



# Air Speed



www.eaa99.org

Monthly Newsletter for EAA Indian River Chapter 99

March 2015

## **FROM OUR CHAPTER PRESIDENT**

### **Who We Are**

How does one describe an EAA member? That question does not have a definitive answer.

EAA members represent every aspect of aviation and often have multiple interests. We fly them. We fix them. We even build them.

EAA members are what we like to call the "keepers of the flame." Sure, we love airplanes. But it goes beyond that.

It's about passion, camaraderie, that ol' can-do spirit, and a grassroots way of sharing our love of aviation with others.

It's the airplanes that bring us together. It's the people who keep us coming back.

Your president,  
Michael David

## **FEBRUARY 2015**

### **MEMBERS MEETING MINUTES:**

#### **Minutes of the General Membership Meeting February 10, 2015**

by Alex W.

The meeting was called to order by President Mike D. at 7:05 PM in the hangar meeting room. There were 23 members and 3 guests present.

Steve F. gave the Treasurer's report and noted that all current obligations have been paid and hangar rents and a number of membership renewals were received.

Alex W. (acting Secretary) gave the Secretary's report. He pointed out that minutes from the January meeting were published in the February Newsletter and posted on the Chapter 99 bulletin board. He asked for any corrections and there were none so the minutes will stand as correct. He also announced that copies of the additional

installments to the article on flight testing published in the February "Airspeed", are available for anyone that wants them. Just let him know and he will get them to you.

Sylvia P. gave the Webmasters report. She noted that to as of yesterday, 25 members have paid their 2015 dues and are in good standing. Mike D. noted that several more members were renewing their membership at tonight's meeting.

Mike Y. (acting Vice-President) gave the Vice President's report and welcomed Skip S. back as a member of Chapter 99. He first noted that photos have been located in England of the "Douglas World Traveler" and he forwarded them to the author of the article about the aircraft featured in last month's "E-zine" from EAA. He encouraged everyone to subscribe to the "E-zine". He commented on the changes to the ADSB out rule just announced and how the new rule will provide a cheaper alternative for owners of experimental and light sport aircraft. Mike also brought the membership up to date on his progress in lining up participants for Aviation Day.

Mike D. said that the plans for the B-17 visit and Aviation Day were progressing and he is still working with EAA Headquarters to settle the insurance issues. Headquarters had not looked at our request yet and he is trying to get the EAA representative to talk with the City's representative to agree on what is required. Mike D. also pointed out that a representative from "Sky Engines" has asked about coming to Aviation Day and setting up a booth and he welcomed them to do so.

Mike D. then called for builders reports. Ed C. reported for Bill Z. that he has half of the glass cockpit all set to go for the Warner Sportster. The covering will begin soon and maybe it will fly this year. It is 95% done and 95% to go! Dan M. discussed his experiences recently looking for the source of metal in his oil that showed up in samples at oil changes on his Quest Air Venture.

He believes that he has found the problem wear point but stressed the importance of having oil analysis done routinely to catch such problems before they become major. John H. reports that he is in need of an original Kitfox engine mount. They don't make the mounts anymore so he may have to fabricate his own in order to mount his diesel engine. Daniel C. says that he has been working on trim work and control surface deflections on his project and will be doing his canopy soon.

Gerd P. discussed the problems he has had with the paint job on his 340. He thinks that he has found the cause of his problems and is having it repainted beginning with an etching primer and he hopes that it will be a much better job this time. He stressed the importance of not only looking at the paint shop you are thinking of using, but also looking at the processes that they use.

Dan M. told of witnessing a Cirrus getting blasted with jet exhaust on our airfield. Thankfully the aircraft was not damaged but it turns out that the out of area owner had been paying for hangar storage for the Cirrus. "Buyer Beware"

Mike D. noted that Bob L. has made ID badges for Aviation Day to identify persons authorized to enter the ramp without a ticket and thanked him for his work.

Flying reports were then called for and Mike Y. reported that there was an error in the information from Social Flight about the Valkaria pancake breakfast that led him to make a trip up there on the wrong day. Dan M. said that he had flown to Bartow recently on a fly out with "The Old Farts Flying Club" where they found great food and lots of fun and camaraderie. He recommended membership in the club if you are looking for a fun flying group.

Todd S. announced that there will be a photo shoot tomorrow at 11:00AM to advertise Aviation Day. It is being arranged by airport administration and welcomed those who can participate. Todd then brought the membership up to date on his planning work for Aviation Day.

Keith G. reviewed his work in arranging for the B-17 visit which will coincide with Aviation Day. Keith also called for volunteers to sign up to help with the B-17 and Aviation Day as well.

Lew G. pointed out that Phil S. had given him about a dozen video tapes that members were

welcome to and that any remaining will be placed in the chapter library.

There being no further business, the business meeting was adjourned at 7:35 PM and a break for refreshments was taken. Following the break Jeffrey P. gave a presentation on "The History of Design Solutions to Loss of Control". He discussed design considerations that have and can reduce stall/spin tendencies in aircraft and some of the practical applications of those developments in aircraft over the years. It was an informative presentation and was followed by a lengthy question and answer session that showed a lot of interest in the subject.

## **YOUNG EAGLES**

Our next Young Eagles event has not been scheduled yet. Check our website for updates on the next Young Eagles event.

## **PLANE FUN**

**By Keith**

### **February Mystery Plane:**



Orlican L- 40 Meta Sokol

These were built in Czechoslovakia from 1956 – 59, however only 106 were built. It was mainly used as a 4-seater touring plane and sold to several other countries such as Australia, Germany, Great Britain and Switzerland. It was powered by a Walter Mikron M-332 4-cylinder 138 HP inverted in-line air-cooled engine, which is also super-charged by a built-in centrifugal compressor. The engine is also fuel-injected. The aircraft is fitted with a variable-pitch propeller. It's unusual undercarriage arrangement can best

be described as a reversed tri-cycle landing gear layout, which results in a near level resting position on the ground. When the gear is retracted, the wheels protrude from the under-surface of the wings and fuselage to protect the structure in case of a wheels-up landing. Construction is conventional, semi-monocoque duralumin with a sliding canopy. Fuel is carried in the leading edges of the wings and small tip-tanks could be fitted. Pilots describe it as a very comfortable, pleasant aircraft to fly.

**Performance:**

Length: 24 feet, 9 in., Wingspan: 33 feet, 9 in., Gross weight: 2,090 lb., Max speed: 147 mph., Cruise speed: 127 mph., Ceiling 16,600 feet, Range: 683 miles.

**Quiz:**

1. To get a complete weather briefing for the planned flight, the pilot should request
  - A. a general briefing.
  - B. an abbreviated briefing.
  - C. a standard briefing.
  
2. What type of briefing is provided when the departure time is 6 hours or more away?
  - A. an outlook briefing.
  - B. a supplemental briefing.
  - C. an abbreviated briefing.
  
3. What should the pilot state when telephoning for preflight weather information?
  - A. Tell the number of occupants on board.
  - B. State their total flight time.
  - C. Identify themselves as pilots.
  
4. To best determine general forecast weather conditions over several states, the pilot should refer to
  - A. Aviation Area Forecasts.
  - B. Weather Depiction Charts.
  - C. Satellite Maps.
  
5. Which in-flight advisory would contain information on severe icing not associated with thunderstorms?
  - A. Convective SIGMET.
  - B. SIGMET.
  - C. AIRMET.

**Find the answers at the end of this newsletter.**

**March Mystery Plane:**



Be first to identify this aircraft. Send your reply to Keith at [knbgordon@comcast.net](mailto:knbgordon@comcast.net).

**NOTES**

**March Speaker:**

Our speaker for the March Membership Meeting will be Eric Ingraham, Manager of Sales and Marketing for Bedecorp and the BD Aero Southeast Builder Assist Facility, and he will present the history and future of Bede Aircraft.



It promises to be an interesting and informative presentation.

## **B-17 VISIT AND AVIATION DAY**



## **UPCOMING ON THE CALENDAR**



Although Mother Nature did not cooperate for much of the time the B-17 was here and certainly tried to wash out Aviation Day, they were both successes in my mind. Not the best, but definitely not a failure since we covered Chapter 99's expenses and will allow for a charitable donation. But more than that it showed our Chapter's and our member's dedication and commitment to bring aviation to the public. How fortunate we are to have the unbelievable volunteers who endure some very difficult circumstances to show the public what aviation and our wonderful airport are all about. Thanks to each and every one of you who gave so selflessly to make the B-17 tour stop and Aviation Day a success. A special thanks to the Vero Beach Airport Administration for their assistance and support, the B-17 crew from EAA for their hard work and Jose Gibert for his exceptional photo coverage of the event.

To see more of his excellent work, come to our meeting on March 10, where Jose will give us a presentation. You may also go to:

<http://www.gibertimages.com/Recent-Images/>

## **RENEWAL TIME**

Remember that Chapter 99 Membership dues were due January first. If you have not already done so, please get your dues in as soon as possible! **April 1<sup>st</sup> is the cut-off date.** This means: no more free bees afterwards. You can use the Membership form at the end of this newsletter to submit your payment of \$20. Remember to include your EAA membership number!

**IF YOUR MEMBERSHIP HAS LAPSED let me encourage you to re-engage! We miss you and your involvement in Chapter 99!**

If you would prefer to be removed from our mailing list, just email to [members@ea99.org](mailto:members@ea99.org) requesting to be unsubscribed and we will do so promptly.

**FROM THE EDITOR**

If you would like to contribute a story or news article it would be great. All submissions should be emailed to me at [alexwalters@bellsouth.net](mailto:alexwalters@bellsouth.net) no later than the last day of the month. Remember if you submit an article from a publication; please include the name and date of the publication so that proper credit can be given. Remember, I am the editor of the newsletter, you are the writers!

**Quiz Answers from page 3:**

Answers: 1 = C, 2 = A, 3 = C, 4 = A, 5 = B

**OFFICERS PLANNING MEETING**

1<sup>st</sup> Tuesday of every month,  
7:00 PM

April 7, 2015  
Hangar Meeting Room  
Off 2801 Flight Safety Dr

*(Interested members  
always welcome!)*

**CHAPTER 99 MEMBERS MEETING**

2<sup>nd</sup> Tuesday of every month,  
7:00 PM

March 10, 2015  
Hangar Meeting Room  
Off 2801 Flight Safety Dr

*(Bring an interested guest!)*

**LEARN TO FLY SATURDAY EVENT.**

4<sup>th</sup> Saturday of announced month  
8:30 AM

None Scheduled  
Hangar Meeting Room  
Off 2801 Flight Safety Dr

*(Volunteers always  
appreciated!)*

**JOIN EAA AND EAA CHAPTER 99!**

*Chapter 99  
Dues per Year:  
\$20.00*



**STEP 1: JOIN THE NATIONAL EAA:**

National Membership is required in order to belong to a local chapter. Dues vary on what membership option you choose and do NOT include dues of a local chapter. Log on to [EAA.org](http://EAA.org) for most current details and to join online.



**STEP 2: JOIN EAA CHAPTER 99:**

Please print and fill out this form.  
Make your check payable to: **EAA Indian River Chapter 99, Inc.**  
Mail both to:  
**EAA Ch99, 1623 US Hwy 1, Suite B6, Sebastian, FL 32958**

THANK YOU for supporting EAA and local Chapter 99.

**CONNECT**

with aviation minded people and participate in chapter happenings. Your benefits add up: In addition to your benefits as a member of the national EAA (details at [EAA.org](http://EAA.org)), by joining Chapter 99 you will receive our monthly newsletter and e-mail notices of chapter meetings, socials and aviation events. A local chapter supplies helpful information and offers valuable resources. Did we mention the fun and camaraderie that comes with sharing the love of flying, building, or restoring an aircraft?

Name ..... EAA No .....

E-mail ..... Exp. Date: .....

Street .....

City, State, ZIP .....

Phone (check Home  Cell ) .....

FAA Ratings .....

Aircraft Owned/Under Construction .....

**Contact Chapter 99**  
Landis (772) 567-2506  
Keith (772) 299-0999

**On The Web**  
[www.eaa99.org](http://www.eaa99.org) • [info@eaa99.org](mailto:info@eaa99.org)

**Meeting Location**  
T-Hangar #16  
Vero Beach Municipal Airport  
2703 Flight Safety Drive