



EAA CHAPTER 175 SMOKE SIGNALS

NEXT MEETING

October 21, 2017

Breakfast 8:00

Meeting 9:00

ICON

EVENTS

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

Each Friday, 10:30AM Airport Manatee. Pilot Coffee & Conversation.

AOPA Fly-In at Peter O Knight Friday, Saturday and Sunday, Oct 27, 28, 29. Details at AOPA.org. (They still want volunteers).

[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

This Meeting

Warren "Angus" Curry, Director, ICON Flight Center - East will be the guest speaker. "The ICON A5 is reinventing recreational aviation, and is bringing the exhilaration of flight to life like never before. In 2016, ICON introduced its second ICON Flight Center in Tampa, FL. Located on Davis Islands at Peter O. Knight airport, the A5 is able to demonstrate its unique capabilities by taking advantage of the water environment in the Tampa bay area. Warren "Angus" Curry is the Director of the ICON Flight Center in Tampa and will discuss ICON's mission, A5's capabilities and unique flight profiles, and the vision of the ICON's Flight Training in Tampa."

Minutes

EAA 175 CHAPTER MEETING MINUTES

PRESIDENT'S CORNER

Greetings fellow flyers!

Well, our infamous "Dd" has flown the coop, no thanks to our Department of Defense.... I miss him already! But he'll survive and we will too. Denny and I had many conversations about what great things the chapter has accomplished to further aviation here in the area. He and I continue to have great expectations for more as we changeover officers. He was full afterburner 100% of the time making things happen for us. So, we send him a fond "Fly Safe Denny."

For programs, we'll round out the year with Warren Curry's Icon Aircraft presentation this October 21st, followed by the National Aviation Academy visiting on Nov. 18th (one week early due to Thanksgiving break). They'll talk about what their school offers ANYONE who wants more in-depth building skills up to their A&P license.

Bud's heading up the committee to find future officers: President, Vice President, Secretary and Membership Director: please talk to he or I and don't be afraid to step into a role. It's really more fun than work...working together, we all make the chapter work in synch!

Don't forget to visit or help at the AOPA Fly-In October 27/28 at Peter O'Knight Airport. With workshops, aircraft displays, town hall meetings and lots more, there'll be something for all interests.

In the words of a famous buddy of ours (if I may)

....keep ,em flying.

Jk

EAA CHAPTER 175 MEETING MINUTES

DATE: September 23, 2017

LOCATION: Chapter House, Tampa Executive Airport (KVDF)

ATTENDANCE: 14

Business Meeting

The chapter meeting was called to order at 0903 by Jeff Kaloostian.

Old Business

- Meeting Minutes: No minutes were available as there was no meeting last month during the fly-out.
- Treasurer's Report: There was no treasurer's report available, but little has changed from previous updates.

Program Update:

- October meeting will PROBABLY be rearranged for Oct 21st (3rd Sat of the month) so members can volunteer at the KTPF AOPA Fly-in on Oct 27/28
 - o Please sign up to help out at the Fly-In at https://ww2.eventrebels.com/er/Registration/StepRegInfo.jsp?ActivityID=20123&StepNumber=1&NoReset=1&_ga=2.257012491.1015647747.1505847271-1572944135.1488207011
- November meeting will occur on the third Saturday also with a guest speaker from the National Aviation Academy speaking about earning an A&P license

New Business

- Jeff led discussion about the lack of volunteers for replacing himself as President, the VP, the Secretary and the Membership Director
- Several options mentioned included placing the chapter in an inactive status; merging with another chapter; maintaining the status quo with reduced number of officers and dissolution
- The Board met afterwards to discuss
- There will be more about this in the future

Chapter Program

- Presented by Denny D'Angelo
 - o Reviewed the new FAA BasicMed option for maintaining flight medical status: On July 15, 2016, Congress passed legislation to extend the FAA's funding. This legislation, FAA Extension, Safety, Security Act of 2016 (FESSA) includes relief from holding an FAA medical certificate for certain pilots. This relief is called BasicMed.
 - o When can I fly under BasicMed?

- If you meet the BasicMed requirements, you can operate under BasicMed (without an FAA medical certificate) right now!
- What do I need to do to fly under BasicMed?
 - Comply with the general BasicMed requirements (possess a U.S. driver's license, have held a medical after July 14, 2006).
 - Get a physical exam with a state-licensed physician, using the Comprehensive Medical Examination Checklist
 - Complete a BasicMed medical education course;
- Aircraft Requirements:
 - Any aircraft authorized under federal law to carry not more than 6 occupants
 - Has a maximum certificated takeoff weight of not more than 6,000 pounds
- Operating Requirements:
 - Carries not more than five passengers
 - Operates under VFR or IFR, within the United States, at less than 18,000 feet MSL, not exceeding 250 knots.
 - Flight not operated for compensation or hire
- In the end; there were 4 methods of maintaining some form of medical certification: 3rd Class, Sport Pilot, BasicMed or Glider rating

The program ended at 10:15

Respectfully Submitted by

Jeff Kaloostian, President, EAA Chapter 175

X-PLANE CORNER

Installment 7

If you have experience with X-Plane, and need (or want) a simulator with time you can log, you may have interest in the pro version. IF you don't fly your airplane enough, a simulator may be useful to maintain your edge, even if its not the pro version.

About certified X-Plane, From the company:

“Any copy of X-Plane purchased from X-Plane.com can have the features required for FAA certification unlocked using a special USB key or digital download product key. However, getting the actual certification through the FAA takes a great deal more work than getting the X-Plane software ready.

Certification requires not only that the user have the certified X-Plane software, but also certified hardware (cockpit and flight controls) available through companies like [Precision Flight Controls](#) and [Fidelity](#). This is because flight training systems can only be certified as a complete package (a software and hardware combination). The certified software is available for \$500 to \$1,000 per copy from PFC and Fidelity and the hardware runs from \$5,000 to \$500,000. The retail version of X-Plane purchased at X-Plane.com is not certified for flight training right out of the box, since certification requires a software and hardware combination. However, the software available for about \$80 at X-Plane.com is almost identical what is found in the \$500,000 full-motion FAA-certified platforms. The biggest difference is that the FAA-certified versions have custom aircraft files with larger instrument panels, which are set up to work with hardware radios like those found in the physical cockpits. The FAA-certified version also has some of the purely fun stuff (like space flight) removed—even though those situations *are* simulated accurately in X-Plane, just like the FAA-certified subsonic terrestrial flight.

There is nothing stopping users from getting in touch with the FAA and working through the steps to certification from there. However, most users will find that it is more efficient to purchase a simulator already certified by Fidelity or PFC.

X-Plane.org conducted a quick interview a year or so ago with Mike Altman, president of PFC. For a quick overview of PFC's certified simulator and the design behind them, read the interview [here](#)”

My personal view is that I don't need to make the investment in a full legal simulator, but I want to use a computer simulator to help me keep current, and to exercise my aging mind to keep situational awareness. To be completely honest, I also set up complex situations in the sim, and when I start to be unable to handle them this will be one of the signs to re-evaluate flying & age. This means yoke and pedals for the Piper, joystick and pedals for the Osprey and some of the antiques I like to fly.

A number of places sell Saitek bundles for about \$385, including yoke, pedals, and throttle. I've found they work fine, as do Logitech products..But they are plastic, intended for gaming, and have controls input rates and 'feel' pretty different from an airplane. X-plane itself will drive almost anything, so you can mix and match anything that feels good to you.

Alloy / Red Bird is more professional (<http://simulators.redbirdflight.com/products/topic/alloy>) with tools that really mimic the performance of a plane pretty well. But the setback will be about \$1500 for a set. They show up at shows from time to time, and distribute through Sporty's as well as computer outlets.

GORDON'S STUFF:

HE SCANS THE WEB SO WE DON'T HAVE TO....



This was labeled Two Golden Oldies, but I'd say three, counting the building.

This next one is interesting, especially in view of the birthing problems of the V35. VTOL is one of those things we keep trying that the laws of physics keep fighting.

The Rockwell XFV-12 was a prototype supersonic United States Navy fighter which was built in 1977.



The XFV-12 design attempted to combine the Mach 2 speed and AIM-7 Sparrow armament of the McDonnell Douglas F-4 Phantom II in a VTOL (vertical takeoff and landing) fighter for the small Sea Control Ship which was under study at the

time.

On paper, it looked superior to the subsonic Hawker Siddeley Harrier attack fighter. However, it proved unable to produce enough thrust for vertical flight, even with an installed engine delivering more thrust than its empty weight, and the project was abandoned.



Ground testing began in 1977 , following the tests, and with the program suffering from cost overruns, the Navy decided the XFV-12A was not worth further development, and cancelled the project in 1981

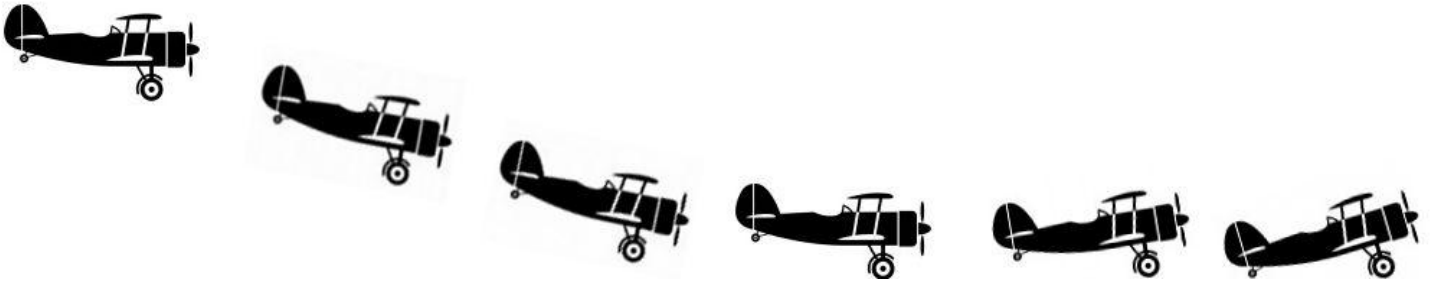
We tried a few things in the prop era. There were several designs that sat up on their tails. There were a few early tilt rotors, but only some very light examples flew.

The test pilots of the so-called “tail-sitters’ reported terrifying landings.

You've seen this try at Lakeland, More'n'likely:



And there is one operational...



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Keep em flying!