

EAA Smilin 'Jack Chapter 866 Newsletter

February, 2020



Big wave from Mitch Matheny sitting in the right seat of the Tri-Motor



Greetings Members and Friends of EAA Chapter 866,

I'd like to send out a big THANK YOU and WELL DONE to all the folks who help make things fun and interesting in our EAA Chapter! The new year has gotten off to a great start so far. In addition to our regular chapter meeting and pancake breakfast in January, we also hosted the EAA Ford Tri-Motor, and we held our annual formal Winter Party at LaCita! That was a LOT of chapter activity for the first 3 weeks of the year, but thanks to the dedication and support of all our great chapter members and friends, it was very successful!

Tri-Motor Recap

The second weekend of 2020 was a busy weekend for us Chapter 866'rs over at the Valiant Air Command Museum. There was a good deal of interest in the Tri-Motor, and the report from HQ was that it flew 25

passenger sorties during the weekend, including the media flight on opening day. I even got a couple of calls at home from people as far away as Apopka and Leesburg who were interested in coming over to take a ride on the Tri-Motor. I was happy to see that kind of interest and found it to be very encouraging.



I got a report back from the Tri-Motor Air Tour coordinators in Oshkosh that we officially had 198 paid Tri-Motor riders! That's pretty good considering that the weather wasn't exactly ideal for much of the weekend. There were breezy conditions part of the time, and frequent low clouds, but the Tri-Motor never flew much higher than 1,000 feet, so the weather didn't really stop the rides. However, seeing as this was the first tour stop for the Tri-Motor on its Winter tour of Florida, and it had just come out of a maintenance period, there were a couple of minor mechanical issues that needed attending to. As a result of that, we didn't get in quite as many flights as I'd hoped for, but folks still seemed to have a great time. Everyone worked hard to make the weekend fun and interesting and to keep everyone safe! The VAC museum staff were absolutely wonderful hosts and we very much appreciate all they did to help facilitate the Tri-Motor's stay and provide a venue for the event! I hope you got to sit in on one of Eddie's safety and history presentations about the Tri-Motor as they were especially informative and entertaining!! I believe there were nearly 20 chapter volunteers that helped make the Tri-Motor tour stop a great success! Thank You and Well Done Chapter 866!

Winter Party

There was no time for the weary Tri-Motor volunteers to rest! The very next weekend was the Chapter 866 annual Winter Party! Everyone came out all dressed to the nines and looking great. The staff at LaCita did a marvelous job with the meal and making us all feel special. The musical talents of the band *KittyHawk* were on full display and kept us entertained all throughout the evening. A special Thank You goes out to Marcia Buckingham and her group of talented musicians for joining us! I'd like to recognize Deborah VanTreuren, and also your Chapter secretary Kimberly Brennan for their efforts with decorating the tables with fresh foliage, and for planning and coordinating the details of the evening.



Vets attending C866 Winter party



Something funny musta happened at the party!



Carol and Ben Charvet

Photos by Kimberly

EAA 724 Young Eagles

Just passing along a little more good news here. I heard through the grapevine that EAA 724 flew about 125 young folks at their recent Young Eagles Rally about week ago! Wow!! They do a really fine job with that, and it's a special opportunity for the young folks in the Merritt Island community, and a fun day for the volunteer pilots too. Way to Go EAA 724!!

OPEN HANGAR DAY at Arthur Dunn Airpark (X21)

One of our members came up with this great idea to have an Open Hangar Day here at our home airfield. The idea is that folks can come out to the airport and show off their planes and projects, and other folks can get a close-up peek at what's going on around the hangars and maybe get to know some of their hangar neighbors better. Hopefully some of you will pull out your Air Machines and do some flying and share some rides with others! You know, you don't have to be a Young Eagle to enjoy going for an airplane ride just for the fun of it!! You just have to be young at heart, I reckon.

And this Open Hangar Day isn't limited to just EAA 866 members. ALL of the Dunn Airpark tenants and residents are welcome to come out. There's nothing like the promise of free food to help encourage folks to come

on out to an event like this. So, Chapter 866 will be providing hot dogs, chips, and drinks at no charge. Just to be clear, this is not a Fly-In, BUT if you happen to be reading about this from an exotic, far away, remote island location . . . like Merritt Island, or maybe from somewhere beyond the Mosquito Lagoon, and if you just happen to decide to Fly your Flivver over for a visit, then I’m sure we can grill an extra hot dog for you.

The Date is set for Saturday, March 14th. The times are from around 10 AM to around 2 PM, with lunch served around 11:30am. And if the weather turns out to be bad that day, we’ll just improvise and have the Hot Dogs indoors and maybe take in a movie over at the Chapter building. Mark your calendars now, and we’ll talk more about this Open Hangar Day at the next Chapter meeting, so don’t miss that!

“President for a Day”

If you are a current, Dues-Paid member of EAA Chapter 866, then you can be chapter “*President for a Day*”! See the schedule below. Pick an open slot, give a safety briefing, introduce a guest speaker, do a presentation about your current project, give a flight or trip report, bring a video, the sky’s the limit! I also have a list of presentation ideas if you need them. Just let me know, it’s that simple.

Meeting Date	2020 “President for a Day” Program
Jan. 1 st	Les Boatright – New Year Kick Off
Feb. 5 th	Les Boatright
Mar. 4 th	OPEN SLOT
April 1 st	MEETING CANCELLED Due to Sun-N-Fun
May 6 th	OPEN SLOT
June 3 rd	OPEN SLOT
July 1 st	OPEN SLOT
Aug. 5 th	OPEN SLOT
Sept. 2 nd	OPEN SLOT
Oct. 7 th	OPEN SLOT
Nov. 4 th	OPEN SLOT
Dec. 2 nd	Les Boatright - (Officer Elections for 2021)

Chapter Dues Reminder

Just a quick reminder, if you’ve missed the last few chapter events and haven’t caught up with your annual chapter dues for the year 2020, then please see Herman or Becky about it. It’s a good bargain, and we’ve kept the dues at a low \$25 for more than a decade. Aside from getting you into the annual Winter Party, your membership dues entitle you to borrow tools from the Chapter, and most importantly it gives you voting privileges in the club as long as you also keep your membership status current with the EAA national organization.

This is also a good time of year to check in with our chapter secretary, Kimberly Brennan, and make sure your information is up to date on the Chapter roster.

Lastly, I’d like to apologize for any confusion about the old Post Office box we had a few years ago. If you tried to mail in your dues or any other correspondence to the P.O. Box address, and it was “Returned to Sender”, that’s because we no longer pay to keep a Chapter Post Office box address. It was costing the chapter about \$85 / year to keep up, and we were only getting maybe 4 or 5 pieces of mail there per year. We suspended the PO box a

coupla years ago. If you need to officially contact Chapter 866 by mail, you may send it to myself, or to any of the other chapter officers as appropriate. Our contact information is always at the end of this newsletter.

APRIL MEETING & BREAKFAST

Lastly, we looked ahead on the calendar and realized that Sun-N-Fun did it to us again. They planned *Spring Break for Pilots* for the same week as our April Chapter meeting, and also our April pancake breakfast. At our last meeting, a motion was made and seconded that we should Cancel both of our April chapter events. The vote was held, and by unanimous consent, it was decided to CANCEL the April Meeting and Pancake Breakfast. As members, each one of us need to try to pass the word around about this as much as possible. This happened last year too, but we still had some hungry folks show up looking for breakfast, only for them to be disappointed that we had cancelled. Some of them even called me and Eddie while we were strolling the grounds at Sun-N-Fun!

As a club, we need to do our best to put the word out that **WE WILL NOT BE HAVING OUR PANCAKE BREAKFAST** on April 4th. Encourage everyone to go to Lakeland for breakfast, and look for us around the airport there!

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

Les Boatright

EAA Lifetime #563003

President, EAA Chapter 866

The *Smilin’ Jack* Chapter

Some reminders about upcoming events:

Date	Calendar Event	Place/Info
Feb. 1 st	OUR Chapter 866 Monthly Pancake Breakfast	Building 10 / 8-10 am
Feb. 5 th	Regular Chapter 866 Monthly Meeting	Building 10 / 7 pm
Feb. 17 th	President’s Day Federal Holiday	
Mar. 4 th	Regular Chapter 866 Monthly Meeting	Building 10 / 7 pm
Mar. 7 th	OUR Chapter 866 Monthly Pancake Breakfast	Building 10 / 8-10 am
Mar. 8 th	Daylight Savings Time Begins – Set Clocks FORWARD	
Mar 14 th	OPEN HANGAR DAY at Dunn – SEE Flyer HOT Dogs, Chips, & Drinks provided by “ <i>Smilin’ Jack</i> ”	(X21) Arthur Dunn T-Hangars
Mar. 31 st – Apr. 5 th	Sun-N-Fun Aerospace Expo & Fly-In https://www.flysnf.org/	Lakeland Linder Arprt (KLAL)
Apr. 1 st	Regular Chapter 866 Monthly Meeting – NO FOOLIN’ CANCELLED due to Sun-n-Fun date conflict	Building 10 / 7 pm
Apr. 4 th	OUR Chapter 866 Monthly Pancake Breakfast – CANCELLED due to Sun-n-Fun date conflict	Building 10 / 8-10 am
Apr.	Easter Sunday	

12 th		
May 2 nd	OUR Chapter 866 Monthly Pancake Breakfast	Building 10 / 8-10 am
May 6 th	Regular Chapter 866 Monthly Meeting	Building 10 / 7 pm

**PLEASE SEND IN in any additions / updates to the Calendar of Events.
We'd like to keep this current and accurate!**

Tri-motor Fun

By Larry Gilbert

This visit by the EAA Ford Tri-motor was a lot of fun for me! First of all, just being around the operation of that historical airplane and associating with the folks who brought it here is interesting. I like doing the job as a starter because there's a certain amount of excitement to watch a radial engine when it starts, you know, that sound and that little puff of oil smoke from the exhaust pipe, kinda takes me back to another time when I worked around those engines in Marine helicopters in the late 50s and early 60s.



Then, when the Airliner returns, to see the smiles and listen to the comments of the passengers as they step out is pleasant, I like to see people enjoying themselves.



We managed to get our friend Dick House (96 yrs WWII pilot), to the event and he managed to walk out to the plane and with a lot of help, we got him seated in the aft most seat of the plane. Unfortunately, that flight was postponed so, we got him out of his seat and out of the plane and he walked back in to the briefing area in the hangar. We waited there until it was announced that there would be no more flights that Saturday afternoon but they would resume flying on Sunday. When Sunday rolled around Dick didn't have the energy left to make it back out and fly so, that was the end of that.



At least Dick got to sit in the Tri-motor!

While he was waiting he had some nice conversations with some of our chapter members and I'm grateful for that!

Les's daughter Emily was around most of the time and found a hangar cat to entertain.



On Friday I flew in the Tri-motor in the most aft seat in the cabin. What a joy to experience the beauty of the interior of that 1929 Ford and hear the sounds and feel the heaviness of that big draggy airplane. Magical!



Here's a view of TICO through my cabin window

Back on the ground being greeted by Herman



Kathy Anderson

RANS S12 crash

a brief statement of what happened and what is known so far:

I did a thorough preflight of the S-12 which included checking the gas for water and debris.

I started up the engine and taxied out to runway 4. I ran up the engine as usual, then announced my intention to take off. There was one other plane using runway 4.

I advanced the throttle as usual - all was normal with plenty of power and the plane took off normally.

At approximately 200 feet altitude and approaching the threshold end of runway 22 the engine stopped.

I immediately lowered the nose and began a turn to the left, maintaining 60 mph on the airspeed indicator.

The plane normally has a steep approach angle and the ground was coming up very quickly.

When I tried to straighten it out and flare to land, the controls did not respond. The plane hit the ground left wing and nose low, then flipped over hitting the right side of the tail and breaking the right wing rear strut.

The nose gear and left main gear were destroyed - as was most of the structure.

When the motion stopped, I was upside down. I unbuckled my seat belt/shoulder strap (with difficulty) and exited the plane.

I heard the fuel pump still running, so I reached back inside and shut off the fuel pump and master switch.

I walked away from the plane and saw Dave from the Airport Authority - who had been mowing the grass, a man who was here to purchase a plane, and Steve coming toward me. Dave had called 911. When I told him I was OK - he called to stop the fire department from rolling trucks.

I am very grateful to all who helped me and moved the plane to the hangar: Steve Quickel, Dave, (3) men who were there for the purchase of a GlasStar, Jason Yokom, Larry Gilbert, Mario Jeminez and Mark Briere.

Jan from Viking Engines came the next morning and went thorough all the wiring and electrical connections, checked the engine oil and spark plugs and checked the fuel flow. Troubleshooting has thus far not revealed the cause of the failure. Hopefully, we will have an answer by the March meeting.

**p.s.
Aside from soreness in my lower back and hips - I had no injuries.
Kathy**



The RANS as it ended up when it hit the ground. Kathy walked away from this!



Taxi, take off, and flight track into the accident site at Dunn Airpark



Mark's Body Lifter,

Mark Schemi has been working on this top secret craft for some time now. He's has brought it around to our hangar a few times in various stages of completion so we could see the innovative concepts of the controls and power plant.

So far he has only taxied the body lifter around the airport and Mark seems to have that part of the operation down. It took some time though, Mark said. Rather than steer with your feet there are two sticks, one on each side for his hands to handle the taxi stage. He said he's being extra cautious about high speed taxiing so he doesn't become airborne unexpectedly.

Notice the black thrusters on top of each side slightly in front of Mark, they probably provide some forward thrust but also articulate to also control roll. Mounted on the tail are what appear to be the main engine nozzles at the top of the vertical fin and anti yaw thrusters on the bottom.

Mark is being very tight lipped about when the first flight will be. He did drop a couple of hints though, something like maybe on Weds.

Article in GA News regarding the rudder workshop at X50 24-5 Jan. (see link)

Deborah VanTreuren

<https://generalaviationnews.com/2020/01/28/flipping-the-script/>

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 – Kimberly Brennan 501 Waterside Circle Titusville, Fl 32780 kbrennanfl2006@gmail.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



CHAPTER MEETING

WEDS. Feb 5, 2020, 7:00 PM

Bldg.10 Dunn airpark (X21), Titusville, Fl