



Air Speed



www.eaa99.org

Monthly Newsletter for EAA Indian River Chapter 99

June 2015

FROM OUR CHAPTER PRESIDENT

EAA members should get involved NOW with the community's top priority in GA advocacy. Contact your Senators and Representatives and urge them to co-sponsor and support S. 571 and H.R. 1062, the Pilot's Bill of Rights 2. EAA helped to draft the newly introduced twin bills, and they already have bipartisan support from top lawmakers. The bill aims to allow pilots flying certain aircraft to operate using a driver's license in lieu of a traditional third-class medical, and it will build upon the first Pilot's Bill of Rights in ensuring that pilots and other airman are given due process in enforcement proceedings. Go to eaa.org and sign the petition!

Your president,

Mike

Minutes of the General Membership Meeting May 12, 2015

by Alex W.

The meeting was called to order by President Mike D. at 7:10 PM in the hangar meeting room. There were 14 members and 1 guest present.

Mike D. called for the Treasurer's Report which was given by the Treasurer, Steve F. He reviewed our account activity for the past month and noted that all outstanding bills have been paid.

Acting Vice President Keith G. advised that he did not have anything to report.

The acting Secretary, Alex W. 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 the members if there were any corrections that needed to be made and none were noted. Lew G. moved that they be accepted as published and there were no objections.

Mike D. announced that the only guest was our guest speaker for the night. He also welcomed Ernie S. back after his "landing gear replacement" also known as a hip replacement.

Sylvia P. was absent so no webmasters report was given.

Keith G. was then asked to speak about preparations for Chapter 99's Young Eagles event planned for Saturday, May 23rd. He said that it appears that there will be 15 to 20 young people to be flown primarily from the Sheriff's Explorer Troop. Three airplanes are coming from Chapter 908 in Fort Pierce, and three from our chapter so far. Volunteers are still needed to help with registration, breakfast and ground support. Alex W. also asked for volunteers to take photos for the newsletter and website.

Keith also reminded the members that their help in petitioning their representatives for support of the "Third Class Medical Exemption" is still needed, and encouraged them to let their voices be heard.

Mike then asked if anyone had any reports from Sun-N-Fun. There followed a discussion of member experiences about the show.

Ernie S. announced that he had "aced" his Private Pilot Written Exam. The members gave a hearty round of applause and congratulations.

Mike then called for builders reports. Ernie said that he is installing an angle of attack indicator on his Barracuda, and is continuing testing of his landing gear, engine and various other systems. When his testing of the landing gear was

mentioned, talk turned to the Aerostar that did a touch and go without lowering his gear.

John H. reported that he has been working on his diesel engine and has acquired a brand new turbo charger for it. He still will have to fabricate adapters for both the intake and exhaust. He is looking to develop six pounds of boost from it.

Mike then asked if anyone flew out to interesting places this month and Steve F. recounted his experiences flying into and out of Sun-N-Fun. He noted that on his way in there was an incident on the runway and during the hold he had to fly four circuits of Lake Parker before his turn to enter the pattern. He also talked about his departure after the airshow. It seems that everyone must stand down for thirty minutes after the end of the airshow due to an agreement with the local governmental agencies. When the stand down expired everyone wanted to leave at the same time and a "Conga Line" developed of planes trying to get to the runway. He said that he spent 30 to 45 minutes in the line before his turn came. His flying time between Lakeland and Vero was less than an hour. Several other members chimed in with their experiences and Steve noted that his stay in the Home Built Camping area was enjoyable. It was also noted that Velocity had two of their twin engine planes and a single at the show and that Cirrus was notably absent. Higher fees, more commercialization and lower attendance seemed to sum up the feelings about the show.

There not being any further business, the business meeting was adjourned at 7:42 PM and a break until 7:55 PM was taken for refreshments.

After the break Jamie Bassett, AOPA Ambassador, gave a presentation about the AOPA led "152 Reimagined" project and how AOPA wants to open new doors to aviation by exploring the concept that aircraft ownership can be made more accessible and affordable. He discussed assisting groups in setting up flying clubs in order to share the cost and upkeep of an aircraft as well as how older aircraft can be restored as a way to lower ownership costs. Emphasis is being placed on bringing former pilots back into flying as well as recruiting new faces. The presentation spurred much discussion and was enjoyed by all present.

Mike took the time to thank Jamie for his presentation before the meeting was ended.

YOUNG EAGLES

By Keith G.



While Young Eagles' Day on May 23 was not as busy as some previous occasions, perhaps because it was Memorial Day weekend, 15 Young Eagles and 2 Eagles were flown.

Ft. Pierce, Chapter 908 was represented by Mike and Shirley K. in their Grumman Traveler. Michael D. in a Piper Warrior, Steve F. in his Vans RV-9A, and Graham P. in a Cessna 120 (yes, 120!)



represented Chapter 99. Alex W. was kept busy on the simulator. Regular volunteers Teresa M. and daughter Marissa M. plus Shirley K. were kept busy at the registration counter. Keith G. did the pancake flipping and Michael F. attended to safety and security duties. Our next Young Eagles date has been set for August 22. Thanks to Indian River County Sheriff Deputy Rebecca H. for the use of her photos. Her work with the Indian River Sheriffs Explorer Scout Post is a real asset to the Young people she works with, her employer, and our community. The Posts assistance on Aviation Day was invaluable.

PLANE FUN

By Keith

May Mystery Plane:

No one correctly identified the May mystery Plane.



Mystery Plane – May

The RFB/Grumman American Fanliner was an experimental German light aircraft of the 1970s, propelled by a piston-engine driven ducted fan. A joint venture between the German company Rheinflugzeugbau (RFB) and Grumman American. Two examples were built but no production followed. Government contracts for a derivative design named RFB Fantrainer appear to have sidelined the Fanliner, much to the disappointment many aviation enthusiasts around the world.

The first prototype Fanliner made its maiden flight in October 1973 using components of the Grumman AA-1 Trainer such as wings, horizontal stabilizer and undercarriage. It is described as a mid-wing, all-metal construction with side-by-side seating in an enclosed cockpit with centerline hinged gull-wing doors. The original engine was a water-cooled Audi NSU Wankel engine of 115 hp, positioned behind the cockpit, driving a pusher ducted fan. The tail-plane consisted of a triangular boom behind the fan duct carrying a T-tail section.

At first the fan was ungeared, which resulted in high noise levels. Later development used a three-bladed fiberglass fan, with swept blades driven via a reduction gearbox giving noise levels well below the German noise limits. The second aircraft flew in September 1976. This used wings and horizontal stabilizer from the Grumman AA-5 Cheetah with a more streamlined fuselage.

Engine power was increased to 150 hp.

The fantrainer is a tandem 2-seat training aircraft which used a mid-mounted, ducted fan propulsion system. It was developed in the late 1970s and used by the German and Thai Air Forces. It won a competition in Germany by beating the Pilatus PC-7 and Beech Mentor as the best solution to the Luftwaffe's basic training requirement prior to transitioning to the F4 Phantom and F-104 Starfighter. The Royal Thai Air Force bought a large number to prepare their ab-initio pilots to fly the Northrop F-5E fighter. These Fantrainers were designated FT-400 with a 545 hp Allison 250-C20B turboprop engine and FT-600 with a 650 hp Allison 250-C30 turboprop engine.



Rockwell Ranger 200

The Fantrainer subsequently morphed into the Rockwell Ranger 2000 which was developed for the US Air Force and Navy. This aircraft first flew in January 1993 at Manching, Germany. It was fitted with a P&W Canada JT15D-5C turbofan mounted in the aft fuselage and fed by two intakes above the wing roots. It had tandem seating with both crew having ejection seats. It did not succeed in winning the competition for selection. The competition was won by the Pilatus



PC-9 which became the T-6 Texas 11.
One example survives in the Tulsa Air and Space Museum.

QUIZ:

The following quiz questions relate to propeller effects. Assume the aircraft is fitted with standard clockwise rotating engines (as viewed from the rear) such as Continental or Lycoming engines.

1. During high-power operation, such as takeoff, which way does a single-engine, tricycle undercarriage aircraft tend to turn?
 - A. Left.
 - B. Right.
 - C. Nose up.

2. During takeoff in a conventional undercarriage (taildragger) aircraft, which way does the aircraft tend to turn when the tail is lifted to the level position?
 - A. Further left.
 - B. Right.
 - C. Nose up.

3. As you rotate for liftoff in a conventional undercarriage aircraft, which way does the aircraft tend to turn?
 - A. Left.
 - B. Right.
 - C. Nose down.

4. Questions 2 and 3 are the result of
 - A. Gyroscopic force.
 - B. Centrifugal force.
 - C. P-factor.

5. Torque, produced by the induced drag of the propeller blades will be
 - A. Have no effect.
 - B. Reducing P-factor.
 - C. Increasing P-factor.

Find the answers at the end of this newsletter.

June Mystery Plane:



Be first to identify this aircraft. Send your reply to Keith at knbgordon@comcast.net *Hint: This is the missing link in a series.*

NOTES

June Presentation:

After our June 9th monthly membership meeting The EAA Monthly Chapter Video will be shown. Also for those of you who found that you could not access the Aerostar gear up touch and go landing at Aero Acres we will show the video of this incredible incident. We look forward to seeing everyone.

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

OFFICERS PLANNING MEETING

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

July 7, 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*

June 9, 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*

August 22, 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