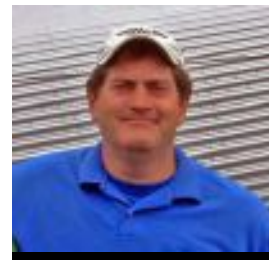


# EAA Smilin' Jack Chapter 866 NEWSLETTER

June 2020



*Ed Brennan's Zenith 750 Cruiser, N866EB, Climbing out from RNWY-33, "It's an Airplane Now!!" This is the official start of Phase-1 Flight Testing.*



*Greetings Members and Friends of EAA Chapter 866,*

As I sidle up to the keyboard again to write a little something for this month's issue of the *Smilin' Jack* Newsletter, I'll confess to you that it's not always easy to find something to write about which is informative, entertaining, or inspirational. This has been especially true over the last couple of months as so many people have faced unprecedented challenges related to the global pandemic. But today, it was NO trouble at all to find something inspirational to tell you about! Over the past two days I've had the

opportunity to witness not one, but TWO First Flights of new flying machines, and in both cases it was truly inspirational!!

First, let me tell you about the second one because it's near and dear to many of us Chapter 866'rs. After many years of dreaming, sweating, building, fabricating, and just 'Plane' Hard Work, . . . your able and talented Chapter 866 Vice President, Ed Brennan, finally oversaw the First Flight of his new Zenith 750 Cruiser! If you've had a chance to see it, then you already know that Ed has done a phenomenal job building this aircraft. He has meticulously poured over every aircraft system, and every detail of the build as if it were going on a space mission. I've personally seen him undo, and then re-do a number of items on the aircraft that were not quite up to his standards of excellence. He has conducted fuel flow tests, engine tests, taxi tests, transmitter tests, battery tests, and even more tests. On Sunday morning, May 31<sup>st</sup>, 2020, Ed's dream of owning a flying machine that he built himself was realized!

Ed wisely utilized the services of a test pilot as to unfamiliarity with the airframe and engine. However, this was not just any test pilot, it was the chief engineer and designer of the Viking Engine powerplant that powers Ed's air machine, none other than Jan Eggenfellner. Jan has many hours flying Zenith airframes and Viking engines, so he was the perfect choice to test fly Ed's airplane for the first time.

The first test flight was relatively short and uneventful, exactly what you want to see in a first flight of a new airframe. Test pilot Eggenfellner taxi'd out to the runway, made one last check of the flight controls and engine, then without delay, he lined up on Rnwy-33, applied full power and quickly pulled the nose wheel off the ground. In just a very few more seconds, Ed's Zenith 750 flew itself off and continued to accelerate and climb out nicely! Despite the warm and muggy Sunday morning, the take-off run seemed like it was less than 100 feet! The Zenith dutifully circled the field, and enjoyed a landing on the cool grass of Rnwy-22, and then a couple more on the paved surface. The Viking Powerplant ran strong and sounded *Singer Sewing Machine Smoooooth*. That crazy Viking sitting "Behind" the instrument panel reported that the airplane was well balanced, ran smooth, had plenty of power, and flew just about as expected.

Ed has included many members of Chapter 866 in his build process, and even memorialized our Chapter as part of his FAA registration number, N866EB. Please take a moment and congratulate Ed on his achievement!! Now the fun of Phase-1 flight testing begins. The pictures below are part of the story of the FIRST FLIGHT, but to hear the whole thing, Please plan to attend the Wednesday night Chapter Meeting on June 3<sup>rd</sup>, and hear from the man himself !!



**One Very Airplane Happy Builder!!!**



**Pre-Flight Inspections, Check of Weights & Balances, & Review Emergency Procedures all completed. And don't forget the All-Important Cockpit Familiarizations with Viking Engine designer and Test Pilot Jan Eggenfellner.**



**Chirp! Chirp! and Safely back on Terra Firma, RNWY-33 at Arthur Dunn Airpark (X21)**





**“Well, How’d she Fly?”**

**The post-mission De-briefing takes place immediately after wheel-stop.**



**Well, here’s a couple of Steely-Eyed aircraft builders & test pilots.  
Why Yes Bullwinkle, Squirrels CAN Fly!!**

## **ANOTHER FIRST TEST FLIGHT**

I think you'd have to be living in a COVID Fall-Out bunker with no connections to the outside world to have missed the other **FIRST TEST FLIGHT** this past weekend. After many years of planning, testing, fabricating, simulations, training, more testing, and countless engineering and technical reviews, NASA and SpaceX conducted the first manned launch of Astronauts from the nearby Kennedy Space Center! It has been almost nine years since the final Space Shuttle mission (STS-135) lifted off from historic launchpad 39A carrying American Astronauts. Ever since then, the only available rides to space for our American crews were the Russian Soyuz spacecraft. It's been a long road getting from that final Shuttle mission to now.



**LIFTOFF of the SpaceX Falcon-9 carrying the Dragon Crew Capsule on Demo Mission-2**

On Saturday afternoon, May 30<sup>th</sup>, 2020, the SpaceX Dragon capsule (Capsule #206) pulled away from the Florida Spaceport and quickly sailed into the high reaches of Space riding on the flames of a Falcon-9 rocket and carrying two Steeley-Eyed test pilot Astronauts, Doug Hurley and Bob Behnken. The pre-launch countdown progressed smoothly with the weather being the primary item of concern. There were rain showers in the area, but they dissipated and moved offshore right on schedule, clearing long enough to permit the countdown to proceed to T Minus ZERO. Once safely on orbit, the two astronauts revealed that they had named their capsule 206 in honor of another famous spacecraft, the Space Shuttle *Endeavour*. Both astronauts had flown on Orbiter *Endeavour* previously so the name held a special meaning to them, and now they were making their way to the International Space Station aboard the Dragon Crew Capsule *Endeavour*. We wish them well !!



**SpaceX Dragon Capsule *Endeavour*, just prior to docking with the Intl. Space Station.  
This mission restores the United States' capability to launch crews to the ISS.**

**As I reflected on these TWO first flights this weekend, both Ed's Zenith Cruiser and the Dragon Crew Capsule, I find a lot of things in common. Both craft were conceived by humans who wanted to overcome big challenges and make the dream of flight a reality. Both were designed to fulfill a specific mission, and both vehicles were carefully crafted by human hands with safety and attention to detail being a high priority. Both craft were expertly prepared for flight and thoroughly tested on the ground until there was nothing left to test. The final step being to fly them and test their worthiness.**

**Whether it is the sky or outer space, the dream of flight captures the human imagination like nothing else! It inspires us to spend countless hours building and planning and testing and fixing and training. It inspires us to work together in groups to achieve more together than we can do apart. I think this is an area where EAA shines, as EAA members often join forces to share information and lend a helping hand do big things together. I hope you find BOTH of these First Flights inspiring!! Whether it's a flight to space or a flight to check out the waves at the beach, I hope you fulfill all your dreams of flight.**

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**Say, how'd you like to fly the Dragon Crew Capsule?**

**SpaceX has made a Docking Simulator program available online to anyone for FREE. From the comfort of your office, you can practice your piloting skills while making a simulated final approach to the forward docking port of the International Space Station.**

**You can find the simulator here: <https://iss-sim.spacex.com/>**

**Simulator Hints: Be sure to read the instructions. Get familiar with the spacecraft displays and controls. Be Patient. Move Slowly as you approach the ISS. Make small inputs and wait for the Dragon to respond and converge on the targets. When you have deviations from the desired attitude and final**

approach corridor, FIX Them Early (using small gentle corrections), so you don't have to try to FIX Them LATE using big corrections!!

Keep on Building, Flying, and Flippin those *Smilin'-Flap-Jacks!*  
Les Boatright  
EAA Lifetime #563003  
President, EAA Chapter 866  
The *Smilin' Jack* Chapter

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## ***CHAPTER MEETING***

**We WILL be holding our Regular JUNE Monthly Chapter meeting at Arthur Dunn Airpark, Building 10.**

**Please Join Us on Wednesday June 3<sup>rd</sup> at 7PM**

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## ***JUNE 6<sup>th</sup> PANCAKE BREAKFAST***

**We WILL NOT Have our Regular Pancake Breakfast on JUNE 6<sup>th</sup>.**

The pandemic has adversely affected a lot of regular social events, like our Chapter 866 Pancake Breakfast. So far, the pandemic has only caused us to miss our April & May breakfasts (it just seems longer).

As President, I solicited input from many of our Chapter members and volunteers about the possibility of having a pancake breakfast in June. After some heartfelt discussions, it became clear that if we tried to hold our June breakfast, we may have to make several deviations or adjustments from our normal breakfast routine. The logistics of buying breakfast supplies, how much to buy, seating and spacing of guests, the use of any protective equipment, which breakfast items to serve or possibly not serve, the general optics of holding a non-essential event in the midst of this crisis, . . . ALL of these factors and others were thoughtfully considered by our volunteers. In the end, we want our breakfast events to be FUN for both the guests AND for our members. The added stress of trying to make a number of changes all at once just might take the FUN out of it.

We are tentatively hopeful about having a Grand Re-opening breakfast on the 4<sup>th</sup> of JULY!  
For now, we'll hold and evaluate over the next 2-3 weeks. We will post details in the July Newsletter.

In the meantime, if you volunteer for our pancake breakfasts, you might want to try to catch an upcoming EAA WEBINAR. Here are the details:





## Free Webinar!

**Chapter Food Service in Today's World**  
Tuesday, June 9, 2020 | 12 p.m. to 1 p.m. CDT

Dear EAA Member,

With all the changes due to COVID-19, we thought it would be helpful to have a discussion with Ryan Rasmussen, EAA's Events Food and Beverage Manager, for some insights on how food service practices have changed and where to get information to help your chapter update your pancake breakfast and cookout procedures.

To register for this free webinar, please click the link below.

**Register Now »**

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### **"President for a Day"**

(Quick Reminder)

We WILL be having Chapter meetings in the coming months. This is a short reminder, that you can be Chapter President for a Day, and lead a meeting, give a presentation, or introduce a guest speaker! See the schedule below, pick a month, and let me know, it's that simple.

Meeting Date	2020 "President for a Day" Program
April 1 <sup>st</sup>	<b>MEETING CANCELLED Due to COVID-19</b>
May 6 <sup>th</sup>	<b>MEETING CANCELLED Due to COVID-19</b>
June 3 <sup>rd</sup>	President Les Boatright
July 1 <sup>st</sup>	OPEN SLOT
Aug. 5 <sup>th</sup>	OPEN SLOT
Sept. 2 <sup>nd</sup>	OPEN SLOT
Oct. 7 <sup>th</sup>	OPEN SLOT
Nov. 4 <sup>th</sup>	OPEN SLOT
Dec. 2 <sup>nd</sup>	Les Boatright - (Officer Elections for 2021)



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# Some reminders about upcoming events:

Date	Calendar Event	Place/Info
Mar. 4 <sup>th</sup>	Regular Chapter 866 Monthly Meeting	Building 10 / 7 pm
Mar. 7 <sup>th</sup>	OUR Chapter 866 Monthly Pancake Breakfast	Building 10 / 8-10 am
Mar. 8 <sup>th</sup>	<b>Daylight Savings Time Begins – Set Clocks FORWARD</b>	
Mar 14 <sup>th</sup>	<b>OPEN HANGAR DAY at Dunn</b> – SEE Flyer HOT Dogs, Chips, & Drinks provided by “ <i>Smilin’ Jack</i> ”	(X21) Arthur Dunn T-Hangars
Mar. 31 <sup>st</sup> – Apr. 5 <sup>th</sup>	Sun-N-Fun Aerospace Expo & Fly-In <a href="https://www.flvsnf.org/">https://www.flvsnf.org/</a> <b>DEFERRED, THEN CANCELLED Due to COVID</b>	Lakeland Linder Arprt (KLAL)
Apr. 1 <sup>st</sup>	Regular Chapter 866 Monthly Meeting – NO FOOLIN’ <b>CANCELLED Due to COVID</b>	Building 10 / 7 pm
Apr. 4 <sup>th</sup>	OUR Chapter 866 Monthly Pancake Breakfast – <b>CANCELLED Due to COVID</b>	Building 10 / 8-10 am
Apr. 12 <sup>th</sup>	<b>Easter Sunday</b>	
May 2 <sup>nd</sup>	OUR Chapter 866 Monthly Pancake Breakfast <b>CANCELLED Due to COVID</b>	Building 10 / 8-10 am
May 6 <sup>th</sup>	Regular Chapter 866 Monthly Meeting <b>CANCELLED Due to COVID</b>	Building 10 / 7 pm
June 1 <sup>st</sup>	<b>HURRICANE SEASON OFFICIALLY BEGINS</b>	
June 3 <sup>rd</sup>	Regular Chapter 866 Monthly Meeting	Building 10 / 7 pm
June 6 <sup>th</sup>	OUR Chapter 866 Monthly Pancake Breakfast <b>CANCELLED Due to COVID</b>	Building 10 / 8-10 am
July 1 <sup>st</sup>	Regular Chapter 866 Monthly Meeting	Building 10 / 7 pm
July 4 <sup>th</sup>	OUR Chapter 866 Monthly Pancake Breakfast <b>To Be Determined, but we’re OPTIMISTIC !!</b>	Building 10 / 8-10 am
July 20 <sup>th</sup> - 26 <sup>th</sup>	AirVenture 2020 – Oshkosh, WI – <b>CANCELLED Due to COVID</b>	Oshkosh, WI (KOSH) <b>CANCELLED</b>
Aug. 1 <sup>st</sup>	OUR Chapter 866 Monthly Pancake Breakfast	Building 10 / 8-10 am
Aug. 5 <sup>th</sup>	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!

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## Aviation / Aerospace Trivia:

What are Quindar Tones, and what are they for?

Have you ever watched a NASA space mission and listened to the 2-way radio communications? No doubt you’ve heard those “Beeps” as the astronauts key their mic to speak, and then release their Push-To-Talk (PTT) button when they’re done. Did you know those little beeps have a very specific function, and a very specific name? Read more about them at these links:

<https://www.hq.nasa.gov/alsj/quindar.html>

<https://jalopnik.com/theres-an-actual-name-and-reason-for-those-beeps-you-he-1841024797>

***EAA Members, getting smarter every day!***

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**Quotables:**

**"I find that the harder I work, the more luck I seem to have. "**

**- Thomas Jefferson (1743-1826)**

**"Thank you for sending me a copy of your book - I'll waste no time reading it. "**

**- Moses Hadas (1900-1966)**

**"He can compress the most words into the smallest idea of any man I know. "**

**- Abraham Lincoln (1809-1865)**

**"I do not feel obliged to believe that the same God who has endowed us with sense, reason, and intellect has intended us to forgo their use. "**

**- Galileo Galilei**

*Les Boatright*

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***Chapter Member Ben Charvet's New Ride***



***Sonex N809SX update***

**You all probably remember the Sonex that Kip Anderson built. Well when Kip moved to St. Augustine he sold it to Joe Marshall, and eventually Joe sold it to me. I spend 3 or 4 months thinking about it first. Mark Shimei had been flying it, and it sure looked nice in the air. I spent two weeks in Lebanon TN with Kathy Anderson and Mark Briere getting my A&P certification, which means I can do annual condition inspections on experimental airplanes I didn't build.**

**Getting insurance was a struggle, as both Falcon(EAA) and Avemco wanted me to get transition training in a Sonex from a CFI rated in the airplane, and that CFI just doesn't exist in our area. I was able to negotiate with Avemco to get my transition training from any qualified pilot in my airplane, and Mark Shimei agreed to be that guy. Accident statistics do show that transition to a newly bought experimental airplane can be difficult. So far we have flown together twice, and I've been able to land it myself a few**

times. I'm really grateful that Mark agreed, because the Sonex is quite different from what I've been flying for the last 10 years, as it has twice the horsepower and twice the speed.

Kip was very meticulous in the build, and made a procedure list for just about everything, like taking off the cowl, panel, etc. As you can see from the pictures most of the airplane is polished aluminum, and that will sure keep me busy, but I really like the look. When I feel ready, now I have an airplane that will go someplace!

Ben Charvet



Officially part of the 'Dunn Patrol squadron now!

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#### Chapter officers

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## Msg From Merritt Island Chapt.



## EAA Chapter 724

**Merritt Island Airport (COI)  
Meetings on 2nd Wednesday - 7pm**

Our Young Eagles Rally for June 13, 2020 has been cancelled due to:

- COVID-19 requirements for more than 10 person gathering
- Major ramp work at Merritt Island Airport which will not be completed.

Our next Young Eagles event will be scheduled in October, 2020. Thank you all for helping out.

Thank you,  
Don White - Young Eagles Coordinator

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## Msg. from Deland Chapt 635

**Due to the no activity of Chapter 635**

**I have suspended the Newsletter for June**

**EFFECTIVE IMMEDIATELY**

**DUE TO THE COVID 19 PROBLEM**

**EAA CHAPTER 635**

**IS SUSPENDING ALL MEETINGS AND ACTIVITIES**

**UNTIL FURTHER NOTICE**



## ***This Month's Flying***

*Larry Gilbert*

There were a few flights just for the fun of it. We took fancy out and practiced some Lazy 8s and some things like that with the Citabria and flew around the neighborhood a little for the most part.

One flight though was a flight review and on one of our nose dragger landings we did the old wheel barrow trick, we ballooned back into the air. You've probably done some of these if you've ever done much flying at all! This is when you're landing and the nose wheel makes contact before the mains and you balloon back into the air. The pilot who did this made an excellent recovery/go around and there was no harm done. We were making a simulated emergency from 2 miles west of the airport at 2,000' and within gliding distance to any runway on Dunn Airpark. The wind was favoring 15 so we headed for that and the pilot did a superb job of putting the plane right on the numbers and that was the objective of the exercise but, the glide to landing was a bit of a distraction when it came time to flare and we were just about ½ second late, hence the bounce. Like I said, a good recovery and go around and I was planning on asking for a go around on one of our approaches anyway, so we took care of a couple of things on the same approach!

I don't know if anyone checked the link to a video about this issue of ballooning in last month's newsletter. It was a good video that showed what happens if you don't know how to recover from a



landing like that. Not a good ending!

*Larry*



Bob was helping make some adjustments to the cowling on our Citabria. Lots of talent around our airport  
We're lucky!

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## **Chapter Meeting**

**Weds June 3, 2020, 7PM**

**Bldg. 10 Dunn Airpark, Titusville, FL**

***NO***

***Chapter Breakfast!!***