

EAA Chapter 866 Smilin Jack Newsletter



President Report

Greetings Members and Friends of EAA Chapter 866,
It's July, and it is HOT! Hey that reminds me of a joke.

Q: Do you know why there's a great big fan mounted on the nose of most of our airplanes?

A: It's there to keep the pilot Cool! Don't believe me? Let that fan come to a sudden stop, and you'll see the pilot start to sweat!!

Well, no matter how HOT it gets, there's no doubt we have a COOL bunch of folks right here in our *Smilin' Jack* Chapter. If you're a pilot, a volunteer, or if you built your own airplane that makes you COOL! Right? Well, maybe so, but I'm really talking about the BRAND NEW Air Conditioning unit that we voted on last month for our meeting room. It will surely make us all COOL! At last month's meeting, after a short presentation from Bob, and some good deliberations among the members, we settled on a 2-Ton, wall-mounted, high-efficiency, split-unit made by Gree. The attending membership unanimously authorized the release of chapter funds. However, I will point out that it remains unclear how much of the vote was influenced by the fact that the President kept the Decibel Knob of the ol' "Noise-Maker" AC unit at the highest setting as we deliberated. I admit it was hard to hear any objections over the constant clamorous clattering of the "Noise-Maker". You will be pleased to know that within a week or so after our last meeting, the good folks from Comfort Service Heating & Air in Titusville came out and installed the new unit in just a couple of hours. A Big Thanks goes out to Bob

for gathering all the info and facilitating the installation! I think everyone will enjoy the comfortable conditions. In fact, I'm

Chapter 866 Classifieds Section

FREE to one lucky chapter member:

ONE well used, 18,000 BTU "Noise-Maker"

One Time Offer Only. Available at next pancake breakfast. Includes multiple high decibel level settings. May help to alleviate problems with a heavy snorer or a nagging spouse!

Huh? Whatcha say?

a little concerned we might have trouble getting folks to go home after the meeting.

Just a quick reminder, at the end of this month is the Big Show at Oshkosh! EAA Airventure will be July 25th – 31st. A few of our members are sure to be there, and if you're going, Have a Great Time and bring back some good stories for the rest of us!

I also want to share some news about our friends at the Titusville Flying Club (TFC). I heard they have recently acquired an exclusive lease on TWO airplanes. If I'm not mistaken, one is a C-172M and the other is an AeroTrek A240 LSA. This new Flying Club seems to be lined-up and ready for Take Off! If you've got some interest, just let me know or contact them through their website. (www.TitusvilleFlyingClub.com)

We have a really interesting and special guest speaker that Larry helped to line up for this month. His name is Don Wilson, he is a veteran of the U.S. Air Force and he's sure to have some interesting stories to share about his former career working on a V.I.P. (Very Important Plane) flown by the Air Force. So try not to miss the meeting, or else you might miss out on great talk and of course a COOL time.

Speaking of speakers, we sure could use some guest speakers. I have a few feelers out to folks that I know could give a great talk, but no firm commitments yet. It would be terrific if someone wanted to give an extended project report, with photos and lessons-learned. Or if you're going to Oshkosh this year, take some pictures, put them in a presentation and bring them back to the club for an "after-action" report. Now that we have a new, "whisper quiet" Air Conditioner unit to keep the room nice and comfy, it should be much easier to hear the presenters speak. I've also had a thought about hosting an aviation-themed movie night at one of our chapter meetings, complete with Popcorn, Raisinets, & Goobers. {The Goobers will be made to sit on the back row; you know who you are!} Let me know if you have ideas.

If there's anyone in our chapter with a past or current interest in Radio Controlled model airplanes, I recently ran across an article you may find interesting. It seems there's a bit of RC model aircraft history related to NASA and the early Space Shuttle program. In the years before the first Shuttle flight, there was an understanding that launches would occur here in Florida at the Kennedy Space Center, but the early landings would take place at the expansive dry lakebed at Edwards Air Force Base. This presented a problem about how to return a Space Shuttle Orbiter from its landing site in California back across the country to its launch complex in Florida. The Orbiter was far too large to truck it anywhere and there are no major waterways near Edwards AFB to use for barge shipping. The leading idea at the time was to design some form of modular, removable air-breathing jet engines and then simply fly the Orbiter across the country like any other airplane. This had several drawbacks, not the least of which was adding the complexity of a modular engine package to an already complex machine. In addition, the Orbiter's landing gear was not designed to be retracted in flight. Also, taking off from a runway in a large aircraft having such a low Lift/Drag ratio would mean the need for some very long runways. The final solution, to ferry the Orbiter on the back of a large transport aircraft like a 747, seems obvious to us in hindsight, but it was not so obvious back in 1976. Roughly 40 years ago, a NASA mechanical engineer named John Kiker and a few of his co-workers at the Johnson Space Center came up with the idea and then rapidly built and tested a 1/40th scale, Radio Controlled flight demonstration model of the 747 carrying the Space Shuttle Orbiter on its back. NASA managers who initially heard of the concept were skeptical and not convinced of the viability of the piggy-back configuration. However, with the determination and innovation that would make any EAA builder proud, Mr. Kiker and his engineering team built the RC scale model and conducted numerous test flights to collect data and to demonstrate the viability of their proposal. The 747 became known as the Shuttle Carrier Aircraft (SCA) and with the Orbiter on its back it was affectionately called the World's Largest Bi-plane! The scale model is currently on display at the National Model Aviation Museum in Muncie, Indiana. The link below should get you to the museum website and the article where you can see a short video about the Shuttle /

747 model narrated by retired astronaut Hoot Gibson.

(<http://amablog.modelaircraft.org/amamuseum/2012/09/17/radio-controlled-747-and-space-shuttle-models/>)

In closing, we are all very blessed to live in a free country and to be able to enjoy the freedoms of flight! Go out and celebrate your freedoms and Have a Great and Safe FOURTH of JULY weekend!!

Les Boatright (EAA# 563003)

President EAA 866, *Smilin' Jack* Chapter



Rejoice in the Driveway Failure

Ben Charvet

Back when my sons were just learning to drive my main hobby was bringing old cars back to life. I have a friend from high school that owns a tow service, and he would frequently call me to come look at interesting vehicles he had pulled in that the owner's didn't want any more. Some of these vehicles could be bought cheap. I bought a nice looking Audi 5000 turbo once for only \$500, and it only needed a \$75 hose to get running again. My boys are pretty mechanical too (they had to be to keep this stuff running)

Some of you have been following my efforts to get the Fokker D.VIII flying. It was bought with an engine with too little horsepower, and on the advice of the designer I re-engined it with a used Rotax 503. This is my first 2-cycle airplane engine. I inspected the engine externally, meaning you can see the piston and cylinders by looking into the exhaust and intake ports. Differential compressions were good. We (my helpers and me) had some trouble getting it

to make full RPM's, but finally it was sorted and running well after about 5 hours of ground runs. Two weeks ago it took to the air for the first time. Here is a link to the Youtube video:

https://www.youtube.com/watch?v=w1ww_UsPFWg

The engine performed flawlessly with CHT and EGT readings right where they should be. The airplane was flown again 2 or 3 days later. I had some trouble getting it started, but after it started the engine ran fine and the total flight time so far is 1.2 hours. The engine was running fine when shut down. There were some trim issues in the airframe that I worked on, and I was anxious to make the third flight. A thorough preflight was done and with nervous anticipation (I am being a test pilot here) I strapped in and gave it a go. The engine cranked and cranked but would not start. Eventually the battery went flat, so I pushed it back in the hangar and flew the Pietenpol instead. The next day with a fully charged battery, some carburetor adjustments were made, but again it cranked until the battery died with no success.

I was lamenting my sad tale of woe to my youngest son, who reminded me of some fatherly wisdom I had passed on to him when he was 16. Something like "always rejoice in the driveway failure, because at least you aren't stuck on the side of the road at night with no tools" Putting that in perspective, my situation could have been much worse!

The Rotax was given a new inspection. I decided to do another compression test. The front cylinder gave a reading of "zero". I spent 30 minutes figuring out what was wrong with my compression tester before simply putting my thumb over the spark plug hole while spinning the propeller. The compression on the front cylinder really was ZERO! Removing the exhaust manifold, it was obvious that the front piston had signs of beginning to melt, and was probably close to seizing. The engine was removed and has been sent off for a full rebuild.

In retrospect I was extremely lucky and blessed. The Fokker was still out of trim, and with its small wing it glides about like the Space Shuttle. We all know that aviation is not forgiving of foolishness, and I broke that rule here. This "driveway failure" could have saved my life! *Ben*

June Breakfast

We had about 150 eaters at our June breakfast. A gorgeous morning so nice that a lot of our friends arrived by airplane, some from Spruce Creek, Merritt Island, South Lakeland, Valkaria, Southerland (Geneva, FL) and New Smyrna.

We are becoming very efficient with this now. The set up and take down of tables and chairs outside in the dining area takes only minutes now because of the roll around carts. The equipment gets loaded on these carts and it is one trip out and in to the building, just park the carts and the stuff is put away ready to be rolled out at our next event.

It's amazing to me! When I'm working the pancake grill I hear folks in line raving about how good our breakfast is. They compliment the workers at the grills and the servers inside with the grits, gravy, biscuits and sweet rolls. We can be proud of this!

This Month's Flying

Larry Gilbert

I've been doing some flying with some of our membership this month. Andrew Watkins, new private pilot (18yrs old) working on his tail wheel endorsement and doing very well. His first two landings were so perfect it was hard to tell we had landed! Since then it has gotten more real and he's making normal landings now and I feel better about it all.

Deborah is practicing her tail wheel techniques with me as a passenger doing lots of landings and take offs at Dunn, trying to knock some of the rust off and get back in the game.

Eddie Brennan took me for a ride in Fancy early one morning. Fun ride, we did some landings, slow flight and stalls.

Fred Burgess and I flew his C172 down to Cape Canaveral to see the Space X stage one rocket which had returned and landed on a barge at sea. The barge was in the port and they had just off loaded the rocket. Very interesting!

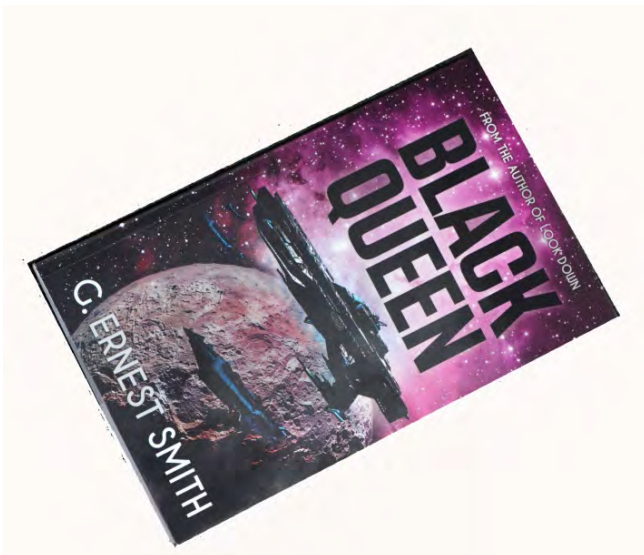



On the third Sat. Loretta and I flew down to enjoy the second best airport breakfast in the state. This is the monthly Valkaria EAA C1288 event. Bob flew his CH650 down with us as a flight of two. We met up with Kip down there as he had flown in with his Sonex. We flew back in the C866 formation. This formation is when anytime there is more than one C866 airplane flying in the same direction on the same day!

Dick House, (93 yrs) WWII pilot, flies with me almost every week and this month, Maci Johnson (15yrs) redeemed a door prize from our last winter party. This was a half hour flight with me. It lasted an hour!

New Book by Greg Smith

Chapter member Greg Smith has finished and published a new book titled “Black Queen,” I’ve read this and really enjoyed it. Since I’m finished with this it is in the chapter meeting room for you to read. Greg always leaves a couple of complimentary copies with our EAA chapter to enjoy. The story is about a war of sorts in space. It’s well written and Greg’s imagination about this is amazing! Maybe some of this comes from his knowledge of space being involved in the Shuttle and other launches of vehicles into space. I hope he sells thousands of these. It is available from Amazon.





About the Author

G. Ernest Smith is a retired Space Shuttle launch team member who lives near Cape Canaveral, Florida with his wife, Mary Beth. He has a son, Brandon, a daughter, Mona, and a sister, Gwen, who all live in California. He has a brother, Jeff, in Wyoming.

He enjoys sailing, Harley Davidsons, fishing, flying, writing, Miatas and eating (not necessarily in that order). He has been a contributing writer for *Cycle World* and *Florida Touch and Go* magazines.

He is a graduate of Rollins College and the Florida Institute of Technology and holds a Masters degree in Computer Science.

www.gernestsmith.com

Time to start planning for annual Young Eagle event

In October, on the 3rd sat., is typically the day we hold our annual Young Eagle Rally this year that is October 22 and it might seem like a long ways off but, it really isn't. So, As chapter Young Eagle coordinator I've been thinking about putting that together again. Last year we had 8 airplanes involved and we made around 50 flights. It would be wonderful to have that many planes again and maybe run the event a little longer and fly more Young Eagles. In order to do this we have to get the word out. Maybe we could come up with some professionally made flyers or spring for a nice banner to attach to building 10 announce the event a few days before. How about a press release announcing in FL. Today newspaper or something? Need ideas. Got any? Want to talk about it? Maybe we can have a short discussion about this at the meeting.



Can you believe this? Loretta Gilbert skydives (tandem of course) from 12,000' over Dunn Airpark!

The Skydive Space Center is an excellent operation! The Jumpmasters are very professional and personable and if that sort of thing is on your bucket list this would be the place to do it.

– Chapter 866 Officers

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Monthly Breakfast

Sat. July 2nd, 8:00 am

Bldg. 10 Dunn Airpark

Titusville, Fl 32796

Chapter Meeting

Weds. July 6, 7:00 pm

Bldg. 10 Dunn Airpark

Titusville, Fl 32796