



Air Speed



www.eaa99.org

Monthly Newsletter for EAA Indian River Chapter 99

September 2015

FROM OUR CHAPTER PRESIDENT

Membership in EAA enables you to share the spirit of aviation with the most passionate community of recreational pilots, builders, and restorers.

EAA is the only association that offers the fun and camaraderie of participating in the flying, building, and restoring of recreational aircraft with the most passionate community of aviation enthusiasts.

We need to keep up the passion for aviation through our chapter activities, young eagles, pancake breakfasts, and aviation day.

Your president,
Mike

Minutes of the General Membership Meeting August 11, 2015

by Alex W.

The meeting was called to order by President Mike D. at 7:08 PM in the hangar meeting room. There were 12 members and no visitors present.

Steve F. gave the Treasurers report and noted that all current obligations have been met and hangar rents were received.

The acting Secretary, Alex W. reported that since there were only six members present for the July meeting, a quorum was not met and neither a business meeting nor the election which had been called for that date took place and no minutes were published. A video was shown along with refreshments for those members who were present.

Acting Vice President Keith G. reported that he is working with news outlets to get the word out

about the next "Young Eagles" event scheduled for Saturday, August 22nd. He also reminded everyone that There would be a program "Maximum Fun, Minimum Cost, How to Form and Operate a Flying Club", presented by AOPA Ambassador Jamie Becket, on Saturday, August 29th, in meeting room 201 of the Airport Terminal building, and encouraged everyone interested in forming a flying club to attend. Keith also announced that the CAP is interested in forming a squadron in Vero Beach and they are looking for volunteers to take part in the program.

Webmaster Sylvia P. reported that the website is up to date.

Mike then called for builder's reports and flying reports. John H. reported that he has his engine mount tacked together and is looking for an experienced welder to complete the welding on the mount. George I. reported that he had purchased Gene G.'s Cessna 150 that has not been flown in quite some time and is working through some minor issues and looking to have it in good flying shape soon. Gerd P. told about his recent experiences flying around the Colorado, Wyoming, Montana area and especially the challenges of taking his Cessna 340 into 97MT, Canyon Creek Landing Airport.

Mike reviewed planning for our August 22th Young Eagles event and renewed the call for members to attend and help make the event a success. If you can fly kids that day, flip pancakes, fill out paperwork, escort kids to and from aircraft, or just visit with your fellow members, please plan on being there. Keith G. reviewed his efforts in lining up aircraft for the event.

An election of Officers to finish out the year was then conducted. Mike announced those nominated to be Officers and the members cast secret ballots. Alex W. tabulated the ballots and announced that the 12 members present and the 7 members voting by proxy had voted

unanimously to accept the slate of Officers as nominated. The Chapter Officers are as follows: President, Michael David; Vice President, Bill Zorc; Secretary, Michael Fuller, and Treasurer, Steve Fabizak.

Mike D. then announced a new nominating committee composed of himself, Keith G., and Alex W. to begin work on Officer Nominations for 2016.

There not being anything further to discuss, the meeting was adjourned at 7:40PM and a break was taken for refreshments.

After the break Steve F. presented a slide show and videos taken by him at "Airventure 2015" where he flew in and camped out in the Homebuilt Camping area for the week. His commentary accompanying the photos was interesting and informative and many questions about the experience were answered. The presentation was enjoyed by all present and prompted many to wish they had been able to attend.

YOUNG EAGLES

On Saturday, August 22, Bill Z. flew 3 Civil Air Patrol cadets as Young Eagles. Hopefully the Lieutenant will send us some photos. By the way, the CAP is meeting every Tuesday night in Classroom "M" in the rear of Flight Safety's main hangar. They need adult aviators to act as teachers and mentors to get the program started. Pass the word on to your aviator friends.

Chapter 99 will hold its next Young Eagles event on Saturday, October 24, 2015. Mark your calendars now and plan to take part.

PLANE FUN

By Keith

August Mystery Plane:

Lew G. was first to identify last month's mystery Plane as a Morane Saulnier.



Morane Saulnier/Socata/PZL Koliber Rallye family.

Originally designed and certified by the Morane Saulnier Company of France in 1958. This Company was taken over by Sud Aviation in 1965 and renamed Socata in 1966. The production certificate for the Rallye was sold to the Polish State PZL Company which added the name Koliber to the aircraft's name. The first PZL produced Rallye flew in 1978. About 3,300 Rallyes of different specifications were built. A fair number were built as military trainers, most for former French Colonies in Africa. International sales to civilian operators reached into the far corners of the world.

The Rallye is a single-engine, low-wing monoplane of all metal construction, fitted with a fixed landing gear. Tricycle landing gear with a free-castering nose-wheel was standard except for the Socata 235 C version, which is fitted with a tailwheel. The cantilever wing incorporates nearly full-span automatic leading edge slats, wide-chord slotted ailerons, and wide-span Fowler type trailing edge flaps, which gives it incredibly low-speed takeoff and landing performance. Power came from a range of progressively more powerful air cooled engines, ranging from a 100 HP Continental O-200-A engine in the Rallye Club, to a 235 HP Lycoming O-235 in the Rallye 235. The Morane Saulnier 894 was sold in the USA as a WACO Minerva with a 220 HP Franklin engine. Its bulbous cockpit with a sliding canopy could accommodate 2/3 people in the lower-powered versions and 4 seats were provided in the more powerful aircraft. Early versions had a control stick but the 235 series used a yoke control and a quadrant throttle control. Some versions were specifically strengthened to be used as glider-tugs.

Specifications: Length, 23' 9", Wingspan, 31' 11", Max T/o Weight, 2,315 lb with 180 HP engine, Max speed 129 Kts, Cruise speed 121 Kts, Stall speed 50 Kts, Range 702 Nm, Service ceiling, 11,800 Ft, Max rate of climb, 758 Ft/min.

Quiz:

1. If the control tower uses a light signal to direct a pilot to give way to another aircraft and continue circling the light will be
 - A. Flashing red.
 - B. Steady red.
 - C. Alternating red and green.

2. If the aircraft's radio fails, what is the recommended procedure when landing at a controlled airport?
 - A. Observe the traffic flow, enter the pattern, and look for a light signal from the tower.
 - B. Enter a crosswind leg and rock the wings.
 - C. Flash the landing lights and cycle the landing gear (if applicable), while circling the airport.

3. What is the minimum visibility for a pilot to receive a land and hold short (LAHSO) clearance?
 - A. 3 nautical miles.
 - B. 3 statute miles.
 - C. 1 statute mile.

4. During a night flight, you observe a steady red light, a flashing red light and a steady white light ahead and at the same altitude. What is the general direction of movement of the other aircraft?
 - A. The other aircraft is flying away from you.
 - B. The other aircraft is crossing from left to right.
 - C. The other aircraft is crossing from right to left.

5. Except in Alaska, during what time period should lighted navigation lights be displayed on an aircraft?
 - A. End of evening civil twilight to the beginning of morning civil twilight.
 - B. 1 hour after sunset to 1 hour before sunrise.
 - C. Sunset to sunrise.

Find the answers at the end of this newsletter.

September Mystery Plane:



Be first to identify this aircraft. Contact Keith at (772) 299-0999 or e-mail info@eaa99.org.

NOTES

Oct. 1 end date for 'Flight Watch' frequency 122.0

Skip Wood with our local FFAST team forwarded us this reminder:

August 18, 2015

By Dan Namowitz

AOPA is reminding members that the FAA will discontinue the universal Flight Watch frequency 122.0 MHz for in-flight weather services on Oct. 1. Weather services provided under the Flight Watch program En route Flight Advisory Service (EFAS) will continue to be provided via charted frequencies pilots use to obtain weather information, open and close flight plans, and for updates on notams and temporary flight restrictions (TFRs). Pilots also may continue to use the universal frequency 122.2 MHz, the FAA said.

The FAA also will end the little-used Remote Airport Advisory Service in the continental United States on Oct. 1.

The changes come as pilots transition "from traditional Flight Service assistance to more automated and web-based tools to obtain services. Through the use of updated technology Flight Service is taking the opportunity to eliminate redundancies and underutilized

services," the FAA informed pilots in a message on its website.

Providing the weather services on local flight service frequencies will resolve issues of bleed-over and frequency congestion that have occurred on 122.0 MHz. Another advantage of the change will be the availability of the services on Flight Service frequencies monitored 24 hours a day, seven days a week, as opposed to the limited monitoring of 122.0 MHz, said Rune Duke, AOPA director of government affairs for airspace and air traffic.

AOPA has worked with the FAA to make pilots aware that the frequency 122.0 MHz will be decommissioned, and is working to assure pilots that the in-flight weather services will continue to be provided on other frequencies.

After Oct. 1, the FAA will continue to monitor 122.0 MHz for several months to assist pilots in locating a local frequency, the agency said.

The Remote Airport Advisory Service to be ended affects 19 airports, and is provided remotely by Flight Service personnel. The FAA has cited a substantial decrease in demand for the service now that many of the airports have been equipped with automated weather and air traffic control.

The FAA will issue notams for each airport at which the service will be discontinued, and will update flight information publications during regular publication cycles.

The Airport Advisory Service in Alaska will continue to be provided, the FAA said.

September Presentation:

After our September monthly membership meeting, the Monthly EAA Chapter video will be shown. We look forward to seeing everyone.

Meeting Room:

From Keith: "I found the refrigerator door cracked open in the meeting room. Inside it was almost completely full of ice. It spent 6 hours outside in 90 degrees heat and then I was able to work on it with Betty's hair dryer to get the rest out. I do not blame our people for leaving the door ajar, but we need to get the word out that there is a lot of moisture in Florida's air to freeze up if it gets into a refrigerator. I'll keep an eye on it because the door seal may be leaking, which, with the ice buildup forced the door open."

Third Class Medical Reform: Important!

From EAA headquarters. EAA continues to push hard to bring Pilot's Bill of Rights 2 (PBOR2) to a successful outcome in Congress. Thanks to the flood of calls from EAA members to their senators in support of PBOR2, the number of co-sponsors on the bill increased from 33 to 57 in a matter of days.

Despite overwhelming support from the general aviation community, the reform effort saw pushback from various powerful interest groups such as the Air Line Pilots Association (ALPA). EAA strongly denounced the pushback and is putting in a tremendous effort to ensure it does not affect the outcome of this legislation.

Multiple strategies have been used in recent weeks to pass PBOR2 in the Senate, but each has come up short due to larger and more controversial political issues that are out of EAA's control. After PBOR2 met small yet fervent opposition in the Senate Commerce, Science, and Transportation Committee, a different tactic was attempted by its supporters. Senators Joe Manchin (D-West Virginia) and John Boozman (R-Arkansas) filed a modified version of PBOR2 as an amendment to the Surface Transportation Reauthorization Bill, or simply Highway Bill, recently passed by the House of Representatives.

Though EAA was optimistic that the Manchin-Boozman amendment was one of the best opportunities for PBOR2 to pass through the Senate, some senators began to see the Highway Bill as an opportunity to insert other, highly contentious issues having nothing to do with transportation. Due to the "must pass" nature of the Highway Bill, Senate leadership rejected almost every proposed amendment to the bill, including Manchin-Boozman.

Though PBOR2 has encountered multiple roadblocks over the past few weeks, EAA continues to pursue a successful resolution for long-fought third-class medical reform. Last week at EAA AirVenture Oshkosh, Senator James Inhofe (R-Oklahoma), PBOR2's original sponsor, announced that he would attempt to introduce PBOR2 to the Senate floor as a standalone bill if it could gain 60 co-sponsors. To achieve the goal, EAA must work to gather co-sponsors over the August congressional recess.

You, our dedicated members, have been working hard through writing letters and calling your senators to help garner support for PBOR2. We understand the delay is disappointing, but we also want to make clear that this is only a delay. PBOR2 is still very much alive and support for it remains strong.

Congress may be taking a recess, but the work here at EAA continues. We ask any member who has not yet called his or her senators to do so and strongly convey support for PBOR2. Please ask any and all of your fellow aviation enthusiasts to do the same. You can see a current list of co-sponsors [here](#). *(Editor Update: Thanks to calls by EAA and AOPA members, more than 125 U.S. House members have signed on as co-sponsors, and more than half the members of U.S. Senate. Keep up the good work!)*

The aviation community is closer than ever to making third-class medical reform a reality. Let's keep the push going!

HMMMMM!

Ever wonder how the solid boosters on the Space Shuttle wound up the size they are?

You'll love the logic here. Really Interesting.



The U.S. standard railroad gauge (distance between the rails) is 4 feet, 8.5 inches. That's an exceedingly odd number. A lot of the Australian rail gauges are that too!
Why was that gauge used?

Because that's the way they built them in England, and English expatriates designed the U.S. railroads.

Why did the English build them like that? Because the first rail lines were built by the same people who built the pre-railroad tramways, and that's the gauge they used.

Why did 'they' use that gauge then?

Because the people who built the tramways used the same jigs and tools that they had used for building wagons, which used that wheel spacing.



Why did the wagons have that particular Odd wheel spacing?

Well, if they tried to use any other spacing, the wagon wheels would break on some of the old, long distance roads in England, because that's the spacing of the wheel ruts.



So, who built those old rutted roads?

Imperial Rome built the first long distance roads in Europe (including England) for their legions. Those roads have been used ever since.

And the ruts in the roads?

Roman war chariots formed the initial ruts, which everyone else had to match for fear of destroying their wagon wheels.



Since the chariots were made for Imperial Rome, they were all alike in the matter of wheel spacing. Therefore, the United States standard railroad gauge of 4 feet, 8.5 inches is derived from the original specifications for an Imperial Roman war chariot. In other words, bureaucracies live forever.

So the next time you are handed a specification, procedure, or process, and wonder, 'What horse's arse came up with this?', you may be exactly right.

Imperial Roman army chariots were made just wide enough to accommodate the rear ends of two war horses.

Now, the twist to the story:

When you see a Space Shuttle sitting on its launch pad, you will notice that there are two big booster rockets attached to the sides of the main fuel tank. These are solid rocket boosters, or SRBs. The SRBs are made by Thiokol at their factory in Utah.



The engineers who designed the SRBs would have preferred to make them a bit larger, but the SRBs had to be shipped by train from the factory to the launch site. The railroad line from the factory happens to run through a tunnel in the mountains, and the SRBs had to fit through that tunnel. The tunnel is slightly wider than the railroad track, and the railroad track, as you now know, is about as wide as two horses' behinds.



So, a major Space Shuttle design feature of what is arguably the world's most advanced transportation system was determined over two thousand years ago by the width of a horse's arse.

And you thought being a horse's arse wasn't important. Now you know, Horses' Arses control almost everything. Explains a whole lot of stuff, doesn't it? (Thanks Keith)

UPCOMING ON THE CALENDAR

Fly In:

From Steve F. - Don't forget the Labor Day fly-in/drive-in lunch at Winter Haven (KGIF) next Monday. September 7, 2015

Stuart Air Show:



Honoring the Past - Inspiring the Future
October 30 - November 1, 2015

Young Eagles:

Saturday, October 24, 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 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 = A, 3 = A, 4 = C, 5 = C.

OFFICERS PLANNING MEETING

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

October 6, 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*

September 8, 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*

October 24, 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
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Meeting Location
T-Hangar #16
Vero Beach Municipal Airport
2703 Flight Safety Drive