

- GPS HUD on Plate viewer
 - when viewing a geo-referenced approach plate or taxi diagram you will now see the GPS readouts as well
 - Aircraft view for iPad – the More view now also supports editing Aircraft and selected your default aircraft for use when calculating route performance on Maps
 - Additional airport data is now shown under the More option on the Airports view
 - We've also fixed up a few issues from the previous version:
 - Searching for and airway with a single digit no longer gets confused with Canadian NDBs
 - Route line alignment has been improved when at max zoom on Maps
- New Settings options:
- disable auto-hide of the toolbar and GPS readouts on the Plate view
 - only show Airway bends in Maps, not all waypoints
 - Smarter auto-selection of airway entry/exit points
- Visit our web site to learn more about geo-referenced plates and diagrams and watch our video introducing the new features. Also, make sure to download

our user manual, the Pilot's Guide to ForeFlight Mobile. ForeFlight Mobile HD 3.9 is available from the App Store as a free download and includes a 30 day trial subscription. Take it for a spin today!

Why Did You Add Geo-referenced Plates and Diagrams?

In 2010, we didn't believe the internal iPhone GPS performed well enough to warrant enabling geo-referenced approach plates, so we punted. When customers asked us why geo-referencing was not available, the reply was simple: not ready for prime time.

In November of 2010, the first external, Apple-approved GPS accessories hit the market. Even with those, we uncovered issues after hours of flight and taxi testing by ForeFlight team members and our elite beta test team. We worked directly with one external GPS hardware provider – Bad Elf – to make firmware changes that brought device performance to a satisfactory level.

The firmware changes, combined with a range of

software rules we implemented to account for iOS behaviors, resulted in a solution that we think is ready for customers. And, you were all very, very loud: you want geo-referenced approach plates.

As our new partner Seattle Avionics might attest to – after having witnessed patiently our development process – the level of attention to detail in this implementation is high. We went through dozens of iterations and polished this new capability as best we could before making it generally available. We believe it is the best solution available for iOS devices on the market today.

All said, it's important to provide a word of caution. Geo-referenced plates on an iPad – even with external GPS accessories – are not a suitable substitute for approach certified avionics. Use good judgment in determining where, when, and under what conditions it fits in your workflow. And as the AOPA Safety Foundation's iPanel spoof reminds us all, fly the airplane.