



EAA Chapter 866

Titusville, Florida

Smilin Jack Newsletter

www.nbbd.com/npr/smilinjack/index.html
June 08



The Prez Sez

According to an article in the Orlando Sentinel we Floridians will be stuck with ethanol in our gasoline whether we like it or not. The State Legislature passed an energy bill that mandates gasoline to be blended with ethanol by 2010. The Florida Petroleum Marketers and Convenience Store Association lobbied for suppliers to be able to offer a choice of both blended and non-blended gas, but the Legislature didn't approve that. Apparently there will be some exemptions for boats and other specialty operations, but for the most part, we're stuck with it.

It's not just here in Florida. The article mentioned that California has had a policy like that since 2004. My brother, who lives near Ft. Wayne, Indiana said ethanol plants are springing up all over the place up there. Corn went from about \$4 a bushel to \$12 and the price of farm land is way up. No wonder the price of groceries has risen a lot lately.

Remember all those starving children in China? Well, they have grown up and are now riding motorbikes and are bidding up the price of oil. At least that's the excuse we hear for rising oil prices. Supply and demand; not enough supply to meet the rising demand from China and India. I've been to China and I'm rather skeptical about that explanation. Of course, I'm old enough to remember the oil crisis of 1973.

On a more pleasant note I'm looking forward to another terrific pancake breakfast on June 7th. We are blessed with some terrific airplanes that fly in with the greatest people. Arthur Dunn Airpark is the place to be on the first Saturday.



Project reports

Since there were no notes taken at our last meeting the only project reports that I know of are of Patti Patch's Nieuport 11 which is ready for inspection and then taxi and flight tests. I've seen this plane and it's a beauty! Mark Oriza has his DH2 built and has done some taxi testing. He is waiting for a no wind morning to do more taxiing and possibly some crow hops. This airplane is a very interesting specimen. Most of us have seen Mark flying his SE5, another very interesting WWI biplane. We are making progress on Fancy, our Citabria 7ECA. The fuselage is now covered and primed and ready for the final finishes. The boot cowl is being re made by master craftsman Gene Day. After the boot cowl is done and installed and finished it will be time to re assemble her. Hope we can find all of the pieces. Wayne Bullington has acquired wheels and tires suitable for the chapter Pietenpol. He wasn't able to spend very much time working on the plane due to problems with his hip. Ben Charvet is busy varnishing the wood in the wings of his Pietenpol and is almost ready to cover.

Alberto's Flying Adventures

April 5, after having breakfast at Arthur Dunn, I went to Cecil Field for their Arifest.

On the way to Jacksonville, instead of traveling point-to-point, I followed the St. Johns River from Sanford to Palatka. This added about 40 miles to the trip but it was well worth it. The

“low and slow” flight following the river was fantastic. It was also interesting to fly Lake George, which is huge. It was a good thing that I followed the river on the way there because on the return trip the restricted areas and MOA’s were active. I picked up a fourth passenger in Palatka. We took off from Palatka at full gross weight. Temperature was in the mid eighties so my trusty O-300 took a while to decide to move enough air but eventually it decided to start climbing on its own terms.

Cecil Field Airfest was a good local event with cars and airplanes. The weather conditions, although a little windy, were very good to be at an airport. The guys in the RV’s were really working hard to keep their four-ship in the proper formation. They did a great job.

On the way back I refueled in Palatka. They have a very nice county FBO and are very customer oriented. On top of that, avgas is even cheaper than Massey, which is the cheapest in our vicinity. From Palatka, I went all the way up into space, at 5,500 Ft just because I knew it would be cool. At altitude, it was a comfortable 52F. There was good visibility. Probably not the most efficient altitude for my airplane in a relatively short trip but it was cool and smooth. Out of one hour, I spent about 15 minutes climbing and 10 minutes descending to pattern altitude. That left me 35 minutes of smooth, cool flying. It was a nice flight.

This week end, I have some grown up things to do so I probably will not be flying. If I was, I would probably go to Melrose Landing. I like that field and the people are very nice. Details are shown in the regular 2nd Saturday events... Scroll down.

Last weekend’s flying was a lot of fun. Unfortunately, I ended up going by myself. I mounted a video camera on the dash and went flying low over the St. Johns river from Titusville south to the origin of the river. I flew the river and the lakes. In the more remote areas I flew low and followed the meanders of the river. From the origin of the river, I flew to Indian Hammock (FL75). Although I was a little late because I had to wait in the morning for the weather to clear by FL 75, breakfast was good. They had a really good ham to go with scrambled eggs. As it was getting pretty hot around late morning, I flew back at 5500 ft where the OAT was a comfortable 65F.

On my arrival to Arthur Dunn, I was unfortunate enough to have a wake up call with our beloved jump airplane who apparently truly believes that he is the king of the airport. I was on frequency (123.00) at least 15 minutes prior to arriving to the airport environment. As I was coming from the south, I announced and maneuvered for a 45 deg left downwind entry to runway 22. To my surprise, as I was getting very close to the runway, canopies started appearing all over the place. No announcement of jumpers that I could hear! I continued the downwind thinking that I would just extend it to the river while the jumpers arrived. Then, the jump plane called a left base for runway 33. That put me in a very uncomfortable position because it meant that the King Air was directly behind me *somewhere* at a much higher speed. Although the jump plane is piloted by very competent pilots and can land that airplane in the numbers every time, I think that they are amazingly unsafe and arrogant in their flying. Thinking that this base call was probably at 2,500 Ft and at least 150 knots, I immediately broke

my approach and turned south. I still could not see the King Air and there was no response to my comm. request. After putting some distance from the airport, I headed west to try to locate the King Air. No luck. Going west, I turned a shallow 180 towards the south again, putting as much distance as possible from the airport. I finally saw the King Air on final for 33 and started my approach again.

It is very interesting to see the track of this tortuous approach in the GPS. I still extended downwind to make absolutely sure that the King Air was away from anywhere I was going to be. It is very unfortunate that the skydiving operation is run in such unsafe manner.

Back to business... This Holiday weekend I will be flying to Savannah on Friday and returning on Monday. As of this writing, the weather looks acceptable but uncertain. Don’t be surprised if next weekend’s letter is about how great it is to drive to Savannah! I could only find one scheduled event for Saturday. Breakfast in Fort Pierce.

Flying from X21- Saturday & Sunday, 5/31/2008 - 6/1/2008

This past weekend I was fortunate enough that I was able to fly to Savannah, instead of driving. The weather on Friday was overcast but acceptable. The overcast was at 7,000 plus scattered clouds at various altitudes. It was a very nice, cool trip with good visibility at 4,500 Ft. Approaching St. Simons Island, the visibility started to decrease and, sure enough, ATC made a general announcement of level 4 and 5 thunderstorms just south of Savannah. After a quick chat with the weather folks at 122.0, I quickly decided to divert to St. Simons Island (SSI). Although SSI was north of our position, it was still VFR. We borrowed a crew car, went to town and had a great time. SSI could be a weekend destination. The weather stayed north of us and eventually moved north of SAV. About 3 hours later, there was no significant weather between us and Savannah. We continued our trip and made it to Savannah around 7:00 PM. In general, the trip was really good and we got to see a new place we had not been before.

We did a lot of walking in Savannah. It is fun to see the architecture and walk around town. It is definitely a nice weekend destination.

The trip back was CAVU weather with low winds. Out of SAV, I followed the river to Tybee Island for some sightseeing, turned south and followed the coast. I asked the SAV ATC to set me up for flight following to X21, fully expecting that, as usual, the DAB ATC would terminate the radar service without a handoff. For the first time since X21 became part of Orlando instead of Daytona, the DAB ATC handed me off to Orlando. My experience has been that they never do. Maybe the controller was in a good mood because he did not have so many ER students practicing approaches.

Alberto Silva

May Meeting

The May meeting was attended by about 21 members and friends. The program was a video production by EAA about the upcoming Airventure event in Oshkosh. There was some discussion about whether or not we should hold our annual Smilin Jack fly-in event anymore. After some discussion

someone suggested that we think about this for a month. End of discussion. There was also a discussion concerning a memorial plaque for those who perished at Dunn Airpark on March 1 of this year. Larry got pricing on a 16 X 16 bronze plaque and a plastic 8X12. The price of the bronze..... \$600.00 + freight. The plastic one \$50.00 w/ no freight. Someone suggested pricing a granite one. End of that discussion!

After the meeting we had a big birthday celebration for long time member Ray Thomas. Ray celebrated his 81st birthday by sharing his beautiful birthday cake with all in attendance. Ray's wife, Donna, had a beautiful cake made with a picture of Ray's J3 Cub on it.

Ray at 81 yrs is a current CFI based at Dunn Airpark. He flies his J3 frequently. Some of our chapter members, including myself have had the privilege of taking 'dual from Ray in his Cub. He is a retired US Air captain also.



For sale

Aventura HP. Professionally built by factory. Loaded panel, Alt, ASI, VSI, RPM, EGT, CHT, hour meter, compass, slip, turn and bank indicator, electric flap indicator, electric start, recoil start also. Bilge pump, inflight adjustable trim, 12 gal. tank, primer, BRS chute, 3 blade IVO prop, ceramic coated exhaust system, Rotax 503 dual carb. Kevlar hull, total time airframe 25 hour; engine 180 hours. Always hangar kept. Call Bill Mitchell 321 267 7907

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The Pietenpol can rec'd a few bucks in appreciation for the refreshments provided by Donna. It is a good idea to put a buck or so in the Pietenpol can cause for one thing it makes those who provide the refreshments feel like what they do is appreciated.

June Meeting

Two reasons to attend the June meeting..... (1) We have a very serious topic to discuss this month at our meeting. Nuff said! (2) Home made ice cream and strawberries will be served. (near the Pietenpol can)

Note from Wayne Bullington

Arrived in Iowa evening of 23 May.
Before I left I rec'd the tires and tubes for the Piet. Wheels.
We were in a tornado warning area the first night during trip home. Car was broken into on the second night in Kingdom City, Mo. ...Four day trip, 1,500 miles.
Wayne

Chapter Meeting Weds. June 4
Bldg.10, Dunn Airpark,
7:30 pm

Monthly Chapter Breakfast
Saturday June 7
At Dunn Airpark, Bldg. 10, Titusville, FL
8:00 am





Bonanza Pilot extraordinaire
Jim Garrison

L. E. Gilbert
2002 Malinda Lane
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