



www.eaa99.org

Monthly Newsletter for EAA Indian River Chapter 99

July 2015

FROM OUR CHAPTER PRESIDENT

EAA members should get involved NOW with the community's top priority in GA advocacy. Contact your Senators and Representatives and urge them to co-sponsor and support S. 571 and H.R. 1062, the Pilot's Bill of Rights 2. EAA helped to draft the newly introduced twin bills, and they already have bipartisan support from top lawmakers. The bill aims to allow pilots flying certain aircraft to operate using a driver's license in lieu of a traditional third-class medical, and it will build upon the first Pilot's Bill of Rights in ensuring that pilots and other airman are given due process in enforcement proceedings. Go to eaa.org and sign the petition!

Your president,

Mike

"NOTICE"

A SPECIAL ELECTION HAS BEEN CALLED FOR JULY 14, 2015

A special election will be held at the July membership meeting to elect Officers, by secret ballot, for the remainder of the year. The nominations are:

Michael David, President
William Zorc, Vice President
Stephen Fabiszak, Treasurer
Michael Fuller, Secretary

If you cannot be at the meeting to vote in person Please vote by proxy by emailing your preferences to alexwalters@bellsouth.net and state "yes" or "no" if you wish to confirm any or all of the nominations that have been made, or if you wish to nominate and vote for any other member for a specific position provide the name

of the member and the position. All emails received before 4 PM July 14, 2015, will be presented and counted at the meeting. The names of those voting by proxy will be announced at the meeting but how each member voted will not. Only the totals of the ballots will be announced. Please plan to take part either in person or by email. This is very important!

Minutes of the General Membership Meeting June 9, 2015

by Alex W.

The meeting was called to order by President Mike D. at 7:20 PM in the hangar meeting room. There were 9 members present. Mike noted that according to the Chapter 99 bylaws, there were not enough members present to constitute a quorum; therefore no official business could be conducted.

Mike announced that Mike F. and Bill Z. have volunteered to serve as Chapter officers and the Board of Directors. An election to fill the vacant Chapter Officers positions of Vice President and Secretary will be announced in the Chapter Newsletter and held at the July Membership Meeting.

Mike D. called for the Treasurer's Report which was given by the Treasurer, Steve F. He reviewed our account activity for the past month and noted that all outstanding bills have been paid. Mike noted that we would have to replace the "Butt Kicker" unit on the flight simulator in the next month at an expense of \$150.

There was a general discussion about Aviation Day and the Vero Beach Airshow without any formal recommendations.

Acting Vice President Keith G. advised that he did not have anything to report.

The acting Secretary, Alex W. reported that the minutes to last month's meeting have been published in the newsletter and a copy has been placed on the Chapter bulletin board. He asked for the members to advise him of any discrepancies in those minutes so that corrections can be made.

Mike then called for builders' reports. John H. reported that he has moved his KitFox project to the New Hibiscus airport. He has also acquired two more used diesel engines of the same type that he is preparing for his airplane. These he plans to use for parts as needed. One of the engines is going to be stripped down so that it can be sent to an engine mount builder. He also answered several questions about the New Hibiscus facility.

John H. also said that he is working on organizing a flying club and asked anyone interested in helping him start one to let him know. So far ten people have voiced some interest in forming a club.

Mike reviewed our May 23rd Young Eagles event. Keith noted that a total of 17 Young Eagles were flown. All in all it was a success with a great group of kids flown.

There was a discussion about Oshkosh coming up and Steve F. pointed out that this year Oshkosh will actually be a week earlier than usual.

Steve also reported that he had recently flown into Fort Lauderdale Executive and was impressed with their pilots shop. The main FBO is "Banyan" and the pilot shop is almost like walking into "Sporty's", with a wide array of flying related products. They also have a café, a maintenance facility, and a terminal or "Pilot Services Building" for the high end crowd with their Gulfstream parked out front and an Aston Martin on display in the lobby. He also made use of their "Crew Car" which turned out to be a new Honda Accord. The airport is also a class D airspace like Vero, but there is so much traffic that they have a "Clearance Delivery" that you must check in with before contacting "Ground" for taxi instructions.

Michael F. said that he had been up to Sebastian Communications recently. They are an avionics facility and sell and install Garmin equipment. He said that they are very busy and are in need of avionics installers at Merritt Island and said that if anyone knows anyone with that kind of

background that is looking for a job, he has their contact phone number.

There not being anything further to discuss, the meeting was adjourned at 7:42PM and a break was taken for refreshments.

After the break the Monthly EAA Chapter Video was shown, followed by a video of the gear up touch and go that occurred at Aero Acres. That aborted landing has everyone in the aviation community talking about the errors made and how lucky the pilot was. The presentation spurred much discussion and was enjoyed by all present.

YOUNG EAGLES

Our next Young Eagles event will be held August 22, 2015, so mark your calendars and plan to attend. We need all the volunteers we can get in order to make these events a success so please join in and help out.

PLANE FUN

By Keith



June's Mystery Airplane: Douglas DC-5 airliner

After the Douglas Aircraft Company found success with the DC-2 and DC-3 airliners it realized that future airlines would need a mix of performance in their fleets. A short-haul 16-22 passenger airliner was developed in 1938. The first flight took place in February 1939 at the El Segundo facility in California. The tricycle undercarriage had just been proposed and the DC-5 became one of the first use it as it gave passengers a level deck when entering and

exiting the aircraft, also the shoulder-wing configuration allowed less steps to climb to the entrance, a design that is still popular with short-haul aircraft today. The aircraft was offered with either Pratt & Whitney R-1690 Hornet or Wright R-1820 Cyclone engines. Subsequent aircraft produced incorporated a 15-degree dihedral on the horizontal stabilizer to improve stability and exhaust stacks exiting above the wing to reduce noise in the cabin. Cruise speed was claimed to be 200+ mph, a truly high speed at that time. KLM Royal Dutch Airlines were the first to place an order for 4 aircraft. These were subsequently used to evacuate civilians from Java to Australia when the Japanese threatened to occupy these islands. One was captured and extensively test-flown in Japan and used as a transport for the Japanese Imperial Army. When the USA entered WWII, the US Navy ordered 7 examples that were designated R3D-1 & R3D-2 and used as transports. Pennsylvania Central (later renamed Capital Airlines) ordered 6 aircraft. SCADTA (later Avianca Airlines) bought 2 aircraft. The 3 KLM aircraft that arrived in Australia were interned by the Allied Directorate of Air Transport and operated by the United States Army Air Force until the end of WWII. One crashed and the 2 now remaining were transferred to Australian National Airways (the writer remembers seeing one of these at Bankstown Airport, Sydney, some years after the end of WWII). VH-ARD, ex-Australian National Airways was smuggled to Israel in 1948. It ended up in an Airline Technical School in Haifa until it was scrapped in 1955. When WWII concluded there were numerous DC-3 and C-47 surplus aircraft on the market and so the DC-5 was dropped. DC-4 and C-54 aircraft were already in production at that time.

DC-5 Specifications: Crew 3, Capacity 18-24 passengers, Length 62' 2", Wingspan 78' Height 19' 10", MTOW 20,000 lb, Maximum speed 230 mph, Normal cruise speed 202 mph, Range 1,600 sm, Service ceiling 23, 700 '.

QUIZ:

1. If the airplane attitude remains in a new position after the elevator control is pressed forward and released, the airplane displays
 - A. Neutral longitudinal static stability.
 - B. Positive longitudinal stability.

2. Longitudinal stability involves the motion of the airplane by its
 - A. Rudder.
 - B. Elevator.
 - C. Ailerons.
3. If an airplane is loaded to the rear of its C/G range, it will tend to be unstable about its
 - A. Vertical axis.
 - B. Lateral axis.
 - C. Longitudinal axis.
4. To increase the rate of turn and at the same time decrease the radius of turn, the pilot should
 - A. Maintain the bank angle and decrease airspeed.
 - B. Increase the bank angle and increase the airspeed.
 - C. Increase the bank angle and decrease airspeed.
5. To maintain altitude during a turn, the angle of attack must be increased to compensate for the decrease in the
 - A. Forces opposing the resultant component of drag.
 - B. Vertical component of lift.
 - C. Horizontal component of lift.

Find the answers at the end of this newsletter.

July Mystery Plane:



Be first to identify this aircraft. Send your reply to Keith at knbgordon@comcast.net

NOTES

July Presentation:

After our July monthly membership meeting we will see The DVD presentation of "Fighter Pilot – Operation Red Flag". It's a state-of-the-art, edge-of-your-seat experience. Get in the cockpit with the world's best pilots to witness the most challenging flying of their careers. Follow a young American pilot as he makes his way through Red Flag – the world's most intense simulated air combat training event – where U.S. and international pilots, ground crews, mechanics and rescue personnel are taken to the limits of their endurance. We look forward to seeing everyone.

Strike it Lucky – Flying Job:

If you or anyone you know is looking for a flying job, FlightSafety International in Vero beach is desperately looking for Flight Instructors. They are offering a new incentive other flight schools cannot offer. Instructors earn points for every hour completed with a student in a given year. These points may be redeemed at any FlightSafety International center for a type rating in a wide variety of aircraft simulators. The instruction hours count toward the increased hours for an ATP certificate and you earn an advanced aircraft type rating. Instructors are also guaranteed an interview for an internship at one of FlightSafety's business or regional aviation Learning Centers.

Online go to www.flightsafetyacademy.com or phone (800)-8001411 or (772)-564-7600.

Oshkosh Party:

Anyone in EAA Chapter 99, going to Oshkosh???? Dan McE. will have a party there on Wednesday, July the 22nd --- please contact him for details at: danieljmcclroy@gmail.com

Flying Club:

Anyone interested in forming a flying club? John H. is looking to start a flying club and is looking for others interested in doing the same. If this is just what you are looking for, please contact him at: Johnrigged@gmail.com

RV6A for sale by owner:



\$75,000- Contact: woodmanrog@gmail.com for details.

UPCOMING ON THE CALENDAR



October 30 thru November 1, 2015

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 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!

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 drop an email to members@eaa99.org requesting to be unsubscribed and we will do so promptly.

Quiz Answers from page 3:

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

OFFICERS PLANNING MEETING

*1st Tuesday of every month,
7:00 PM*

August 4, 2015
Hangar Meeting Room
Off 2801 Flight Safety Dr

*(Interested members
always welcome!)*

CHAPTER 99 MEMBERS MEETING

*2nd Tuesday of every month,
7:00 PM*

July 14, 2015
Hangar Meeting Room
Off 2801 Flight Safety Dr

(Bring an interested guest!)

LEARN TO FLY SATURDAY EVENT.

*4th Saturday of announced month
8:30 AM*

August 22, 2015
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 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.

Name EAA No

E-mail Exp. Date:

Street

City, State, ZIP

Phone (check Home Cell)

FAA Ratings

Aircraft Owned/Under Construction

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), 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?

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

➤ **On The Web**
www.eaa99.org • info@eaa99.org

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