



Smilin' Jack Chapter 866



Newsletter May 2016

President's Message



Well, April is in the history books, and what a busy month it was! From our monthly pancake breakfast and the big Fly-In at Sun-N-Fun to a great hangar party celebrating our chapter's 30th anniversary, it was a great month. There was a nice turn-out for the April pancake breakfast, we had about 120 breakfast eaters, and everyone seemed to like the new chairs almost as much as the pancakes and other goodies.

The first week of April was the annual Sun-N-Fun Fly-In and this year I had one of the nicest trips to Sun-N-Fun ever. I spent two very full days there and saw at least a dozen of our chapter members enjoying the beautiful

weather and all the displays of aircraft. Our own Bob Rychel could be found most days near the central crossroads area at the big Zenith display where he had his Viking powered Zenith CH-650 on display. There was almost always someone there admiring his airplane and asking questions. Bob was gracious enough to let me camp with him and Herman on Thursday night. I gotta say, That's The Way To Go! I spent the whole night dreaming of airplanes, while Bob spent the whole night awake trying to decide if that was me snoring or if I was just trying to get one of those Rotec Radial engines started under my pillow! Seriously, it was nice not having to make the 2 hour drive home after a full day of hiking around the Sun-N-Fun grounds. I hope you got the chance to go to Sun-N-Fun this year and hopefully, you'll bring some of your Sun-N-Fun stories and finds to the meeting this Wednesday.

A number of our members turned out on the 20th to support the new Titusville Flying Club (TFC) and their presentation on how to Maximize Fun and Minimize Cost in the form of flying clubs. There were at least 35 or 40 folks at the meeting, and a few of them had driven in from out of town to hear the AOPA ambassador, Jamie Beckett, speak about the many great benefits of flying clubs and his own personal experiences of being involved with at least two clubs in central Florida. Jamie was a terrific speaker and gave a very informative presentation. Both the AOPA and the EAA have several online resources available to help folks who may be interested in flying clubs to get more informed on the topic. Let me know if you're interested and I will help you connect with the Titusville flying Club or find out more. Overall, it seemed like a really successful event! Many thanks go out to the Titusville Flying Club for providing pizza and drinks before the formal presentation!



The April Chapter Gram E-Newsletter came out about the same day as the Flying Club meeting, and it featured your own EAA Chapter 866 as the lead-in article. To commemorate our Chapter's 30th anniversary, I had written up a little something for last month's newsletter about our chapter's history and how we came to be associated with the *Smilin' Jack* comic strip. I sent a copy of the article to Brett Hahn (EAA Chapter Network Manager) at EAA HQ and he was kind enough to publish it in the ChapterGram. So our chapter got yet another opportunity to get some recognition at the EAA national level, and ol' *Smilin' Jack* got some publicity too! If you don't get the ChapterGram E-mail, it's a monthly E-Newsletter that you can subscribe to for free on the EAA website. Also, you never know what might happen when you take the time to write up an aviation story (or tall tale). I don't think you'll have much trouble getting our Newsletter Editor to publish it, and we'll all get a kick out of reading it too.

Speaking of *Smilin' Jack*, have you noticed the new art-work and paint job on the end of our building? Loretta and Larry worked on that over the course of several days at the end of March, and it really looks terrific!! I don't think we could have hired any high-priced professional artist that could've done a better job! Thanks Loretta!!

The fun events just kept on coming in April. On Saturday the 23rd, we held a big Chapter Hangar party at Dunn Airpark. I didn't count heads, but I know we had a terrific turn-out. A couple of our members flew in with their

planes from their home field, and many of the build projects in our chapter were open and on display. Ben's Fokker D8 project is nearing completion and final inspection, and I don't want to steal her thunder for this Wednesday's meeting, but Deborah also shared some exciting news about her *Silence Twister* project. You'll have to come to the meeting to hear her project update. I also got to get a good up-close look at Kathy Anderson's S-19 project which is coming along great, it's gonna have a fantastic instrument panel. A couple of folks even took advantage of the nice weather that Larry ordered up and they made a few circuits around the Arthur Dunn traffic pattern. There was plenty of great food and great conversation to go around. The hot dogs were well done, and the stories were rare! In fact, I had the rare honor and treat of getting to meet a genuine Tuskegee Airman who had come to the party with one of our members, Roosevelt Jackson. I hope you get to meet him at a future meeting. We had Flying, Food, Fun and Friends, what more can you ask for! The Hangar Party was a fitting way to celebrate our Chapter's 30th Anniversary. THANKS to everyone who helped to make the Hangar Party and the month of April such a great success!

Best Regards,

Les Boatright (EAA# 563003)

"Life is what happens while you're building your airplane."

Abra-Ca-Deborah Roars to Life!!



On April 14, 2016, we reached an important milestone on our Twister Build-out. With help from some International EAA friends, the engine was integrated on the 12th of April, the avionics installed along with CHT and EGT sensors. Rigging the airframe took a few minutes with help from the "ground crew". Fitting the QDs for the fuel, electrical connections for lights, quick disconnect pins for the aileron pushrods, eccentric pins for the wing spars, flap drive pins, horizontal stabilizer pins and elevators were the final act. I climbed up on the wing, eased myself into the cockpit, did a quick preflight of controls, fastened down the canopy... inserted the key... turned on the master, flipped the avionics breaker to "ON". When the PFD lighted up, my heart leapt for joy! I pushed the breaker for the ECU (to start the fuel pump), and turned the key, the sweet sound of a happy engine roaring to life took my breath away! Four and a half years of blood, sweat and tears all melded into one shining instant of pure ecstasy!

We did some tests and calibrations which will no doubt be the first such. The really tough stuff is yet to come- our squirm in the seat meeting with the FAA's airworthiness designee!

We could not have gotten to this point without all the help from our fellow builders in Chapter 866, friends who are more knowledgeable than we are and a bold determination to make it happen! So, to all whose hands, hearts and minds blessed our project- Thank You!

Deb and Rich Van Treuren

Sun n Fun 2016

Larry Gilbert

Loretta and I work for the GAP detail at this event and I'm convinced that this is the best place to work at the show! It's probably one of the hardest jobs because out on the line we're on our feet in the hot sun most of the time. It could be one of the most dangerous too because we are always around spinning propellers and moving airplanes. Most of the time things run smoothly but there are always hectic moments where things have to get sorted out. This is usually because one of the pilots isn't paying attention or lands and taxis in without the sign in the window to tell us where to send him and we have to slow them down or stop them until they dig the sign out, if they even have one. (It's in the NOTAMS that they display these) or operating the plane too fast while taxiing. We with the wands, make mistakes sometimes also! When these things happen, one of our co-chairmen on a 4 wheel rec. vehicle will come racing across the turf to the rescue! Most of us are armed with radios and make calls to each other when sending planes on taxiways to their respective parking areas. There is what I think of as rush hours when we get a surge of planes, some arriving and some departing, coming from many directions. We have to be very alert and ready for anything. My first post was at the end of runway 9 and there was 10+ kts of wind out of 090, a tail wheel plane landed and while making the turn from the runway onto taxiway Echo, the direct crosswind hit the tail and the plane ground looped! Luckily when this happened the plane left the taxiway into the grass, mostly clear of the taxiway and this allowed arriving aircraft to continue to clear the runway and we could keep them moving and not backup traffic on the runways. It would have been an awful mess if he hadn't left the pavement. The ground looped shut the engine down and got out and inspected the plane and scoped out the best way to taxi out of that place. Since there wasn't any damage, he climbed in and spun the plane around and worked his way back into the traffic flow. Anyway, that's what I did for the week and we only spent 2hrs max inside the show area. Mainly, because it's more fun on the flight line!

GAP has to keep the crews on the flight line fed and watered and that is where Loretta helped. She delivered water and sandwiches and snacks to the crews part of the time and was on kitchen duty at other times. She made rice krispy treats and British biscuits at home before we went there. The biscuits are for the British cadets who come over every year to work a few hrs on the line with our crews as a learning experience and exposure to aircraft. She served them the biscuits and tea which is their preferred beverage in the morning. Made em happy!

The only thing we bought at the show was \$26.00 worth of hardware. Most of the exhibitors are selling whiz bang electronic gear that doesn't have much application in our Citabria. We have an ipad with Foreflight that gives us all the information we need to navigate and stay out of restricted airspace and for the time being we have traffic info via Stratux on the screen to help also. (I still think the whiz bang stuff keeps your eyes inside the cabin too much!)



B17 morning departure as seen from my post

Opening day



Evening airshow from my post

Tuskegee Airman visits C866!

At our 30th anniversary party chapter member Roosevelt Jackson Sr, brought with him as a guest Mr. Bruce Bennett. Mr Bennett is a Tuskegee airman and flew 51s in WWII! He is a genuine nice guy and a pleasure to talk with. He has to have a thousand stories to tell about his flying career and when he gets back from spending the summer up North, we hope to have him come to a chapter meeting. We may even be lucky enough to have him say a few words!



EAA Partners with FAA, Dynon for STC Breakthrough to Upgrade Safety, Reduce Costs for Aircraft Owners



Charlie Beck
Experiment

EAA, in partnership with Dynon Avionics and the FAA, has been awarded a Supplemental Type Certificate (STC) to install Dynon's EFIS-D10A in certain standard category aircraft. This breakthrough STC enables the inexpensive, but very capable, avionics that have served the experimental and light-sport worlds for decades to finally have a pathway into the type-certificated market. The Dynon system is a direct replacement for a vacuum-driven attitude indicator, and the STC currently applies to the Cessna 150, 152, and 172 series and the Piper PA-28 and PA-38 series. More aircraft are expected to be added soon.

EAA worked extensively with the FAA and Dynon to show compliance with regulations and develop a new certification pathway for safety-enhancing equipment. The long track record of the D10A product line and its conformity to a variety of industry standards helped it become the first device accepted by the FAA in this pioneering effort. In addition to Dynon's proven reliability, the unit delivers a wealth of information to the pilot and even has an integrated angle of attack feature (with the installation of an optional probe). EAA installed the D10A in its 1976 Cessna 172M and submitted to a series of flight tests with an FAA test pilot, which went flawlessly.

EAA intends to begin selling the STC as soon as possible, hopefully later this spring, at a nominal price point in line with its existing autofuel STC. In addition to the D10A, more products are actively being explored as EAA is willing to work with other manufacturers to bring down costs and reduce barriers to recreational flying. Stay tuned for more details!

Pictures from Anniversary party







Leland Brennan, Eddies grandson



Dick House demonstrates X wind technique

He donated this floor mat to our chapter



Kip Flies off into the sunset as we watch



Does it get any better than this?

– Chapter 866 Officers

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Chapter Meeting Weds. May 4, 2016

7:00 PM Dunn Airpark Bldg. 10, Titusville, Fl

Chapter Monthly Breakfast

Saturday May 7, 2016

Dunn Airpark, (X21) Bldg. 10

Titusville, Fl