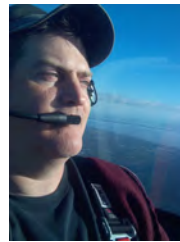


EAA Smilin Jack Chapter 866 Newsletter Dec. 2017



Greetings Members and Friends of EAA Chapter 866,

Les Boatright

This is probably my favorite time of the year! The Fall weather brings an energizing relief from the sweltering heat of the Florida Summers, the holidays bring the excitement of time away from work and spending more quality time with family and friends. The lower humidity, crisp cool air, and frequent clear skies also beckon us out to the airport to take to the sky in our flying machines.

Many friends of Chapter 866 did just that on Nov. 4th, as they flew to our monthly pancake breakfast. I was told that there were around 37 airplanes that flew in for our breakfast last month. And when things were all totaled up at the end of the morning, we had around 140 guests for breakfast, which is a terrific turn-out! In case I didn't get a chance to thank you personally, I want to Thank You all of you who volunteered and who make our breakfasts go so well. EAA Chapters like ours couldn't exist without the efforts of so many dedicated volunteers like our Chapter 866 members.



Come on out on Dec. 2nd and have a Short Stack with *Smilin' Jack* !!

At our last chapter pancake breakfast, I was really proud of my 8 year old daughter, Emily, who actually got up at 5 AM on her own, on a Saturday morning no less, to come out with me to help set-up tables and chairs. I have to tell you, she never gets up that early! So I was pretty impressed. If a few pancakes and some airplanes can get her out that early, then we're probably doing something right. Maybe she just wanted to see what she was missing, but she turned out to be a great helper with the breakfast and I think she had a lot of fun doing it too!

Taming the Panther: Right before Thanksgiving, I took advantage of the wonderful Fall weather to log a few more test flight hours in our new Panther. It was one of those kind of mornings that made you want to become a pilot in the first place. The sky was clear, visibility was at least 30 miles in any direction, the air temperature was nice and cool, and the winds were light. I spent at least an hour and a half patrolling the skies along the Space Coast. At one point, I was perched up at about 4,000 feet flying North along the Indian River at about 110 knots. For a few glorious minutes, the unrestricted visibility provided all around me by the Panther's bubble canopy made it feel like I was sitting on the peak of a mountain. With just a turn of the head I was taking in the local scenery in every direction as far as the eye could see. All too soon, it was time to come down from that imaginary mountain perch and practice a few take-offs and landings. Still looking for that perfect 'greaser' in the Panther. We all have busy lives and too many things to do, but I encourage you to make some time to get out and enjoy your freedom to fly! You won't regret it.



Who's that shadowy character out on the wing??

DeLand Showcase: This is a new sport aviation event that's right here close to home for us. This was only the second year of the event, and with it so close, it's hard to pass up the opportunity to go. So on the day before our pancake breakfast, I joined up with chapter member Bob Rychel and his Zenith 650, and we made the short flight over to DeLand. He flew lead the Zenith and I flew in the Panther as his wingman. This was the first outing away from home base for our Panther. Since the DeLand airport sits within our 40 NM Phase-1 testing radius, and since we had already gotten nearly 10 hours logged on the plane, and since it was an opportunity for the Panther designer to see our recently completed project, we took it over. Bob parked his plane with the exhibit airplanes at the Zenith booth, and I found a quiet little spot in the overnight camping area. The fellas running the camping area were really terrific and helpful. I really like the size of this event since it's easy to take in the whole thing in a day. It was also nice to see so many of our Chapter 866 members there too. I got a chance to chat with Charlie Becker from EAA Headquarters for about 30 minutes. He's the Director of Chapters up at Oshkosh HQ and he's really passionate about EAA, and always looking for ways to help chapters grow and improve. He's also a repeat homebuilder and is working on a project he calls a Pirate Cub.

Friends we just hadn't met yet: A few weeks ago, I was contacted by a nice fellow from Iowa who was planning to aviate his around the Southeast with three of his pilot buddies in a small squadron of Vintage Taylorcrafts. They were collecting states, and needed to take in Florida and Key West. All four of these gentlemen had really nice airplanes, all were built in the 1940s, all without electrical systems, and one of them had been in the same family for something like 50 or 60 years. The Taylorcraft Adventurers were looking to stay overnight in Titusville and take in the Atlantis Space Shuttle exhibit as part of their Southern tour. Their stay at Arthur Dunn was a very brief one, but a few Chapter 866 members managed to meet them for dinner at the famous Dixie Crossroads restaurant soon after they arrived. The next morning, I took them out to the Space Center Visitor's Complex to see Atlantis and ended up being a pretty decent docent in the process. Each Space Shuttle Orbiter occupies a unique place in aviation and space history, and I was honored to be able to share it with some fellow aviators. Their trip spanned some 13 days, with many interesting aviation-themed stops along the way. Statistically, they flew 4,314 miles burning 216.8 gallons in 54.5 hours. The faithful Taylorcrafts averaged 79.1mph, burning about 3.97gph. They had no aircraft issues for the entire trip and managed to camp in hangars and FBO lobbys for all but 3 nights of their trip! How's that for an aviation adventure!! It was a right nice pleasure to meet these four fearless flyers, and to be a tiny part of their Taylorcraft Travels.



Three of the Taylorcraft Tourists who dropped in on Titusville last month (Look close for #3)

Young Eagles: For the first time in several years, we had to hold a make-up day for our annual Young Eagles event. Our regular October Young Eagles event had a great turn-out, but the winds were a little breezy that morning, and we flew less than half of the Young Eagles candidates that registered before we had to call a stop. A number of the young folks had waited patiently for more than 2 hours to get a chance to go for an airplane ride. Eddie did his best to entertain them with aviation stories and educate them about what makes an airplane fly and what it takes to become a pilot. Eventually, due to the deteriorating weather conditions, we had to send many of them home without a ride. As chapter President, I was committed to having the chapter offer them another opportunity to take a flight experience with us. Your Chapter Young Eagles Coordinator, Larry Gilbert, really stepped up and did a first class job to make that happen!! A make-up date was quickly organized, and the deferred Young Eagles and their parents were notified about the opportunity to try to fly again in mid-November. Many of them returned, and we had a few more planes and pilots this time around. The weather was perfect and we flew 29 more Young Eagles! This is a great program for getting young people exposed to aviation and maybe even light the spark that sends them forward into an aviation career someday. A Huge Thanks goes out to Larry, to all the volunteer pilots, and to all our chapter members for coming out again to help make our second Young Eagle event of 2017 such a big success!

Sign on the Chapter Building: I wanted to give a quick shout out to Steve Quickel for putting up the new Sign on the Chapter building. As you may recall, the old sign had gotten faded and darkened by the Sun, age, and UV light. Back during the Summer, Deborah got a replacement sign made, but then we realized how badly rotted the old wooden sign frame was, and decided not to install the brand new sign into an old rotten frame. Time to replace that as well! Steve Quickel volunteered his expert craftsmanship and made a new frame using some PVC planks (which will Never rot) and also some pressure treated wood. He got it installed this past month and it looks terrific!! Steve also added some outward facing fasteners which will make it much easier to remove and replace in the future if ever needed. When you see them, be sure to let Steve and Deb know what a great job they did with the new sign on Building 10 !

December is the month for our annual Chapter Officer elections.

Your current cadre of officers include:

President: Les Boatright

Vice President: Ed Brennan

Secretary: Kip Anderson

Treasurer: Herman Nagel

Please be sure to come out to the next chapter meeting and have a say in your chapter's leadership.

WINTER PARTY TIME!!!

Planning is well underway for our Annual Chapter 866 Winter Party.

The Winter Party will be on Saturday, January 13th, 2018 at LaCita Country Club in Titusville.

Dress is formal and the party will run from about 5:00 PM – 9:00 PM

Ticket costs are \$25 per person and includes your annual Chapter 866 membership dues.

Tickets will be available for sale at the chapter meetings in December and January, or at the pancake breakfasts. Be sure to see Herman for your tickets and membership dues!

WHAT: EAA 866 Formal Annual Winter Party

WHEN: Saturday Jan 13th, 2018. From 5PM to 9 PM

WHERE: LaCita Country Club, Titusville

HOW MUCH: \$25 per person

WHAT FOOD: choice of Chicken, Beef, or Fish

Keep on Building, Flying, and Flippin those *Smilin'-Flap-Jacks!*

Les Boatright (EAA #563003)

President EAA 866, The *Smilin' Jack* Chapter

Some reminders about upcoming events:

Date	Event	Place/Info
Dec. 2	OUR Chapter 866 Monthly Pancake Breakfast	Building 10 / 8-10 am
Dec. 6	Regular Chapter 866 Monthly Meeting	Building 10 / 7 pm
Dec. 16	Valkaria Chapter 1288 - Pancake Breakfast (3 rd Sat.)	Valkaria Arpt (X59) 8-10 am
Dec. 25	Christmas Holiday	
Jan. 1	New Year's Day Holiday - 2018	
Jan. 3	Regular Chapter 866 Monthly Meeting	Building 10 / 7 pm
Jan. 6	OUR Chapter 866 Monthly Pancake Breakfast	Building 10 / 8-10 am
Jan. 13	CHAPTER 866 FORMAL WINTER PARTY See Herman for Tickets!!!	LaCita Country Club, Titusville 5:00 – 9:00 PM
Jan. 15	Martin Luther King Jr. Federal Holiday	
Jan. 20	Valkaria Chapter 1288 - Pancake Breakfast (3 rd Sat.)	Valkaria Arpt (X59) 8-10 am
Jan. 24-27	Annual Sebring U.S. Sport Aviation Expo https://www.sportaviationexpo.com/	Sebring Regional Arprt (KSEF)
Feb. 3	OUR Chapter 866 Monthly Pancake Breakfast	Building 10 / 8-10 am
Feb. 7	Regular Chapter 866 Monthly Meeting	Building 10 / 7 pm
Feb. 19	President's Day Federal Holiday	
Mar. 3	OUR Chapter 866 Monthly Pancake Breakfast	Building 10 / 8-10 am
Mar. 7	Regular Chapter 866 Monthly Meeting	Building 10 / 7 pm
Apr. 2-6	Brevard County Public Schools Spring Break	
Apr. 6-8	Valiant Air Command's Warbird Airshow (41 st)	TICO Arpt (KTIX)

	year) http://www.valiantaircommand.com/airshow	
Apr. 10-15	44 th Annual Sun-N-Fun Fly-In 2018 (http://www.flysnf.org/sun-n-fun-intl-fly-expo/)	Lakeland Linder Arpt (KLAL)
July 23-29	OSHKOSH – EAA AirVenture 2018 (https://www.eaa.org/en/airventure)	Wittman Regional Arpt (KOSH)



Commencing January, 1920.

REGULATIONS for Operation of AIRCRAFT.

1. Don't take the machine into the air unless you are satisfied it will fly.
2. Never leave the ground with the motor leaking.
3. Don't turn sharply when taxiing. Instead of turning sharp, have someone lift the tail around.
4. In taking off, look at the ground and the air.
5. Never get out of a machine with the motor running until the pilot relieving you can reach the engine controls.
6. Pilots should carry hankies in a handy position to wipe off goggles.
7. Riding on the steps, wings, or tail of a machine is prohibited.
8. In case the engine fails on takeoff, land straight ahead regardless of obstacles.
9. No machine must taxi faster than a man can walk.
10. Never run motor so that blast will blow on other machines.
11. Learn to gauge altitude, especially on landing.
12. If you see another machine near you, get out of the way.
13. No two cadets should ever ride together in the same machine.
14. Do not trust altitude instruments.
15. Before you begin a landing glide, see that no machines are under you.
16. Hedge-hopping will not be tolerated.
17. No spins on back or tail slides will be indulged in as they unnecessarily strain the machines.
18. If flying against the wind and you wish to fly with the wind, don't make a sharp turn near the ground. You may crash.
19. Motors have been known to stop during a long glide. If pilot wishes to use motor for landing, he should open throttle.
20. Don't attempt to force machine onto ground with more than flying speed. The result is bouncing and ricocheting.
21. Pilots will not wear spurs while flying.
22. Do not use aeronauticle gasoline in cars or motorcycles.
23. You must not take off or land closer than 50 feet to the hangar.
24. Never take a machine into the air until you are familiar with its controls and instruments.
25. If an emergency occurs while flying, land as soon as possible.

Deland Sport Aviation Showcase

Loretta and I decided we would check this event out this year so on Friday we boarded “Fancy,” our Citabria and headed North to Deland Airport to see what the show was all about. We thoroughly enjoyed the flights to and from there. The show seemed to be sparsely attended and that may be because it’s only the second year for this and maybe it has to grow. Anyway, we spent \$30.00 to get in and visit vendors and see some nice Light Sport airplanes. There were some pretty interesting STOL demos and that was fun! We saw some old acquaintances wandering around and it was nice to see them again. After 2 hrs of this excitement we left. The air traffic control was superb! The wind had picked up and a little across rwy 5. Our instruction was cleared for TO, fly rwnway heading for at least ½ mile before making the turn out. Nice, we made the turn and headed SE to Dunn. The ride was the way I like it at 1,000’ with solid cloud cover at 1,500” and windy enough to enhance the ride, we snaked around a couple of showers and tuned AWOS a few miles from Dunn, winds 010@10G19. Other than being a little rough on the final approach to rwy 4 over the trees, it was easy! We enjoyed the flights.

Larry



Les is showing his Panther to EAA's Charlie Becker.

Debbie examines engine from SBD dug up at the field and put on display at the museum there.

Hope this is helpful

R G Van Treuren

Young Eagle Make up Day



Above a couple of my Young Eagle Flights, notice the J3 at 5 O Clock in lower pic.



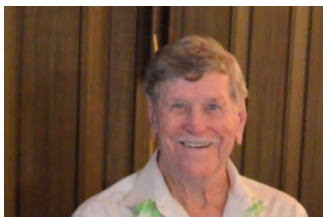
New Young Eagle and his grandfather with me after the flight

Young Eagle Make up day

As pres. Les mentioned in his report, on our Young Eagle make up day Nov. 18 we flew 28 of the candidates of the 42 who signed up for original date (Oct 21) One candidate was new. Total flown 29. We don't yet have the pictures taken by our photographer. When I get these they'll be posted on our Chapter Facebook page.

Larry

Dave Rodger



Dave passed away on Nov 3, 2017, He was 88 yrs old and a very active pilot who owned several airplanes that he based at TICO. He got his private pilot license on his 16th birthday. He is an Air Force Veteran and was involved with test piloting aircraft and was a proud bearer of a mach 2 button that he wore on his lapel. He personally knew Pauncho Barnes and frequented "The Happy Bottom Riding Club" in the Mojave Desert during his airplane testing stint. He worked with the space program during the early days.

He flew "Fancy," our Citabria with me a few times and showed me some Fancy Flying! A real pilots' pilot, in my opinion!

If you knew Dave and would like to pay your respects, there will be a memorial for Dave at The Merritt Island Moose on Dec. 2 at 11:00 am.

Larry

The Taylorcraft Visit Picture Story





The Taylorcraft arrivals



Tying down for the night

The Taylorcrafters spent the night with us and Loretta provided breakfast for them



Armstrong starter (Tommy)



Departure, after lunch that Loretta cooked for them.

NORAD/ FAA INTERCEPT PROCEDURES

When I was at the Deland showcase I visited the NORAD booth and talked with those folks and picked up a couple of cards describing the procedures for an intercept for pilots who might bust restricted airspace. I think it is a good idea to know what to do if you're ever in this predicament! Do you check the NOTAMS for our airspace before you fly? You should! Most of the pilots who come to me for a flight review don't and most don't know the procedures if intercepted. Reminds me of people who don't think flight briefings for events are important! This is now part of the ground discussion if you do a flight review with me. I've witnessed two intercepts at Dunn when on two different occasions aircraft were intercepted. They use fighter jets to intercept! Our airspace here being in close proximity to rocket launches is a good place to get caught if you aren't careful, I think. If you have Foreflight on your whiz bang electronic stuff it is easy to check these NOTAMS. I also find My Radar pro with the aviation feature to be good for this.

Larry

Note: Chapter member Mark Briere has purchased a beautiful Luscombe 8A and it is hangered at Dunn!

Chapter officers

President Les Boatright 3640 Fraizer Ct. Titusville, Fl 32780 321 269 1723 amyandles@juno.com

VP – Edward Brennan 501 Water Side Circle Titusville, Fl 32780 EJB.USMC@gmail.com

Secretary – Kip Anderson 5812 Deer Trail road Titusville, Fl 32780 321 269 4564 kipapilot@cfl.rr.com

Treasurer – Herman Nagel 21425 Hobby Horse Lane Christmas, Fl 32709 407 568 8980 bhnagel@earthlink.net

Newsletter – Larry Gilbert 2002 Malinda lane Titusville, Fl 32796 321 591 8783 larryglbrt@gmail.com

Monthly Breakfast

Sat. Dec. 2, 2017, 8:00 am - ?

Dunn Airpark Bldg. 10

Monthly Meeting

Weds. Dec 6, 2017 – 7PM

Dunn Airpark Bldg. 10

480 N. Williams ave

Titusville, Fl 32796