



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.

Your president,
Michael David

Minutes of the General Membership Meeting April 14, 2015

by Alex W.

The meeting was called to order by President Mike D. at 7:02 PM in the hangar meeting room. There were 15 members and 4 guests present.

Mike D. called for the Treasurer's Report which was given by the Treasurer, Steve F. The balance in our account was given and the income from the B-17 Tour was discussed. Steve read a short letter of thanks from the tour operators at EAA.

Mike then introduced and welcomed our visitors to Chapter 99. One of the guests who just moved down to Vero expressed interest in placing his Sonex in the Chapter hangar. Steve F. will coordinate with him.

Acting Vice President Keith G. then gave his report. He reviewed the plans for our next Learn

to Fly/Young Eagles event scheduled for Saturday May 23 at the Hangar Meeting room. He announced that there would probably be at least 20 young people to fly and asked that anyone planning to fly that day let him know. Keith also will be reaching out to neighboring EAA chapters for assistance. He also expressed the need for as many members as can to plan to come and help with breakfast, registration and crowd control.

Keith then pointed out the status of the Third Class Medical exemption that is being considered as well as the status of the Pilots Bill of Rights working its way thru Washington and asked that everyone make their voices heard by writing their Congressmen. He distributed a handout that contained addresses for contacting them. He also noted that members could go online thru the EAA website and there is a petition that can be signed. Mike D. reinforced Keith's comments with a account of how the FAA can at times take actions against aviators without regard for their personal rights and the need for judicial review of their enforcement procedures.

Sylvia P. gave the Web Masters Report. She reviewed the membership figures showing thirty eight current members. Sylvia then pointed out that she has updated the Chapter 99 website taking down the planning aspect leading up to Aviation Day and replacing that with a historical article describing the event, containing photos and links to other websites. Ed C. noted that the "Fun Places to Fly Website" did not have anything about the B-17 visit while it was in town. Mike suggested that perhaps we can increase our efforts to be listed on all of this type of website next time.

Mike then called for builders reports. John H. noted that he had not been able to do much on his diesel Kitfox lately. Ed C. reported that Bill Z. has the ailerons for the Sportster pretty well done and about to get covered. Jess K. has volunteered to help on the project while Ed is up

North and it may fly by the end of this year.

Mike then asked if anyone flew out to interesting places this month and Skip S. recounted his witnessing a plane make a touch and go with his gear up while attending a fly in at Aero Acres which is West of Fort Pierce. He noted that everyone had been using runway 27 all morning. A Piper Aerostar then approached runway 9 with his gear up. Despite the efforts of the aviators on the ground trying to wave him off, he touched down with the gear retracted. Both props hit the runway as the plane slid down the runway on its belly. Skip passed around a picture of the plane showing the prop tips bent straight back from striking the paved runway. The pilot however chose to "pour the coals to it" and managed to claw back into the air despite the damage and his going downwind. He then flew the severely damaged plane back to Fort Lauderdale. Skip noted that it was fortunate that the plane did not careen into the approximately 35 fly in aircraft parked along the runway.

Mike then spoke about the airport hangar tenants meeting with Airport Administration last weekend. He said that the need for better communication between the tenants and the administration was one of the topics discussed. He also noted that it was mentioned that perhaps all of the tenants could join Chapter 99 and work together as a group and at least one of the hangar owners was in attendance. He also mentioned that it was announced in the meeting that taxiway Echo would be extended to the East along the North side of runway 12R – 30L to taxiway Charly 1. That could possibly open the large area between the runways for hangar, FBO or other business development in the future. Also the Administration is exploring the possibility of once again having a commercial carrier operation on the field. The Airport Director will be meeting with several airline groups to explore those opportunities. Mike pointed out that the Administration is an advocate for the tenants and they need to know how the tenants would like to see the airport develop. He also reported that the 30 year leases on the condo hangars were discussed. Since the agreements on the hangar leases will need to be renegotiated in a few years he felt that all the parties' sides would need to be heard and considered. The appraised value of each of the hangars will have to be established when the end of the leases nears and that cannot be done far in advance of the negotiations. The idea of having Wi-Fi available in the hangar areas

was also discussed at the tenants meeting and a number of tenants expressed a desire that the idea be pursued.

Mike then discussed the questionnaires that he asked the members to fill out at the last meeting. He said that he was encouraged that quite a few people have signed up to help with different things such as Young Eagles, the membership committee etc. but we need members to fill the Officer positions of Vice President and Secretary. He noted that Mike F. has agreed to fill a position but there is still a need for someone to fill the other Officers position. He said that it is imperative that we get these positions filled because we need to make changes in our tax exempt status and that cannot be done until those positions are filled. He said that if we could not get the positions filled he did not even know if we could continue as an organization and asked for anyone who could help to let him know. We have to have an election now to fill the positions.

There followed a short discussion about recent aircraft accidents and it was pointed out by Skip that the FAAST Team seminar is held every third Thursday of the month in the Flight Safety Classroom with the hope that many accidents can be prevented thru education.

There not being any further business, the business meeting was adjourned at 7:44PM and a break was taken for refreshments.

After the break Skip S. gave a presentation about the proper care of propellers. The knowledge that he has accumulated over his long career in aviation maintenance is invaluable and his presentation reflected his experience. It was enjoyed by all.

Mike took the time to thank Skip for his presentation before the meeting was ended at 8:50PM.

YOUNG EAGLES

Our next Young Eagles event has been scheduled for May 23, 2015 and the Fort Pierce Chapter will be assisting us with planes and volunteers. Please mark your calendars and plan to participate. These events call for members to fly Young Eagles of course and if you can fly that day please let Keith know as soon as possible.

A lot of member support is also required on the ground, from breakfast setup and preparation to crowd control and registration. Please plan on joining us in giving young people a taste of flight.

PLANE FUN

by Keith

March Mystery Plane:

No one correctly identified the April mystery Plane.



Mystery Plane – April

Kalinin K-7

Last month's mystery airplane photo was actually a mockup for the Russian military (April fool's joke). In the 1930s the Russian army was obsessed with the idea of creating huge planes. At that time, they were proposed to have as many engines as possible to carry those huge flying fortresses into the air. The airplane pictured above was built and two more were under construction. It was produced by the Kharkov State Aircraft Manufacturing Company in the Ukraine, and actually took to the skies on August 19, 1933 and crashed on November 23, 1933. It flew 11 test flights before an elevator jammed, bringing it down. It was plagued by instability and vibration from the six propellers. Flexing of the tail-booms, which was not understood at that time, was aggravated by the addition of a center pusher-engine between the tail-booms. The aircraft was being prepared to perform a demonstration flight at Moscow for military hierarchy. A high-speed run was being practiced when Vne was exceeded, severe vibration started and the left tail-boom broke apart, killing 15 of the 20 crewmembers.

The six water-cooled engines lacked power, and a seventh pusher engine was mounted on the

trailing edge between the tail booms. The engines fitted delivered 750 hp each. The flight controls proved to be too heavy for lengthy flight, so were "boosted" by control tabs mounted on short booms. The whole airframe was built of steel tubing and covered with fabric, except for the passenger compartment area, which was covered by duralumin.

The landing gear consisted of 3 wheels in a tricycle layout enclosed in a boat-shaped fairing on each side. The left gear had an entrance door with a staircase leading up into the wing.

The K-7 was designed as a multipurpose civil and military aircraft. One of the passenger options was to carry 128 passengers up to 5,000 km (about 3,100 sm.) Another deluxe version planned to have 16 luxury cabins for 64 passengers. A comfortable lounge would be provided with a snack-bar and kitchen; even a hair-dressing salon could be offered. The passengers would be accommodated entirely within the wings. The military version would be able to carry 112 fully equipped paratroopers. The aircraft was provided with 12 gun turrets. Two gun turrets were located at the end of the tail-booms with the gunners being transported through the booms on an electric cart. Bomb-bays were included in the wing structure to carry bomb loads up to 42,840 lbs., depending on range requirements. An 8.4 ton army tank or other parachute-droppable equipment could be carried between the main landing gear. The cockpit protruded forward of the wing and stationed 2 pilots, navigator, radio-navigator and a chief mechanic. Mechanics had access to the engines in flight. An intercom system provided contact to all stations including the gunners.

After crash investigations determined that control-surface flutter was the cause of the accident, urgent production of two new aircraft were ordered (one passenger and one military) with scheduled roll-out in the beginning of 1935, however it is believed changes in government at that time caused Joseph Stalin to call a halt to further production of the K-7.

Specifications:

Wingspan; 53 meters (172 feet), wing area; 452 square meters (1,469 square feet), depth of spar in passenger compartment area; 7 feet 6 inches; Overall length of aircraft is not quoted. 14 fuel tanks were fitted in the wings. No other specifications are quoted.

Quiz:

- To get a complete weather briefing for the planned flight, the pilot should
 - A general briefing.
 - An abbreviated briefing.
 - A standard briefing
- A weather briefing that is provided when the information requested is 6 hours or more in advance of the proposed departure time is
 - An outlook briefing.
 - A forecast briefing.
 - A prognostic briefing.
- To best determine general forecast weather conditions over several states, the pilot should refer to
 - Aviation Area Forecast.
 - Weather Depiction Charts.
 - Satellite Maps.
- Below FL 180, enroute weather advisories should be obtained from an FSS on
 - 122.0 MHz.
 - 122.1 MHz.
 - 123.6 MHz.
- Which in-flight advisory would contain information on severe icing not associated with thunderstorms?
 - Convective SIGMET.
 - SIGMET.
 - AIRMET.

Find the answers at the end of this newsletter.

May Mystery Plane:



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

NOTES

May Presentation:



After our May 12th monthly membership meeting Jamie Bassett, AOPA Ambassador, will display the AOPA Sweepstakes reimagined Cessna 152 for the EAA 99 General Membership. He will explain the concept of the "152 Reimagined" and how AOPA wants to open new doors to aviation by exploring the concept that aircraft ownership can be made more accessible and affordable. Come get a close-up look at this aircraft and let him answer any questions you may have.

FUN FLYING

By Alex W.

I had the great pleasure this past month to do some fun flying with three of my friends, each of whom flies very different aircraft. Each of the three occasions took us to different places but each shared a common love of flight, and the destinations I don't think would have really mattered. It was the comradery and fun of flying that mattered. Whether low and slow over our inland pastures and groves or VFR on top over beautiful white clouds or taking a wide course around a beautiful rain cell and arriving at a freshly washed runway, all are wonderful experiences that I cherish. I am truly blessed.

I must tell you though, that Steve found one of those really nice places to go that provides a great excuse to go flying and a great way to impress a guest. I'm talking about Sharky's on the Pier in Venice, FL.

Venice Municipal Airport (KVNC) is practically on the Gulf of Mexico halfway between St. Petersburg and Fort Myers. It is well-kept and clean with crossing runways 13-31 and 5-23 that make it easy to fly in and out of. Park at the FBO after 12 noon and they will call for a shuttle to take you around the airport perimeter to

Sharkey's which really does have a pier out into the Gulf. There may be a short wait due to their popularity.



The staff at Sharkey's is friendly and attentive and there is seating both indoors and on their deck. I can testify that the Fried Grouper Sandwich is delicious.

(it is also served broiled, your choice)



Check out their complete menu at www.sharkeysonthepier.com When you are done with your meal you can walk out on the pier to see if the fish are biting or dip your feet in the sand on the beach. The shuttle will return you to the FBO when you are finished. (don't forget to tip the driver). The aircraft parking is free if you are having the fuel truck take care of your fuel needs. There is a \$20 parking fee if you are going to use the self-serve pump. When flying across the state be sure to check on the status of the

military restricted area. If it is "hot" you will have to detour a bit to the south but a KVRB-KOBE-KVNC route will keep you out of trouble if you stay on track. Happy Flying!



A SPECIAL NOTE:

"Gone West"



Past Chapter 99 Member and Officer, Bernie Gitlin, succumbed to health problems on March 12, 2015. Bernie was active in the Chapter for a number of years and served as Secretary during 2013. After stepping down from that position his participation in Chapter events declined as he devoted an increasing amount of time to other charitable organizations in the Vero area. He was a caring man and will be missed.

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 = C, 2 = A, 3 = A, 4 = A, 5 = B

FROM THE INTERNET:

Aerostar Touch and go with gear retracted!

This is a Facebook video of the aborted landing that Skip S. told us about at last month's meeting. The decision to struggle back into the air and go around after setting down with his gear retracted could well have cost this Pilot his life. Copy the full link and paste into your browser:

<https://www.facebook.com/RCastle11/videos/10206548294656217/>

OFFICERS PLANNING MEETING

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

June 2, 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*

May 12, 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*

May 23, 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