

EXPERIMENTAL AIRCRAFT ASSOCIATION



CHAPTER 99
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Minutes of the General Membership Meeting October 11 2011, by Keith G.

President Michael D. opened the meeting at 7:10 pm, with apologies for a late start due to technical problems with the projector connection. 15 members, 3 guests and speaker Captain Robert Frangione were in attendance.

Secretary Alex W. was not present so minutes were recorded by Keith G. Minutes of September's meeting were posted on the Notice Board, in the Newsletter and on the chapter's website.

Treasurer Steve F. reported that a \$100 check he had sent to AOPA to support the fight against General Aviation user fees had been returned because AOPA cannot accept donations from corporations. The Treasurer was instructed to investigate a creative means to send the donation back to AOPA.

Webmistress Sylvia P. and Vice President Keith G. had nothing new to report.

President Michael D. commented on the success of the combined EAA 908 and EAA 99 Young Eagles event. 24 Young Eagles were taken for a flight and kept Alex W. busy at the simulator. Keith G. instructed them in how to plan a flight in a Flight Safety classroom. The Vero Beach 32963 magazine carried a 2-page article covering the event with some nice photos and other general information about EAA activities. Ken M. took the reporter up for an aerial view of Vero in his Velocity, Shazam.

Michael D. then spoke of the liability reason for EAA 99 suspending Y.E. flights a couple of years ago. The Florida legislature has now changed some wording and added the requirement for parents to sign a Florida Liability Release form for any risk-related activities they may allow their children to engage in. Michael D. expressed his desire to commence flying Young Eagles again, probably quarterly. Michael D. then reminded the meeting that we needed to plan the chapter's Christmas Party. The newly refurbished meeting room was considered but the "No Liquor" restriction made it unsuitable, as well as the non-functioning restrooms might not be fixed in time. The chapter's hangar and Gerd P's hangar were offered. Todd S. offered to make enquiries regarding the "No Liquor" policy in the hangars. There was also the problem of no restrooms. Todd S. volunteered to speak to Cannons Restaurant about availability of their convention room. The meeting was asked for other suggestions. Dates suggested are Fri./Sat., Dec. 9/10 or Fri./Sat. Dec. 16/17.

Todd S. advised that the Exchange Club has proposed holding an air show at Vero Beach Airport in October 2012. This would be in addition to our Aviation Day scheduled for March 17, 2012. Michael D. reported on the lack of planning for a previous Exchange Club air show. Todd S. reported that all permits and applications were being auctioned for Aviation Day. Michael D. called for builder's reports: John H., a former diesel engineer, reported that he is modifying a 3-cylinder Kubota, 2-stroke diesel to run with 2 camshafts at a cost estimated to be \$3,100. A comment was heard "that's really being experimental". John remarked that the Kubota is the most efficient engine of all time.

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Ernie S. has the propeller back on his Barracuda but found he now has a blocked pitot line, which he is investigating.

Steve F. has finished polishing the metal on his RV-9A and painted the fiberglass parts a bright red. He is doing plenty of flying but hates cleaning off the bugs.

Todd S. reported that Lakeland High School has an Amelia Earhart café with access to the airport; however the ramp in front of the café is a secure sterile area. Visiting aircraft must park in front of the adjacent FBO.

One member asked for details of the Velocity accident at Sebastian on October 7; however Ken M. was not in attendance, so no details available.

Another member asked if anyone knew of an LSA aircraft for rent locally. E-mail info@eaa99 if you know of one.

Meeting closed at 7:53 pm.

After coffee and refreshment break Captain Robert Frangione, Treasure Coast FAAAS Team representative gave an interesting presentation on airspace, runway incursions and in-flight interception procedures.