

IMPORTANT!! Meeting Saturday; Jan 30, 2010, 0900 Breakfast at 0800

Program

The program for Saturday, Jan 30th will be a business and Sun'n Fun Volunteer event rather than a program.



**EAA CHAPTER 175
JANUARY 2010**

EAA CHAPTER 175 MONTHLY MEETING MINUTES

DATE: November 28, 2009

LOCATION: EAA Chapter House,
Tampa Executive Airport (VDF)

ATTENDANCE: 21

Jim Ging and Earl Groff prepared breakfast for the early birds. Gordon Knapp assisted in clean-up.

Business Meeting

President Bud Yerly opened the meeting at 0900 and recognized our guests.

Tom McLinskey presented the Treasurer's Report. The minutes of the October meeting, included with the November Newsletter, were approved as presented.

Bud asked Gordon to update the group on several recent topics. He reported on Charlie Henwood's progress in recovering from major heart surgery at Tampa General. Charlie should be moving to rehab at the hospital soon. He welcomes visitors. Gordon also reported on the assistance our chapter members Earl and Pat Groff, Dave Hansma, Art North and he provided to EAA headquarters staffers during the AOPA Summit, November 5th—7th. These members helped with the Aviat Husky Sweepstakes effort at Peter O'Knight Airport, which EAA considered quite successful. The winner of the donated aircraft and other sweepstakes prizes will be announced at AirVenture 2010. In conjunction with the Summit, Steve Reisser designed a desk promotional display and chapter business cards for our members to utilize if sweepstakes participants showed an interest in our organization. We had an opportunity to introduce a number of AOPA visitors to our chapter while at the Sweepstakes booth. We can, of course, use these items at other functions. Gordon showed the desk display and business cards to the members and Art North noted he'd personalized some business cards by adding his name. If others would like to do the same, see Art. Lastly, Gordon showed a

large, framed poster, signed by the artist, of Formula One racers rounding a pylon at Reno. Tim Neubert, owner of the Formula One Reno racer "Invictus", donated the poster, which we'll display in the chapter house. He put on a program about air racing for us at our May, 2009, meeting and subsequently "Invictus" won the Gold race at Reno in September on its first try! The aircraft will soon be going on display at the Florida Air Museum, Lakeland.

Bud reminded members that our chapter's Annual Dinner will be at the Frontier Cattle Family Steakhouse on Sligh Ave., Saturday, January 9th. Long time chapter member Stan Sutterfield will speak on the process of constructing his recently-completed RV-8A project and the trip he made with his son, Kevin, an F-22 Raptor pilot, to Alaska in a Piper Pacer. Bud reminded members that the dinner is cash only, so we can settle up with the restaurant at the end of the evening. Details on meal choices have been sent out to all members. Make your reservations with Steve as noted in the announcement.

The Sport Aviation Expo will be held at Sebring January 21st through the 24th. Bud said he will be an exhibitor again and asked for a show of hands as to which chapter members planned to attend. Several indicated they would do so.

Art gave the group an update on the Silver Lady Ercoupe, noting that one opening is available.

The business portion on the meeting concluded at 0920.

Program

(Note: It is not the purpose of these minutes to cover the program topic in detail, but to create a recap "for the record" and give members who could not attend in person a general idea of the information presented.)

Vice President and Program Chairman Steve Reisser could not be present today, so Bud Yerly asked Gordon to introduce our speaker, Lyle Wheeler, as he had been instrumental in arranging for him to be with us today. Gordon explained Lyle was a former board member of Sun 'n Fun where they met and he had long wanted to have Lyle come to our chapter to share stories with us. At last year's fly-in, the plan was agreed upon and led to Lyle being here today. Lyle is a career aviator, with some 50,000 hours in his logbook. He authored the book Cubs on the Loose, Old Airplanes--New Adventures; about his "once in a lifetime" trip almost every aviator dreams of making, but few do--"low 'n slow" cross country like the barnstormers of old. While Lyle authored the book, the narrative is actually told by and from the perspective of the Piper Cubs that made the trip, not the pilots and passengers "along for the ride". Chapter 175 members who have been around central Florida aviation and the formative

years of the Sun 'n Fun Fly-In will recognize many of the names and places in the book, such as the Zephyrhills, Crystal River, Ocala and Live Oak airports, Billy Henderson, founder of Sun 'n Fun, and others--- a nice personal touch. Lyle offered to sell copies at the close of his talk for the special discount price of \$10, proceeds to be split with the chapter. He noted the purpose of his visit was not to sell books, which was a "break even" transaction at best, but he wanted members and guests to have the opportunity to obtain one, as when they are gone there will be no additional printings. A number of members bought copies.

Lyle opened his presentation, which was made without visuals, noting that he was friends of Bob Hoover, met Charles Lindbergh a couple of times (a very quiet, private person) and worked much of his aviation career at Pan American Airways under the legendary Juan Trippe, though he was not close to the chairman. Lyle was qualified in the 707, 727 and 747. At the time of his retirement, he was the most senior Pan Am captain.

Lyle says after a number of years with Pan Am he was selected to do special trips on corporate business from time to time when not flying regular commercial flights. The story Lyle told to us, of his many adventures over the years, revolved around one particular flight. The whole affair was a quite "CIA mysterious". He was told "no one will know where

you are except your wife and a few key corporate personnel". Further, "just do what you're told" and you'll have all the authority and receive the help you need along the way. All expenses and details were handled by the home office, including selecting the other crew members assigned to him. Lyle flew on regular Pan Am commercial flights from Tampa to Los Angeles and on to Hong Kong where he awaited further instructions. His crew arrived the following day. A Pan Am company driver brought two briefcases to his hotel room containing all the information needed for the mission. A letter in Lyle's briefcase informed him he'd be going to what was then called Formosa (now Taiwan) to pick up a Boeing 727 that had just been through a complete overhaul program and bring it back to Orlando where a new interior would be installed.

Normally, such a flight would follow the Great Circle Route down the Aleutians to Alaska and on to the continental US, but because of Soviet military activity, that plan had to be scrubbed in favor of "island hopping" across the Pacific. The second best route was also nixed because of military maneuvers---this time by our forces.

The route they had to take comprised a couple of long over-water segments that would be at the maximum limit of the 727's range, assuming favorable winds, but there was no other choice. No extra ferry tanks were installed, so

fuel stops had to be planned carefully. He assembled his crew, comprised of a flight engineer well known to him and one of the best, but the first officer was not familiar with the 727 and "behind the aircraft" most of the trip.

In the middle of the night they took another Pan Am flight to Formosa, where they were met by a Chinese Pan Am company driver who took them on a 4 hour trip to a Nationalist Chinese military airbase where their 727 was waiting. The overhaul company was located on that field. Lyle noted the plane looked like new and was impressed with the work of the Chinese facility. It did not have Pan Am numbers on the tail. They checked out the plane and prepared for take-off. As they started down the runway, Lyle noted Chinese Army personnel were tracking them with machine guns! He brought the plane to a stop and asked the tower what was going on. "So sorry" came the reply and the troops lowered their weapons, laughing and smiling, so Lyle took off for the flight back to Hong Kong. Upon arrival at the Pan Am operations, they learned an identical 727 had been stolen the night before by Chinese Communist intruders and the airport security forces had been given instructions to shoot to kill. Somebody forgot to tell them Lyle's plane was OK to leave!

At Hong Kong, any needed repairs were to be made before heading back to the US. Dual inertial navigation systems were installed. They had to depart for Guam in

the middle of the night in order to refuel and then make it to Mariana atoll during daylight, as the runway there had no lights. When they arrived on Guam, no one was expecting them and they discovered a problem with one of the INS systems. After refueling, they were off to the fuelling stop on Mariana atoll. Here again they ran into problems. No one had told the locals they were coming and the operations manager demanded a bribe to fuel the aircraft. Since Pan Am had supposedly made all arrangements, Lyle and his crew had little cash among them and finally fast-talked their way out of the predicament and headed to Honolulu. Taxiing up to the Pan Am facility, two US government vehicles met them and four armed Marines charged onto the aircraft before they could exit, demanding documents. As soon as Lyle produced his authorizations, their attitude changed immediately and they cheerfully said, "Welcome to Hawaii".

The Honolulu to Los Angeles was the longest leg, so the 727 was fueled at night when it was coolest to get maximum capacity. Lyle taxied out on one engine and only started all three as they began the take-off roll to save fuel. When they got to the "point of no return", the gauges indicated not enough fuel to go back against headwinds or make it to LA. The only recourse was to reduce speed to maximum endurance and stay as high as possible, some 41,000 feet, to take advantage of winds aloft. As they neared LA they

declared "fuel critical" (not an emergency) and were cleared for any runway. When the airport was within sight, Lyle dropped the 727 like a rock at a 6,000 ft./min. sink rate, showing zero fuel on the gauges as they taxied in with 2 engines shut down.

The final leg to Orlando was fairly uneventful, but as they arrived, the number 2 engine quit. Afterward, the First Officer stated he'd signed up for the trip because he knew Lyle was flying and figured he'd "learn a lot and it would be fun". Then he said--- "Never again!" They found out later, because of the stolen 727, the FBI, CIA, Secret Service and other agencies had been tracking them every step of the way across the Pacific

The meeting ended at 1020.

Submitted by

Gordon Knapp

Secretary

EAA CHAPTER 175 ANNUAL DINNER MEETING MINUTES

DATE: JANUARY 9, 2010

**LOCATION: FRONTIER
STEAKHOUSE CATTLE COMPAY
RESTAURANT**

ATTENDANCE: 40

President Bud Yerly welcomed all chapter members and guests to our annual social. He noted the continued service of the chapter's officers and directors. He

commented upon those newer members who have agreed to fill valuable roles including Richard Denton, who will be working closely with Pete Lansbery in the Volunteer Kitchen; Luis Hoyos, helping to upgrade our Web site; Alan Biloudeau and Tracy Oakley taking on the important new member effort; Mike Zidziunas, our Technical Counselor and Flight Advisor as well as long time members Tom and Renee McLinskey working with our Young Eagles; Ginger Adelson on several chapter support functions; Jeff Kaloostian, chapter Newsletter Editor and aerospace teacher motivating young people to get involved in aviation and Steve Reisser, Program Chairman, as well as conducting several ground schools per year.

Following introduction of guests, dinner was served.

About 7:30 p.m., Bud covered several topics of current chapter interest, reminding members that dues for 2010 are due now; Charlie Henwood is now home after recovering at Tampa General from serious heart surgery and undergoing home and outpatient rehabilitation. He appreciates hearing from his chapter friends. Bud introduced Richard Denton who will be assisting Pete Lansbery, working toward assuming the chairmanship of the Volunteer Kitchen in the future, our chapter's main fund-raiser. Bud noted US Sport Aviation Expo is coming up the fourth weekend of this month, putting it in conflict with the normal date for our

January chapter meeting. Bud will be a vendor/exhibitor at this event and a show of hands indicated a number of members planned also to attend, so it was agreed we'd postpone our meeting to Saturday, the 30th instead of the 23rd. Lastly, Bud alerted members that credentials for Sun 'n Fun will be distributed at the chapter house when Pete Lansbury obtains them later this winter. Details will be forthcoming.

Program Chairman Steve Reisser then introduced our evening's special guest and speaker, Stan Sutterfield.

Stan began by recounting his long history with the chapter, going back to when Vandenberg Airport, now Tampa Executive, was privately owned by the Vandenberg family whose home is now the CAP/EAA headquarters. Back then, the chapter met in a ramshackle hangar and socialized under an old oak tree (subsequently demolished to make way for the new runway and other major facility improvements implemented by HCAA when it acquired the airport). He noted chapter members were involved in building a number of projects, but his RV-8A is the only one almost entirely constructed in the chapter house garage from the moment the original packing crates arrived until it was on the gear, engine installed and all that remained was to install the instrumentation, wiring and myriad final details. He moved to Spruce Creek Airpark a couple of years ago when the opportunity to combine his house

and hangar became available, where the project was recently completed. Stan spent 15 years in the Air Force, flying F-4s and F-15s and is currently a senior captain with Southwest Airlines flying Boeing 737s. His son, Kevin "grew up" at Vandenberg, soloing there, and is now flying F-22 Raptors in Alaska, so aviation surely runs deep in the Sutterfield family genes.

Stan's presentation was a "double header" in that he showed a number of slides taken on a flight he made from Florida to Alaska with his son in Kevin's Piper Pacer, which was back-dated to tail wheel configuration from a Tri Pacer. Then, he took the group on a fast tour of his RV-8A project's construction, compressing over six years of effort into a half-hour slide show with running commentary.

The monumental cross country trip was dogged by poor weather much of the way, as seen in the photos Stan showed. Leaving Denver, they filed Special VFR with ceilings under 200 feet. The US-Canadian border is simply marked by a swath of felled trees in areas. Winds were high at Calgary, Canada, so they chose to be vectored out to get in line for a more favorable runway. There was so much jet traffic going into this busy city (Canada's "Atlanta or Dallas") that they had to fly some 50 miles away from the airport, against a strong headwind, to "get in line" and then back. Snow covered the ground much of the way and the lakes were iced over.

The outside temperature was “0” at 3500 feet. They followed the Alcan Highway into Alaska as much as possible. Now paved all the way, it was originally hacked out of the wilderness during WWII, when it was feared the Japanese would attack from Alaska, and mostly gravel originally. This is hostile territory with few places to land, though periodically there are stretches along the Alcan Highway for emergencies. Stan was glad the engine performed flawlessly the entire trip. One advantage enjoyed was daylight 14--15 hours a day at the time of year they went. They never saw another aircraft the entire way up to Alaska. Radio communication is spotty to non-existent, though transmitting towers line the way.

Some highlights were flying along the Alaska oil pipeline and over a glacier and seeing herds of caribou below.

They were met by family upon arrival at Anchorage after some 3500 miles and 47 flight hours at a “leisurely” 87 kts. cruising speed.

Float planes are everywhere in Alaska and Kevin plans to convert the Pacer.

Next, Stan told the story of his RV project, which took 2190 days of work over six years plus, largely because he extensively customized the basic kit. Stan said he thinks he could have cut the time in half by just building a basic kit, but he had many ideas he wanted in “his” airplane that

extended the construction hours and final cost substantially.

He said the key is to “just do it”, a theme he repeated several times during the evening. Get started. He bought the tail section from another builder. Specialty tools can be acquired as you go or borrowed from or shared with other builders. Instead of thinking about completing the entire project, set shorter goals, such as various components. Finishing the tail section, the wings, getting the fuselage on the gear, hanging the engine, etc. are all milestones. Stan was fortunate his brother, Nelson, was available to give him a hand on much of the work and Stan recommends having a helper or teammate if possible. Realize you’ll make mistakes.

Stan spent some time showing the group the special changes and features he put in his RV from a cockpit modeled after the fighter jets he flew to extensive cooling mods in the engine compartment to custom HID wing tip lighting with flashing LED recognition lights.

There were set-backs along the way. The engine mount was distorted from welding heat and had to be corrected. One monumental frustration was the canopy cracking after hours of work getting it to fit just right. Stan ultimately bought another one from an independent shop that fit better than the factory one for less cost.

Stan’s RV ultimately cost \$116,000 with a glass panel, IFR capability

and all the custom mods he incorporated vs. \$35,000 for just a basic airplane. However, it is just the plane he envisioned and worth the time and effort. For more information, visit Stan’s Web page www.rv-8a.net or e-mail him at speedy11@aol.com or call (813) 732-7369.

In summary, Stan encouraged potential builders to stop dreaming and get going. No excuses. Just do it.

Steve Reisser thanked Stan for coming across the state to share his two wonderful experiences with us and gave him a certificate of appreciation and a copy of Lyle Wheeler’s “Cubs on the Loose” in appreciation.

The program ended at 9:00 p.m.

Submitted by:

Gordon Knapp

Secretary

INTERESTING ITEMS!

1. Ten Commandments of Flying: <http://www.bing.com/travel/content/search?q=The+Ten+Commandments+of+Flying&cid=msn1064207>1=41000>
2. <http://www.sun-n-fun.org/EventArticles/Volunteer-Meeting-Schedule.aspx>

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

Jeff Kaloostian, Editor



EDITOR'S CORNER

*Charlie Henwood is recovering slowly, but recovering...he's in rehab now, walking, eating "generously" and frustrated as all (you know what) to get the heck out of TGH, even though he's had lots of good-looking nurses. Dolores has been there every day and deserves a LOT of love and wishes...
We need him "back in the air" soon!*