

EAA Smilin 'Jack Chapter Chapter 866

Newsletter January 2018



Happy New Year Members and Friends of EAA Chapter 866,

Here's hoping that every one of you have a Happy, Healthy, Blessed, Prosperous, and Aviation-Filled New Year!

We had a very nice Pancake Breakfast last month, with over 200 hungry guests turning out for breakfast, and I was told that some 61 airplanes were counted before it was over, with parking extending well down the taxiway. As best I could tell, most everyone had a good time, and they took us right down to the very last EGG! We literally had ONE egg left over at the end of the breakfast. How's that for precision flight-planning?

The following weekend, several of our members volunteered with neighboring EAA Chapter 724 in Merritt Island for their annual Toys for Tots event. By all accounts, that event was a great success and collected a lot of toys! As always, a *BIG THANKS* to all of you who volunteer and make this a terrific EAA Chapter!!

IT'S WINTER PARTY TIME!!!



Saturday, JANUARY 13th at LaCita Country Club

Mark your new calendars! It's time once again for our Annual Chapter 866 Winter Party.

It's not too late to get your tickets!

Last chance for tickets will be at our Jan 6th pancake breakfast.

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 (see Herman for tickets)

WHAT FOOD: Choice of Chicken, Beef, or Fish

The Ticket price includes your Annual Chapter 866 membership Dues.

Tickets will be available for sale at the January chapter meeting or pancake breakfast.

Be sure to see Herman for your tickets and membership dues!

Fly the Ford Tri-Motor

The *Smilin' Jack* Chapter is planning to host the Ford Tri-Motor in March. But before I tell you more about the historic Tri-Motor, let me take you on a side-trip and tell you about a recent flight I took on a modern-day airliner.

I recently flew to Denver for a work meeting. It was a quick trip, out and back in about 3 days. As a pilot and lifelong aviation enthusiast, I used to look forward to flying on the airlines. It was an opportunity to see how the "big boys" do it, and frankly, any opportunity to fly and take in the landscape below from such a vantage point was considered a treat. However, I have to say that between the airlines and the TSA, they've managed to remove nearly every last bit of joy from the experience of traveling by air. It's just not like it used to be. The lines are long, the security checks are demeaning, and good citizens are herded though airport corals like cattle headed to market. It sometimes seems that we the paying travelers are tolerated as cargo more than appreciated as good customers. Once aboard the airplane, the aisles are too narrow, the seats are too small and too closely spaced, the

windows are positioned too low for comfortable viewing, and forget about trying to get out to use the bathroom when the drink cart is in the aisle. On my return flight, there was a fair amount of turbulence, not all that bad, but certainly noticeable and continuous. There was a nice woman sitting across the aisle from me, and over against the window. About halfway through the flight, I happened to notice her hunched over by the window, and realized she had become airsick and had used the sic-sac. When the attendant came to collect trash, he wouldn't take the woman's sic-sac, citing airline policy. So, the poor woman had to hold that bag, and later on, a second one for nearly 2 hours until the plane landed and she could leave with her two additional "bags". I guess she should be grateful that the airline didn't charge her any extra "baggage" fees. In the end, I was thankful for a safe, professional, and on-time flight. That's about all I can say since the joy, adventure, and excitement of flying has been largely removed from the experience of airline travel. Unlike my fellow airline travelers, I took a great deal of solace in knowing that I could come home, roll open my own hangar doors, and experience the true joy of aviation in a terrific little airplane that I get to fly myself!

Well, I told you that airline story so that I could tell you about the wonderful and rare opportunity that Chapter 866 will have in a couple of months. If you want a glimpse into what it was like to fly the airlines during the Golden Era of aviation, before TSA pat-downs and claustrophobic cabins, then come out and FLY THE FORD! The FORD Tri-Motor is considered by many to be the first truly successful passenger airline transport aircraft. It has large picture windows, and every seat is a window seat, and every seat is an aisle seat. The triple redundant powerplants and rugged airframe construction serve the airplane very well, giving passengers great confidence in the Tri-Motor's ability to safely and comfortably haul them aloft and then back down to *Terra Firma* at their destination. The EAA has two of these rare airplanes on tour, and if you've never taken a flight on one, you will not be disappointed in the experience. We are still working out the details, but it looks like the dates will be March 8th – 11th for the Titusville Tour stop, and we will operate out of TICO airport since the facilities there meet the requirements of the Tri-Motor. We will need several volunteers, so Please consider volunteering some time to help with the Tri-Motor air tour. More details will be coming soon. In the meantime, you can read some of the history of the specific Tri-Motor that will be working its way around Florida over the next 3 months. Despite their legendary status, only 199 of these historic airplanes were built, and only about 12 are still flyable today.

<https://www.eaa.org/en/eaaflythe-ford-eea-ford-tri-motor-airplane-tour>



The 1928 Ford Tri-Motor 5-AT-B from the Liberty Aviation Museum



City of Port Clinton



First Class Seating in the 1920's!

Every seat an Aisle Seat and every seat a Window Seat!!

HISTORY OF THE LIBERTY FORD TRI-MOTOR 5-AT-B

Liberty Aviation Museum's 1928 Ford Tri-Motor 5-AT-B, serial No. 8, flew its first flight on December 1, 1928. It was sold to Transcontinental Air Transport (TAT, the logo that graces the aircraft's fuselage today) in January 1929 where it became NC9645 and was named City of Wichita. It inaugurated westbound transcontinental commercial air service on July 7, 1929, with sister ship City of Columbus.

In April 1931, ownership of the aircraft was transferred to Transcontinental and Western Air (TWA). Here the aircraft helped in the development of TWA's route system.

In July 1935, NC9645 was sold to G. Ruckstill and entered the fleet at Grand Canyon Airlines. From there the Tin Goose was sold to Boulder Dam Tours in February 1937, where it entered sightseeing air tour service.

The Ford was registered AN-AAS with Transportes Aereos del Continente Americano (simply known as TACA Airlines) in Honduras in December 1937, where it stayed until 1942 when purchased by an unknown operator in Compeche, Mexico, and was reregistered as XA-FUB. The registration changed again in 1950 to XA-NET while under the ownership of another individual in Compeche.

1951 brought major overhaul and repairs for No. 8, including removal of the aircraft's corrugated skin, which was replaced with flat sheet metal. This change earned the aircraft nickname "the smooth-skin Ford."

The Tri-Motor was sold to another private owner in July 1953 and was damaged in an accident in January 1954, after which it was put in storage.

Eugene Frank of Caldwell, Idaho, acquired the aircraft in 1955, moving it back to the U.S. and reregistering it as N58996. It remained in storage until July 1964, when it was purchased by Nevada's William F. Harrah of Harrah's Hotel and Casinos. Harrah returned the plane's registration to NC9645 and began an extensive seven-year renovation, bringing the aircraft back to airworthy status and restoring the corrugated skin. The former smooth-skin Ford had its first post-restoration flight in 1971 and flew in Reno several times before being moved to static display as part of Harrah's impressive automobile collection. After Harrah's death, parts of his collection, including NC9645, were auctioned off in June 1986 to high bidder Gary Norton of Athol, Idaho.

In February 1990, the Evergreen Aviation and Space Museum in McMinnville, Oregon, acquired the aircraft. It remained in storage there until 1996 when another restoration of the aircraft started, returning it to flying condition once again.

In 2014, the aircraft was acquired by Ed Patrick and the Liberty Aviation Museum in Port Clinton, Ohio. Volunteers ferried the aircraft across the country to its new home. After further maintenance to ensure the aircraft was tour-ready, Liberty entered into a lease agreement with EAA, working together to showcase the historic aircraft around the country.

Wings Over the Rockies Air & Space Museum

I already mentioned my recent flight out to Denver, and thought I'd share a few photos of the trip. I had a couple hours of free time on the afternoon I arrived and managed to find myself at one of the old hangars of the former Lowry Air Force Base, which is now the *Wings over the Rockies Air & Space Museum*. It was a delightful museum stop, and worth a visit if you ever get out that way.



**Beautifully restored Alexander Eaglerock Model A-14
(keeping eternal watch over Concourse B at Denver Int'l Arprt)**



Aerobatic Bi-plane called a Skyote



Replica WWI Nieuport fighter with a Rotec Radial engine installed



BD-5J microjet in *Blue Angels* Livery



A B-1B *Lancer*, with an F-111 *Aardvark* tucked under the nose, beside a jet-powered land-speed car



Fully Restored Link Trainer



Early Full-Scale mockup of the DreamChaser spacecraft



Another Spacecraft mockup; this one from a *Galaxy Far, Far, Away* . . .



A “Gibson Girl” distress transmitter



***JetWing* prototype high lift STOL demonstrator that test flown by Mr. Bob Hoover
(Top speed of 325 knots, but able to land at only 45 knots!)**

Far and away the most interesting artifact I saw at the museum was the very first one I came across, or maybe I should say the very first one I “met”. As I arrived, I was greeted at the information desk by a very friendly museum volunteer, he was a docent and told me all about the museum. I quickly noticed his WW2 veteran’s hat, inquired about his service, and it turns out he served in England with the US Army Air Corps, in the famous 8th Air Force, as a B-17 ball-turret gunner! It was an immediate privilege to meet him, and we talked for at least half an hour! I learned that he arrived in the European theater very late in the war, but still flew 18 combat missions

before the war in Europe ended on May 8th, 1945. He then flew several mercy flights delivering relief supplies instead of bombs, and soon volunteered to train for a B-29 crew and go to the Pacific theater. However, the war ended just a day or so before his transport ship (The *Queen Elizabeth*) arrived back in New York, so he never got to train for the B-29.



Len and Les, just a couple of airplane guys from different eras!
(This photo clearly shows: I NEVER woulda fit in a B-17 ball-turret)

It was a true honor and the high point of my trip to get to speak with this gentleman and hear several first-hand accounts of his experiences flying over Europe in the ball turret of a B-17. May we never forget the legacy of freedom that these men and so many others like them have given to us!!

This Month's Flying

I had the distinct pleasure of flying with Alberto this past month in his Cessna 172. We made two stops on our triangular flight plan, getting lunch and gas, and with our respective belly tanks filled, the C-172 dutifully returned us to Arthur Dunn. During one of our stops, Alberto demonstrated some very skillful aeronautical chartsmanship!! Who knew, that when properly folded, a Terminal Area Chart makes a perfect sunshade for a C-172 windshield??!! Who says paper aeronautical charts are obsolete?

Alberto flew us to Umatilla to get gas for his Cessna. You see, in the Aviator's Equation, it's much better to fly 70 miles to save 30 cents per gallon, than it is to buy more expensive avgas close to home. You don't "*have*" to do it that way, but you "*get*" to do it that way, and in the process, you "*get*" to log more time in the sky and have more

enjoyment from the sport of aviation! So when you plug in the numbers, you can rest assured that the equation will balance out in your favor anytime you get to fly more. At least that's how I understand it.

More Panther Shenanigans

Over the past month, I've continued to *slip the surely bonds and fling this eager craft through footless halls of air.*



We are making steady progress in flying our new Panther through its Phase-1 flight test objectives. As you know, the typical 40 hour fly-off time for an Experimental airplane is intended to be much more than just motoring around the sky for 40 hours. It's a period of time to acquire test data on things like best climb and glide airspeeds, to check the calibration and accuracy of your instruments, to get a good handle on stall speeds in various flap configurations, to measure fuel burn rates at various power settings, to inspect for problems, to correct any deficiencies, and to make any necessary rigging or trim adjustments to the flight controls, among other things.



Shiny new Trim Tab added to the Panther's Tail

It's also an opportunity to finalize the details of your operational checklists. All this test data then gets rolled into a thorough and complete Pilot Operating Handbook (POH) for your specific airplane. As I write this, we're just a bit over half way through our Phase-1 flight test period. We've collected some good data, and made a couple of

minor adjustments to the rigging. The more I fly the Panther, the more pleased I am with its performance and handling qualities!

Happy New Year to ALL ! See ya soon at our January meeting (Jan 3rd), and then the monthly pancake breakfast after that (Jan 6th).

Les Boatright (EAA Lifetime #563003)

President EAA Chapter 866

The *Smilin' Jack* Chapter

Some reminders about upcoming events:

Date	Event	Place/Info
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 (3rd 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. 17	Valkaria Chapter 1288 - Pancake Breakfast (3rd Sat.)	Valkaria Arpt (X59) 8-10 am
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
Mar. 8 th thru 11 th	FLY THE FORD – EAA 866 hosts the Ford Tri-Motor Tour at TICO. Daily flights 8AM – 5PM.	TBD location @ TICO Arpt (KTIX)
Apr. 2-6	Brevard County Public Schools Spring Break	
Apr. 4	Regular Chapter 866 Monthly Meeting	Building 10 / 7 pm
Apr. 7	OUR Chapter 866 Monthly Pancake Breakfast	Building 10 / 8-10 am
Apr. 6-8	Valiant Air Command's Warbird Airshow (41st year) http://www.valiantaircommand.com/airshow	TICO Arpt (KTIX)
Apr. 10-15	44th 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)

This Month's Flying

Larry Gilbert

In December we did a little less flying with 'Fancy than in most months but, the flying we did was very enjoyable and I'm so grateful that at this age I'm still able to do it. Loretta and I have been having a great time doing videos of the area narrating them and adding background music and posting on Youtube mostly for the enjoyment of doing this. We have informed some of our friends of these and received pretty good reviews from them and that encourages us to do more. This is such a nice area to do these as we have the IR Lagoon and a pretty wild portion of the St. Johns River just to the West of us, and the Canaveral Seashore. These are truly spectacular areas to show our friends and families. We purchased two used Gopro cameras and they work really well for this. It is a learning process to make it all work. It's good to be learning!

In November a friend of ours brought his 16 yr old grandson to the Chapter Young Eagle event for a ride with me and the young man enjoyed the flight and his grandfather had a good time chatting with some of our chapter members. As a result the boy has been flying with me for a few more hours and has learned how to keep the tailwheel plane going straight on takeoffs and landings and can fly straight and level maintaining altitude plus or minus 100'. We've done some straight ahead power off stalls and we are learning how not to get into a spin by learning to use those things that most pilots think are foot rests! (Rudder Pedals) With some pattern work and take offs and landings he'll be doing the landing and I'll be along for the ride pretty soon! It is so much fun to do this! I'm hoping he goes on to earn his Private Pilot license. His grandfather is encouraging him to do this. Grandfather is also enjoying being around the airport and these flying machines!

Flew with Chris Raisch and we we're just boring holes and it was kind of boring so, we introduced lazy eights to Chris and after about 20 minutes of this he was doing OK! Most low time pilots don't like these but Chris seems to be alright with this. Oh yeah, these are the old style LZ8s!

Toys for Tots Breakfast

AS Les mentioned in his report earlier in this nsltr, Deborah, Loretta, Kip and I did the cooking for this annual event at Merritt Island Airport. It was a cold rainy morning so there were no fly in visitors. We were inside and out of the wind and rain doing our thing so it was quite pleasant. There was a lot of folks who came with a toy to stack on Tony's Mooney the donation of a toy earned the visitors a free breakfast of sausage and pancakes. I don't know how many we served but it was all fun working with the good EAA Chapter 724 folks!

Larry

Gyro Visit

A few days ago Gyro Joe Pires flew into Dunn for a visit with us at the hangar. He has flown all of the time off of this experimental aircraft and is now allowed to carry passengers. He has flown with his 1st passenger, his wife. He offered to take Loretta for a ride and she agreed and they strapped the machine on, fired up the Honda engine and headed out to rwy 04 at Dunn.

Unfortunately, a wheel bearing on the right main wheel failed and the wheel assumed an odd angle on the axle. Joe had to cancel this mission and repair the wheel before another flight. We towed the plane back to our hangar and he had another bearing flown in from Southerland by

Jeff Wilde and installed this. Loretta's flight had to be postponed. He flew the plane out and headed for Southerland where they live.



Joe briefs Loretta for the flight on his newly certified Gyroplane. What a nice looking aircraft.

Chapter officers

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Monthly Meeting

Weds. Jan. 3, 2018 7:00 PM

Bldg. 10 Dunn Airpark

Titusville, Fl

Monthly Breakfast

Sat. Jan. 6, 2018 8:00 AM

Bldg. 10 Dunn Airpark

Titusville, Fl