



www.eaa99.org

Monthly Newsletter for EAA Indian River Chapter 99

October 2015

FROM OUR CHAPTER PRESIDENT

Membership in EAA enables you to share the spirit of aviation with the most passionate community of recreational pilots, builders, and restorers.

EAA is the only association that offers the fun and camaraderie of participating in the flying, building, and restoring of recreational aircraft with the most passionate community of aviation enthusiasts.

We need to keep up the passion for aviation through our chapter activities, young eagles, pancake breakfasts, and aviation day.

Your president,
Mike

Minutes of the General Membership Meeting September 8, 2015

by Alex W.

The meeting was called to order by President Mike D. at 7:08 PM in the hangar meeting room. There were nine members and one visitor present. According to the Chapter bylaws a minimum of ten members must be present to form a quorum and conduct official Chapter business.

The following minutes are for the unofficial meeting that was held.

Alex W. gave the Secretaries report for Secretary Mike F.. He 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.

Steve F. gave the Treasurer's report and noted

that all current obligations have been met and hangar rents were received.

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

Keith G. then addressed the meeting and pointed out that a quorum had not been met. Keith also said that he would like to let everyone know that he has his home on the market and his intention is to move to Canyon Creek in North Florida once his home here in Vero Beach is sold. He then reported that he still has not had any success in getting our meeting schedule published in the Press Journal newspaper on a regular schedule. He would like to hand that duty over to someone else in the chapter in order to prepare for his leaving the Chapter sometime in the next eight months. He also needs to have someone take on the duty of receiving and acting on the chapter's emails which he has been doing. Mike D. also noted that Keith has been doing many things such as preparing coffee for our meeting and other members will have to step up and take those things on also.

Mike D. also noted that the nominating committee needs to have nominations ready for the October meeting for elections in November.

Mike also reminded everyone that our next Young Eagles event is scheduled for October 24, 2015, and Keith noted that any donations for the occasion can be used to buy fuel for the aircraft flying Young Eagles as long as it is not an experimental aircraft. Steve F. pointed out that there are federal reporting requirements as well. Keith will be arranging for aircraft to be available for the event.

Mike then called for builder's reports and flying reports. John H. reported that he has someone welding up his engine mount and it should be done by the end of the week. He has found a company online, "E Machine", which will let you

draw out a part using their CAD program and then they will machine the part according to those plans. He showed the group some alternator brackets that he had them make. He also said that he is machining the prop adapter disk for his plane. He showed some videos of the machining process. The disk will allow him to mate a three bladed Warp Drive propeller to his engine.

Graham P. reported that he has purchased an "Acro Sport" and ferried it back from New York and has it here in a hangar. He said that it is airworthy and flying but he hopes to do some restoration work on it; fabric work and engine work. He said that he will be looking for some fabric experts and engine experts for advice and assistance.

Larry B. announced that he has gotten the retractable landing gear working on his three quarter scale P-51. He said that he had made the legs too long so they had to be shortened. He also determined that he needs a one and one half horsepower motor to pull them up.

Mike reviewed planning for our October 24th Young Eagles event and renewed the call for members to attend and help make the event a success. If you can fly kids that day, flip pancakes, fill out paperwork, escort kids to and from aircraft, or just visit with your fellow members, please plan on being there by 8:30 AM. Keith G. reviewed his efforts in lining up aircraft for the event.

There not being anything further to discuss, the meeting was adjourned at 7:30 PM and a break was taken for refreshments.

After the break the Monthly EAA Chapter Video was shown by Steve.

YOUNG EAGLES

Chapter 99 will hold its next Young Eagles event on Saturday, October 24, 2015. Mark your calendars now and plan to take part. We need volunteers to assist with the breakfast, signing up the Young Eagles, crowd control and escorting duties. We of course are always looking for good hangar talk among all who attend. Come out and join us, it is not hard work and it gives back a lot of satisfaction in return.

PLANE FUN

By Keith

Septembers Mystery Plane:

Lew G. was first to identify last month's mystery plane as a Saab 91 Safir.



September's Mystery Aircraft; The Saab 91 Safir (Swedish for "sapphire") The Safir's first flight took place on November 24, 1945. 203 of these aircraft were built in Linköping, Sweden and an additional 120 were built in Dordrecht, Netherlands. They were built in 5 versions (A, B, B-2, C and D). The "A" version was fitted with a 125 HP Gipsy Major engine or the 145 HP Gipsy Major 10 engine. The "B", "B-2", and "C" versions had a six-cylinder Lycoming O-435A engine of 190 HP, while the 91D has the four-cylinder Lycoming O-360 A1A 180 HP engine. Constant-speed propellers were used on the later models. The all-metal constructed aircraft had retractable undercarriage, although the nose-wheel protruded enough to reduce underside damage in the event of a wheels-up landing. 3 and 4-seat versions were built. Being aerobatic, the Air Forces of Sweden, Norway, Finland, Austria, Tunisia and Ethiopia used them as trainers, as did Lufthansa Airline. Civil sales went to far-away places such as, Australia and Paraguay and, at least one "D" version found its way to USA (more about that in a later issue of this Newsletter). One was sold to Japan as a STOL test project.

Specifications:

Length; 25 ft. 7 in., Wingspan; 34 ft. 9 in., Height 7 ft. 3 in., Max takeoff weight; 2,200 lbs. Max. speed: 143 kts., Cruise speed: 127 kts., Stall speed; 46 kts., Range; 509 nm., Service Ceiling; 15,100 ft.

Click the link below to read an article about our own "Lars" and his Safir 91 that ran in the September 2009 issue of EAA's "Vintage Airplane"

<http://eaavintage.org/wp-content/uploads/2013/01/2009-Vol.-37-No.-09-Yah-Dat-Be-a-Swedish-Ahrplane.pdf>

Quiz:

1. Applying carburetor heat will
 - A. result in more air going through the carburetor.
 - B. enrich the fuel/air ratio.
 - C. not affect the fuel/air ratio.
2. How do variations in temperature affect the altimeter?
 - A. Lower temperatures lower the pressure levels and the indicated altitude is lower than true altitude.
 - B. Pressure levels are raised on warm days and the indicated altitude is lower than true altitude.
 - C. Higher temperatures expand the pressure levels and the indicated altitude is higher than true altitude.
3. With respect to the certification of aircraft, which are "Categories" of aircraft?
 - A. Landplane, seaplane.
 - B. Airplane, rotorcraft, glider.
 - C. Normal, utility, acrobatic.
4. Which types of weather briefing should a pilot request when departing within the hour, if no preliminary weather information has been received?
 - A. Abbreviated briefing.
 - B. Standard briefing.
 - C. Outlook briefing.
5. In which type of airspace are VFR flights prohibited?
 - A. Class A.
 - B. Class B.
 - C. Class C.

Find the answers at the end of this newsletter.

October Mystery Plane:



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

NOTES

Skip Wood with our local FAAST team forwarded us this reminder from:

boldmethod ➤

12 Things Every Pilot Should Do Before Flying

By Swayne Martin 09/30/2015

It may be second nature to you, but don't forget what flying really means. You're about to pilot a complicated piece of equipment through the air with passengers that rely on you for safety. Here are a few things every pilot should do before takeoff:

1) Check The Logbooks Always remember to check the aircraft logbooks before you fly. Even if the plane has been inspected, it's not technically airworthy until it's been properly signed off in the logbook. As PIC, the responsibility will fall on you for flying an un-airworthy aircraft.



Andrew Stover

2) Get An Official Weather Briefing By calling 1-800-WX-BRIEF or going to DUATS online, you'll learn about the pertinent weather that may affect your flight.



Jason Pineau

3) Make Sure To Get Briefed on NOTAMs and TFRs Affecting Your Route Once you're in the air, if you don't talk to ATC, there's little stopping you from breaking a NOTAM or busting a TFR if you haven't been briefed.



FAA / Skyvector

4) Do A Weight And Balance / Fuel Calculation Are you doing a cross country or overnight trip with a full plane? Make sure to do your weight and balance calculation and fuel allocations before you take off.



Swayne Martin

5) Don't Forget A Performance Calculation Why risk not making a takeoff or landing when you can just calculate the aircraft's performance, especially if you're "hot, high, and heavy?"



YouTube

6) Familiarize Yourself With All Frequencies, Airspace, And Airports You'll Use As the PIC, it's your responsibility to become familiar with all aspects of the flight BEFORE you take off. Become familiar with frequencies, airspace, and airports so you're not fumbling around mid-flight looking for an answer.



Haley Howard

7) Plan For Diversions Always have a backup plan in mind if you hit unexpected weather, have an in-flight emergency, or need to take a break. Consider planning your route to overfly airports that you could use.



GolfCharlie232

8) Perform A Thorough Pre-Flight Check

Cutting corners before a flight is a good way to put yourself at risk in the air. Don't forget to manually check fuel, oil, tires, control surfaces, and the engine, among others, during a pre-flight check. Even if you've only landed for a quick break, it's always a good idea to check for unexpected issues. Consider having your passengers wait at the FBO while you do a pre-flight check, so you can focus all of your attention on the airplane.



Haley Howard

9) Set Up Your Cockpit Before you start the engine, set up the cockpit the way you like it. Make sure you have everything secured and in its place so you don't get distracted in the air.



Swayne Martin

10) Give Your Passengers Confidence If you're flying with passengers, especially those new to flying in general aviation aircraft, don't forget to make them feel comfortable by explaining why, when, and how the flight will work, and what to do during possible emergency situations. Staying calm, collected, and confident, yourself, will spread to those in the plane with you. Explain to passengers that you'll be using checklists not because you don't know what you're doing, but because it's a way of cross-checking procedures.



Swayne Martin

11) Place Checklists Within Reach Always use manufacturer checklists for your aircraft as you run through procedures. Make sure checklists, including emergency checklists, are within reach of your seated position for easy access.



Swayne Martin

12) Relax - There's No Rush Most of all, just relax. If you see something questionable as you prepare for a flight, don't hesitate to make the decision not to fly. While it may be second nature to you, flying an airplane is complicated and involves a lot of critical steps, so don't rush as you prepare. Take a few minutes before you climb into the cockpit to get some water and relax.



Jim Raeder

October Presentation:

After our October monthly membership meeting, a representative from the Airport Directors office will give a presentation about the upcoming Commercial flights out of KVRB and explain how they will affect the airport operations and impact General Aviation. Come prepared to ask questions. We look forward to seeing everyone.

Third Class Medical Reform:

Important!

From EAA headquarters.

Pilot's Bill of Rights 2: Where Does It Stand?

September 30, 2015 - Last week's announcement by Sen. James Inhofe (R-Oklahoma), the author of the Pilot's Bill of Rights 2, about modifications to the bill's language have raised plenty of questions among EAA and AOPA members.

We'll be up front with you: EAA and AOPA fully support Pilot's Bill of Rights 2 including these modifications. For more than 25 years, our two organizations have been pushing for aeromedical reform. Our most recent exemption request was made in 2012 and was much less expansive than the bill as it now stands, but it did not gain the traction needed for approval. We are further along the road to substantive aeromedical reform than at any time in history.

We've also been digging after answers on some of your most common questions, which include:

Why the changes in the bill's language?

Simply put, the original language of the Pilot's Bill of Rights 2 did not have enough support in the Senate, despite your thousands of contacts with your senators. It was not going to pass or move

forward in its original form. Inhofe knows the workings of the Senate extremely well, so he looked for a way to get support to move meaningful reform forward. They went directly after the objections voiced by fellow senators, and in doing so built bipartisan support from 67 senators across the entire political spectrum.

What if I will only support the original language in the bill?

Again, we're going to be frank here. Accepting only the original Pilot's Bill of Rights 2 language would mean failure of the entire bill. We would end up with nothing; the same way previous efforts for meaningful aeromedical reform have ended.

Will this affect me if I still want to fly as a sport pilot?

No. This bill does not change any provision of the sport pilot rule. You may still fly light-sport eligible aircraft with at least a sport pilot certificate and a valid driver's license in lieu of a third-class medical certificate.

Isn't the requirement to have had a medical certificate within the past 10 years only a move to a 10-year renewal of a medical?

No. If you are a private pilot and have a valid medical certificate (regular or special issuance) within 10 years from the date when the bill is signed into law, you may never have to visit an AME again. You will simply have to take an online medical education course every two years, and visit your personal physician once every four years and note that visit in your logbook. No requirement will exist to report the outcome of the visit to the FAA.

Even though I have held a special issuance within the past 10 years, I understand that I may have to get another if I have been diagnosed with certain conditions. What conditions are those?

Those conditions are described in the FARs and are limited to an established medical history of the following:

Cardiovascular: myocardial infarction (heart attack); coronary heart disease that has been treated by open heart surgery; cardiac valve replacement; and heart replacement.

Neurological: epilepsy; a transient loss of control of the nervous system; and disturbances of consciousness without satisfactory medical explanation of the cause.

Psychological: personality disorder that is severe enough to have repeatedly manifested

itself by overt acts; manifested or may reasonably expected to manifest delusions, hallucinations, grossly bizarre or disorganized behavior, or other commonly accepted symptoms of psychosis; severe bipolar disorder; and substance dependence within the previous 2 years as defined in FAR 67.307(4).

What is this online aeromedical course and who will administer it?

The online aeromedical course, taken once every two years, would be a requirement to keep your flying privileges. It would be free of charge to all pilots, whether or not they are AOPA or EAA members. We believe education is more effective than regulation, and this is the best way to get the important health information to everyone. It would also include information on how over-the-counter medications can affect our fitness for flying. The course will be run and maintained through the GA community's communications channels, such as AOPA's Air Safety Institute. The FAA would only approve the content of the online course. If we as a flying community fail to show that we can be responsible for educating ourselves, more regulation will be put upon us.

I feel fine. Why do I have to go to a doctor every four years to prove it?

We're pleased that you feel fine, but even if you weren't a pilot, avoiding the doctor's office isn't the way to assure that you're in good health. Most people see their personal physician for a physical every year or two regardless. This legislation eliminates the cost, paperwork, and extra hassle of regularly seeing a different doctor just to fly. It also eliminates many of the burdens placed on private pilots just because they're pilots.

Will this help me if I need a special issuance?

Yes! One of the biggest problems with the current special issuance process is that it's a continual renewal, with all the cost, paperwork, and hassle associated with it each time. Under the bill's language, you receive the third-class medical special issuance once and you're good to go, with only future visits to your personal physician at least every 48 months. In addition, the bill requires the FAA to streamline its special issuance process, so even that one time might not be as much of a burden in the future.

I've heard that the FAA denies most special issuance medical requests, so I'm reluctant

to even try. Whoever told you this is wrong. The FAA issues medical certificates to the vast majority — more than 98 percent, in fact — of people who complete the medical certification process. That includes those who are seeking a special issuance medical. And, under the Pilot's Bill of Rights 2, you will only need to complete the special issuance process once.

Doesn't this just help old pilots? What about new private pilots who can't get a third-class medical?

Inhofe heard clearly from fellow senators that in order to support the bill, they needed one initial medical approval by the FAA to ensure that a new pilot was in sufficiently good health to fly. That's a one-time approval, compared to the biennial medical exam — sometimes more if certain conditions are involved — that is now required. That's a pretty substantial step forward for everyone.

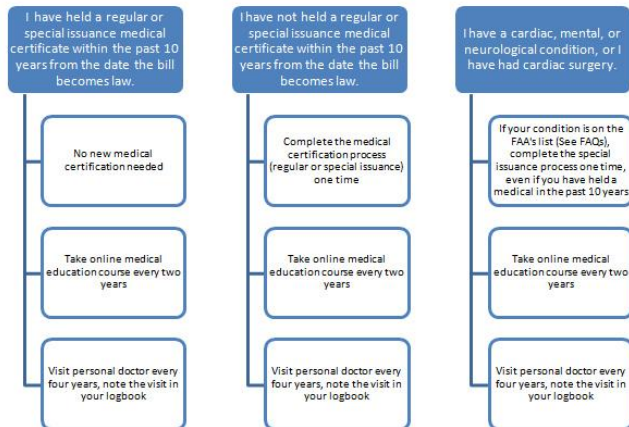
Will I be able to get insurance if I fly under the rules set out in the Pilot's Bill of Rights 2?

Insurance companies have not yet addressed how they will handle medical reforms and are unlikely to do so until medical reform becomes law. Our 10 years of experience with the sport pilot regulations and other pilots flying sport pilot eligible aircraft without a medical certificate showed little or no impact on insurance availability or rates. Since each company uses slightly different language regarding medical requirements, the best thing to do is to contact your insurance broker or company and ask how they will handle anticipated reforms. History indicates that compliance with the applicable regulations is typically all that is required by insurance companies, and the new regulations would not require an additional medical certificate for many pilots in the future.

So, where do we go next? What's the timeline?

Even with all the progress, there's still work to do. Few things move forward quickly in Congress. Inhofe would love to get more senators on board as co-sponsors — so, if your senator is on the list of those still not signed on, continue to contact them. Inhofe is also working to get the bill to the Senate floor. If approved there, it would move to the House, where nearly 150 representatives are co-signers of the original parallel Pilot's Bill of Rights 2. We are seeking every potential avenue for progress in both houses of Congress.

Predicting the pace of legislation is a fool's game, but we'll say it again: This needed reform is further along now than ever before and we are working daily to get this done as soon as possible. It has support of GA groups, aeromedical groups, and several large airline pilot groups. Everybody would love it to move faster, but discouragement and doubt do not help. Let's push this across the finish line!



[You can see a current list of co-sponsors here.](#)

The aviation community is closer than ever to making third-class medical reform a reality. Let's keep the push going!

UPCOMING ON THE CALENDAR

Young Eagles:

Saturday, October 24, 2015!

Stuart Air Show:



**Honoring the Past - Inspiring the Future
October 30 - November 1, 2015**

**X60 Pig Roast - Williston, FL Airport -
November 14, 2015**

Pig Roast Fly-in
Williston Airport, X60
★ **Stan's Hangar** ★
Everybody is Welcome!

Fly-in, Drive-in, Walk-in
All you can eat!
Pig Roast \$10 per person
Children under 5 eat Free
50/50 RAFFLE
RSVP to: **Stan Berry** at
sberry0207@aol.com or (352) 804-6638

**Saturday,
November 14th
12:30 pm
(Rain or Shine)**

**Don't miss our
Traditional Pig
Roast Fly-in.
Remember,
ALL YOU CAN
EAT!**
**11/14/2015
At 12:30 pm**

**Williston
Airport
(X60)**
FBO: (352) 528-4900
AWOS: 118.425
UNICOM: 122.8
**Check AWOS for
Runway NOTAMs**

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

OFFICERS PLANNING MEETING

1st Tuesday of every month,
7:00 PM

November 3 , 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

October 13, 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

October 24, 2015
Hangar Meeting Room
Off 2801 Flight Safety Dr

(Volunteers always
appreciated!)

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 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.

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?

Chapter 99
Dues per Year:
\$20.00

Name EAA No

E-mail Exp. Date:

Street

City, State, ZIP

Phone (check Home ☐ Cell ☐)

FAA Ratings

Aircraft Owned/Under Construction

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