EXPERIMENTAL AIRCRAFT ASSOCIATION
CHAPTER 99
VERO BEACH, FL

www.eaa99.org **Monthly Newsletter for EAA Indian River Chapter 99 – September 2010**

JOHN AND MURIEL ARE "DEPARTING THE PATTERN"

John M. has advised that he and Muriel are moving to Maryland (to escape the summer heat?) next month. They have been a vital part of Chapter 99 for many years and been very active in Chapter activities, and certainly will be missed.

John had just recently become the Treasurer for Chapter 99, but assures everyone that the pressure of that job did not factor into their decision to move away!

The September membership meeting will be the last for John and Muriel, so everyone will have a chance to wish them well in person!

Phil M. brought his son Jeff and Grandson James to the August membership meeting.

CONGRATS…MISSION COMPLETE!

Gerd and Sylvia touched down on Runway 11R just after 2PM on Friday, August 27, 2010, completing the last leg of their round trip to Germany. See page 3 for Gerd's experiences flying in Europe.

WITH REGRET…

Don Gaunt has sent word that Lucy, his wife of 67 years, passed away peacefully on August 23. Lucy would have celebrated her 88th birthday next month. The members of Chapter 99 send their condolences to Don and his family, and the officers will be sending Don a sympathy card.

AUGUST 2010 MEETING MINUTES:

Minutes of the General Membership Meeting August 10, 2010, by Alex W.

President Mike D. opened the meeting at 7:07 PM. There were 21 members and 2 guests present.

PRESIDENT: Mike D. welcomed Phil M.'s son and grandson who were visiting here in Vero Beach and attended the meeting as his guests. Mike also informed the membership that John M. will be moving to Maryland. John will be at the September meeting, leaving soon afterward. The Chapter will need to have a special election to replace him as Treasurer when he leaves.

SECRETARY: Alex W. reported to the membership that the minutes of the July meeting were posted on the bulletin board and may be read online at the Chapter 99 website.

TREASURER: John M. reported that our current balance was unchanged from last month.

VICE PRESIDENT: Keith G. reported that the Angel Flight project is on hold. They have purchased a new windscreen for it but everyone has been busy on other projects.

WEBMASTER: No report this month.

BUILDERS: John H. reported that he had built the firewall and mounted the engine mount for his Kitfox and now needs to paint the engine mount. He will then be able to permanently mount the engine and start running fuel lines and electrical wiring. He is still noncommittal on when he will have it done.

Ernie S. reported that he has all of his avionics in his Barracuda and that everything works.

Doug E. reported that he has glued up rib number seven for the Pitts S-1 that he is building. He also has completed his aileron ribs. He only has 25 more wing ribs to go!

Ken M. reported that after spending the week at Oshkosh he is rejuvenated and ready to get back to work on the retractable gear Velocity XL he is building.

Richard C. has been preoccupied with touring the country and working at Oshkosh during Airventure 2010 and his KR2 project has been on hold. He related his experiences at Oshkosh and his visits to the Pima Air Museum in Tucson, Arizona at Davis Monthan Air Force Base, and the San Diego Aerospace Museum.

Ken M. and Richard C. regaled the members with tales of their fun in the Oshkosh mud.

OLD BUSINESS: Mike D. reminded the Members that Phil M. has the Chapter 99 decals available for $1 each.

Jim D. suggested that we try to have a welcome home party to meet Gerd and Sylvia P. when they arrive back at the Vero Beach Airport after their flight from Germany. He will try to monitor their progress and advise the members when they are expected to arrive.

It appears that the simulator parts that were donated to the Chapter are not going to work with our present equipment but Alex W. is still working with them to see if we can use them.

Todd S. also advised the membership that the City Council has scheduled a special meeting at 9:00 AM on October 14th to discuss the effects of the airport on the surrounding community. If you wish to speak in support of or against the airport you will be allowed to do so. A reminder of the meeting will be published in the newsletters and on the website.

Landis K. reported that he has sent a copy of the CD that Sylvia made containing the photos and inventory of the Fred Weick Memorabilia to the president of the Piper Museum in Pennsylvania. Landis received a letter back from him saying that they had a meeting of their board of directors and they will be very happy to have the Weick memorabilia. Gerd P. has volunteered to fly it up to the museum. Landis then gave a brief history of Fred Weick, mentioned some of his accomplishments, and talked about the history of the memorabilia.

NEW BUSINESS:

Alex W. discussed the need to get more members of the chapter involved in the chapter functions and suggested that members be appointed by the chapter president each month to provide refreshments for chapter meetings and Learn to Fly Saturdays. This will spread the responsibility around while not overburdening any one member and will provide some relief for those who always have brought refreshments in the past. Mike D. agreed and appointed Todd S. for the next meeting.

Ken M. said that the new EAA president would be touring Chapters around the country and suggested that we invite him to stop in Vero Beach and address Chapter 99.

EDUCATIONAL PROGRAM: After a break Mike D. showed some videos and discussed the Rotary Vee engine which was built during the seventies. The two cycle, twelve cylinder engine was unique in its design and featured, among other things, a very low number of parts, two revolving banks of six cylinders with no crankshaft, connecting rods, or valve train. It operated with very little vibration while turning very high RPM's and reportedly produced very high horsepower to weight ratios. The engine was never brought into production amid speculation about bearing problems. The presentation was very interesting and enjoyed by all who were in attendance.

The meeting was then closed at 8:50 PM.

FLYING IN EUROPE IS…DIFFERENT!

Submitted by Gerd P.

When flying in Europe the flying part is the easy part. Due to the usually rather benign weather, flying in Europe is pretty relaxing. What creates the most fun is the administrative part. One recent example:
We planned a short flight of 315nm from Berlin (EDAZ) to Baden-Baden (EDSB). The flight is comparable to a flight from Vero Beach (KVRB) to Charleston SC. An airway routing gives you "MLB V3 OMN V437 STARY V1 ROOFS" and a total of 11 waypoints, airports included. In Germany the routing for the flight plan is "N0160F110 DCT KOSIX /N0160F120 /IFR L986 MAG M736 GALMA Z94 RASPU T726 TOSTU Z12 KETEG /N0160F070 Z12 RINEX /N0160F110 N850 INKAM /N0160F080 N850 KRH STAR" and consists of 26 waypoints. If you want to file a flight plan, you must find out the routing and know the notation above or it will simply be rejected. Basically you can´t do it by hand, you have to use software which does it for you and pay the vendor a fee of about $10 per calculated routing.

We programmed the routing into our Garmin GPS and took off VFR since it was from an airport without IFR procedures. In the air we called departure and received our clearance direct Magdeburg VOR. That left the first two waypoints out of use. Before we even reached Magdeburg we received direct WEMAR, three more unused waypoints. Approaching WEMAR we received direct OSBAN, eleven more unused waypoints. A few more minutes later the controller called and gave us "proceed to 12 mile final runway 21 EDSB". Wow! Have you ever tried to program that on the fly into your Garmin GPS? Since we were still 60 miles away we pressed direct EDSB to give us some time to sort that out. We finally found the NDB/DME 21 approach which contains a waypoint on 11.6 miles final, close enough. So we tried to load the approach. But since the box was developed in the US, we received an error message "Flight Plan full, remove unnecessary waypoints". These are the kind of problems you have to solve in Europe. So we deleted some of our precious, typed in with hard work waypoints and tried again. Then a direct-to to the 11.6 mile final waypoint and we were back in the game. We had just taken a deep breath when the controller called again, "Turn left 20 degrees". Next on our list was getting the ATIS: "KILO, runway in use 21, transition level 60, wind 320@03, CAVOK, temperature 24/12 and QNH 1014". This promised no more substantial problems, we got three greens and finally landed after a beautiful flight across Germany.

What you need to get a flight plan accepted is a complicated routing with 26 waypoints, what you will fly are three waypoints plus one which is not even part of the flight plan. It is always like that, nobody knows why.

By the way, in Baden-Baden right now the price for one gallon of 100LL Avgas is $11.46, the fee for one landing for our Cessna 340 is $63.48 and the fee for the communication on landing is $12.67. Ah, and do not forget the $6.50 fee when you need to pay your fuel bill with a credit card, all for a total of $88.00. Please continue to support our AOPA and EAA as much as you can!

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 every month, 8:30 AM*
September 7, 2010 October 5, 2010 November 2, 2010	September 14, 2010 October 12, 2010 November 9, 2010	September 25, 2010 October 23, 2010 November 27, 2010
(Interested members always welcome!)	*(Bring an interested guest!)*	*(Volunteers always appreciated!)*

We are now using e-mail to transmit our newsletter. If you did not receive this issue in the electronic format and would like to do so, please send us your e-mail address and we will be happy to send your newsletters electronically. All issues are available and can be down loaded from the homepage. www.eaa99.org

If you enjoy reading our newsletter and are not a member of EAA Chapter 99, please consider joining. *If you are a member,* use this form to renew.

Join EAA and EAA Chapter 99!

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. You can join online.

Chapter 99 Dues per Year: $20.00

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: **G. Embrey, 152 35th Sq. SW, Vero Beach FL 32968**

THANK YOU for supporting EAA and local Chapter 99.

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

Street ..... Exp. Date: .....

City, State, ZIP .....

E-mail ..... Phone .....

FAA Ratings ..... Current Aircraft Owned .....

Aircraft Project 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