Experimental Aircraft Association

Air Speed

www.eaa99.org | Monthly Newsletter for EAA Indian River Chapter 99 | December 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.

On behalf of your Chapter Leaders let me extend our warmest wishes for a Merry Christmas and a Happy, healthy and prosperous New Year to each of you.

Your president
Michael David

MINUTES OF THE GENERAL MEMBERSHIP MEETING NOVEMBER 10, 2015

by Alex W.

The meeting was called to order by President Mike D. at 7:15 PM in the hangar meeting room. There were 10 members present.

Steve F. was not able to attend the meeting so there was no Treasurer's report.

Secretary Mike F. 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.

Vice President Bill Z. was not present due to his work schedule.

Mike reviewed plans for the Chapter Christmas party at Keith and Betty's home on Saturday, December 12, 2015 at 6:00 PM. He reminded everyone that once again that there will be a gift exchange. Everyone should bring a gift valued about $15. It can be a gag gift, aviation gift, whatever, just wrap it up without any names. The exchange is always fun and sometimes highly spirited. Hors d'oeuvres and finger foods will be provided. Bring your favorite beverage. An invitation which will include a map will be sent out to members and we are asking that everyone RSVP no later than December 4th.

The date for our next Young Eagles had been set for January, but after a discussion about a conflict with the Light Sport Expo at Sebring, it was decided to hold it on the forth Saturday in February.

There was again a discussion about the need for a Wi-Fi link for the meeting room with several possible solutions mentioned. Since any plan will require the cooperation of the airport administration no decision was made.

Keith said that he has been informed that the EAA Ford Tri-Motor tour is on hold due to maintenance problems with both the EAA owned Tri-Motor and the one that is leased. There has been no information about when the aircraft will be ready to begin the tour again but he will advise us when he finds out. Sponsoring a tour stop has been profitable for the Chapter in the

past so he will continue to pursue our chances of doing so once again.

Alex W. was then asked to tell the members about upgrades that have been made to the Simulator. He reported that the "Buttkicker" unit that adds vibration to the simulator seat has been replaced after the old unit shorted out and failed. He noted that the new unit was a little less expensive than the original unit but it is digital and is much easier to adjust. It is also supposed to be more resistant to heating problems. He also noted that he installed a new and upgraded video card in the main computer. That is a big improvement over the original board and makes the video much smoother.

Mike again called for members to step up and take on leadership roles in the Chapter. We need to fill an Officer position and several advisor positions.

A drawing for the "Sky Charts" prize was conducted and one of our new members was the lucky winner.

Mike then related a collection of humorous and interesting tidbits before calling for builders reports.

Ed C. reported that they have started stitching the fabric on Bill Z.'s Warner Sportster. He reported that the "tail feathers" are done and they will now be moving on to the wings. They are using a covering material that comes from Germany that is pre-colored and does not require sanding or painting. The aircraft is a 1920's design with open cockpit. Bill is outfitting the forward panel with 1920's era instruments and gauges while using glass for the solo panel. Ed reports, tongue-in-cheek, that the project is 95% done and only has 95% to go before it is finished.

George I. related a flying experience that he recently had while flying back from Trenton, New Jersey in an Airbus 320. At 37,000 feet suddenly it felt as though they had hit a rock! He said that in all of his years of flying, he had not experienced such a jolt. The pilot came on and the PA and said that they had experienced wake turbulence from another airliner. George poised a question to the members who have flown commercial jets if this indeed might be true and was assured by several that it does happen and most of them have experienced it. They agreed that the wake can hang and persist for quite a while after the aircraft has passed and can cause a sudden, short and sometimes violent upset as another aircraft passes through it. They noted that it is a phenomenon that can affect any sized aircraft at any altitude and all pilots need to be aware of the need to take precautions when flying in the vicinity of jet traffic, especially 757's and other heavies.

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

After the break the Monthly EAA Chapter video from headquarters was shown.

CHAPTER 99 CHRISTMAS PARTY

RSVP by Dec. 4!!!!

By now all members should have received an invitation to the Christmas Party so this is just a reminder. The Chapter 99 Christmas Party will be held on Saturday, December 12th at 6:00PM at the home of Keith and Betty Gordon and it has the makings of a great time. Bring a gift for EACH person in your party, to the value of about $15.00 or less for a "white elephant" gift exchange. Wrap in nondescript paper (newspaper, old aviation charts, etc) for an interesting exchange. Hors d'oeuvres and finger foods will be served bring your own beverage - ice and cups will be provided.

Please RSVP by Dec. 4, contact Betty by email at (KnBGordon@comcast.net) or by phone at (772-299-0999) so she gets a head count. If you don´t RSVP you need to go hungry!

YOUNG EAGLES

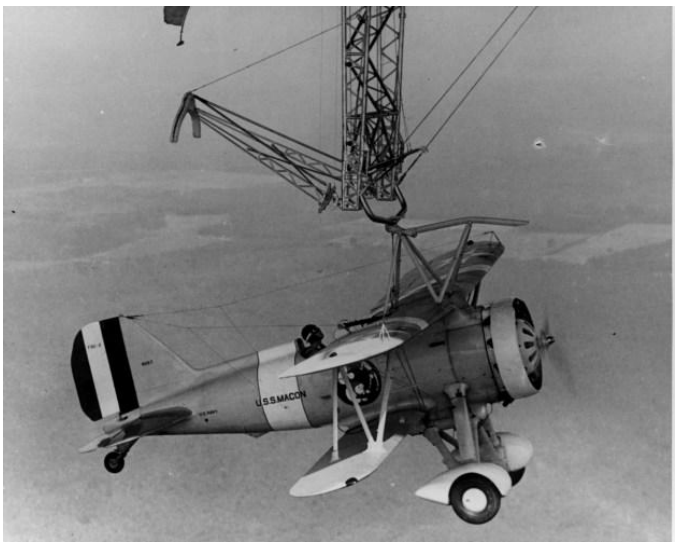
Our next Chapter Young Eagles event has been scheduled for February 27, 2016. Please note it on your calendars now and plan to attend. We need all the help we can get at these events.

PLANE FUN

By Keith

November Mystery Plane:

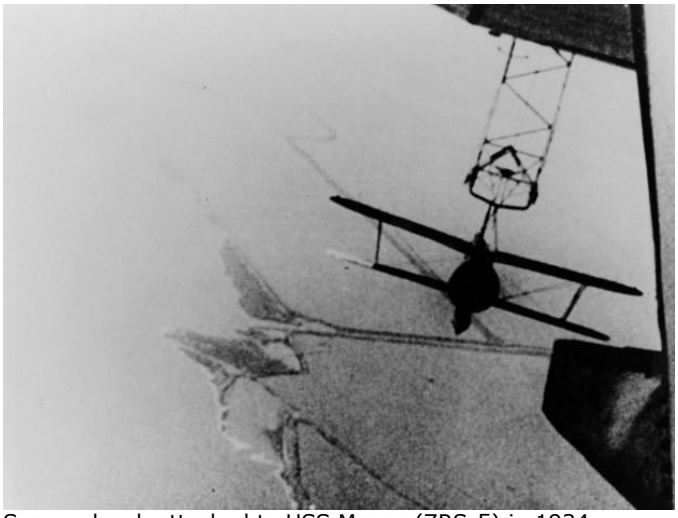
Lew G. was first to identify last month's mystery Plane as a Curtiss F9C Sparrowhawk.



The Curtiss F9C Sparrowhawk was originally designed as a small single-seat shipboard fighter to meet a Navy specification in 1930. The first flight took place in March 1931. It had a metal monocoque fuselage and tail with fabric-covered metal-frame wings. The upper wing joined the fuselage at the top, giving the pilot an excellent upward view. Power was provided by a 420 hp Wright R-975C Whirlwind radial engine. Later models had a 438 hp engine, wheel spats and the upper wing was raised 4 inched and given a gull-wing appearance. The small shipboard fighter concept did not prove successful and the F9C design was switched to an entirely new mission, that of being carried aboard an airship or other larger airplane.

This airplane was then given the unfortunate designation of a "parasite" fighter by the United States Navy, meaning its deployment would take place from a mother-ship such as an airship or bomber.

USS Macon (ZRS-5) in 1933 or 1934



Sparrowhawk attached to USS Macon (ZRS-5) in 1934.

U.S. naval aviation began with pioneer aviator Glenn Curtis who contracted with the Navy to demonstrate that airplanes could take off from and land aboard ships at sea. One of his pilots, Eugene Ely, took off from aboard the deck of USS Birmingham in 1910. Two months later Ely landed aboard USS Pennsylvania in San Francisco Bay. In 1911 Curtis became the first person to fly a seaplane off the water in San Diego bay. The first catapult launch was made from a ship under way in 1915. Great strides were being made in naval aviation by Great Britain, Germany, Russia and Japan during the period between 1912 and 1917. At the outbreak of World War 1, Britain's Royal Naval Air Service was formed. HMS Ark Royal became the first seaplane carrier. The Japanese Hosho, launched in 1921 became the first purpose-built ship with a flight deck.

The U.S. Navy were patrolling the oceans with airships during the late 1920s and realized that

their search range could be extended greatly by carrying fast fighter planes that could be launched and recovered while on patrol. They could also defend the airship from enemy attack. The USS Akron and Macon were selected to be modified to contain 5 aircraft in hangar bays fitted with a trapeze type crane that could lower the aircraft out of the bay, from which the aircraft could then be flown away. Recovery required the airship to speed up to maximum speed, which was slightly above the stalling speed of the Sparrowhawk. The pilot could then skillfully engage the overhead hook. Once the fighter was secured its engine was stopped and the trapeze would raise it into the open belly of the dirigible. The first aerial hook-up took place onto the USS Akron on June 29, 1932 when it was based at Lakehurst, New Jersey. 5 aircraft could be stowed in hangar bays and one stayed on the trapeze. To extend the endurance of scouting missions, some aircraft had their undercarriage removed and replaced with an extra fuel tank. The landing gear would be replaced when the airship returned to base. The biggest drawback to this experiment was the limited range of radio equipment, which meant the aircraft had to stay in sight of the airship until direction finding equipment was developed in 1934. Not one Sparrowhawk was lost during the experimental stage. The Akron dirigible was lost in a storm in April 1933, killing 73 personnel. The Maco crashed off the California coast in February, 1935, fortunately with the loss of only 2 crew members, but 4 Sparrowhawks went down with the dirigible. One Curtiss F9C-2 Sparrowhawk is on display in the National Air and Space Museum in Virginia.
The logo painted on these aircraft depicted a trapeze artist.

Although this article started out to define the Curtiss F9C Sparrowhawk it wandered off into some aviation history that I hope you will find interesting. Keith

December's Quiz:

1. Inbound on the 090° VOR radial, a pilot rotates the OBS 10° to the left, turns 10° to the right, and notes the time. While maintaining a constant heading, the pilot determines the elapsed time for the CDI to center is 8 minutes. Based on this information, the ETE to the VOR station is
   A. 8 minutes.
   B. 16 minutes.
   C. 24 minutes.

2. With a True Airspeed of 115 knots, the VOR radial changes from 090° to 095° in 1.5 minutes. The distance to the VOR station would be
   A. 12.5 NM.
   B. 24.5 NM.
   C. 34.5 NM.

3. You have flown 52 NM and find yourself 6 NM left of course. To converge on your destination, which is 118 NM ahead, the heading change would have to be
   A. 3° left.
   B. 6° right.
   C. 10° right.

4. You are taking off from an airport with an elevation of 5,000 feet MSL at a temperature of 30° F and a barometric pressure of 29.92" HG. What is the Density Altitude?
   A. 7,800 feet.
   B. 4,200 feet.
   C. 6,300 feet.

5. You have flight planned to cruise at 7,500 feet with a True Airspeed of 150 knots and the Outside Air Temperature is 32° F. What Indicated Airspeed would you expect?
   A. 135 knots.
   B. 128 knots.
   C. 141 knots.

Find the answers at the end of this newsletter.

December Mystery Plane:
submitted by Lew G.

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

FROM:

FLYING

Judging VFR Cloud Distances

By Stephen Pope / Published: Nov 03, 2015

One of the most-often busted federal aviation regulations is VFR cloud clearances. That's because pilots often have a hard time judging how close they really are to clouds. We all know that in Class E airspace below 10,000 feet msl we need at least 3 statute miles of visibility and must remain 500 feet below, 1,000 feet above and 2,000 feet horizontally from clouds.

How can we know if we're really 2,000 feet from a cloud, or perhaps closer, say, 1,000 feet instead? The answer is you can't know for certain how close you are to a cloud because of the visual illusions cloud size can cause. But there are some tricks you can use to approximate your distance.

The first is to look at the area on the ground that the cloud is over. Find a prominent landmark and refer to your sectional chart to determine how far away you are. If you can't tell exactly what point the cloud is over, look for the shadow the cloud is casting on the ground to get an approximate location.

Another way to judge lateral cloud separation is to think not in terms of distance but time. In a typical light trainer traveling at 110 knots, for example, it will take you 10 seconds to travel 2,000 feet. If you believe you would penetrate a cloud if you continued flying for another 10 seconds, you're close enough.

Really, there's no way to tell exactly how far you are from clouds, and unless you're really close — or penetrate a cloud — you won't get a call from your friendly local FAA rep. But you shouldn't use the lame defense of "I didn't know" to purposely fly too close to clouds. There easily could be IFR traffic transitioning a cloud that won't see you until it's too late. To avoid any nasty surprises, give clouds a wider berth than necessary.

Read more at http://www.flyingmag.com/technique/tip-week/judging-vfr-cloud-distances#eAJmlPb1iGMzWXV1.99

NOTES

December Presentation:

Our Chapter Christmas Party on December 12, will take the place of our December Membership Meeting and presentation.

Check out this video

Amazing Tales of SR-71 Blackbird Plane

SR-71 pilot Col. Buzz Carpenter recounts the aircraft's power and majesty. The aircraft flew missions around the globe at speeds above Mach 3 and altitudes of 85,000 feet or more. Although its many contributions to national security will never be fully revealed to the public, this incredible plane holds many world aviation records for its speed and altitude.

http://www.chonday.com/Videos/sr71jetplane1

UPCOMING ON THE CALENDAR

Monthly Flyin breakfast hosted by the Valkaria EAA Chapter
Make plans to visit the Valkaria Airport for a great breakfast and lots of Hangar talk every third Saturday of the month. Pancakes, sausage and eggs are served along with juice and coffee for six dollars.

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 = C, 3 = C, 4 = B, 5 = A.

OFFICERS PLANNING MEETING	CHAPTER 99 MEMBERS MEETING	LEARN TO FLY SATURDAY EVENT.
1st Tuesday of every month, 7:00 PM	*2nd Tuesday of every month, 7:00 PM*	*4th Saturday of announced month, 8:30 AM*
January 5 , 2016 Hangar Meeting Room Off 2801 Flight Safety Dr	January 12, 2016 Hangar Meeting Room Off 2801 Flight Safety Dr	February 27, 2016 Hangar Meeting Room Off 2801 Flight Safety Dr
(Interested members always welcome!)	*(Bring an interested guest!)*	*(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