

February 2021



Tom Charlton hand props Ben's Pietenpol. In the front seat Bob Anderson - - Dunn Airpark FUN!



President Report

Hello to all EAA Chapter 866 members and friends,

As I write this, our winter party is a few days ahead. I hope you are all able to come and enjoy the music and the food on January 30!

Now, with the winter flying season happily upon us, some of our members are taking full advantage of the cooler, drier air and brisk northerly winds to build some flying time. Among these is Steve Quickel, who now has over 40 hours on his beautiful homebuilt RV12 which received its airworthiness certificate just before Christmas.

With this in mind, I will start a new segment of our newsletter dedicated to highlighting one of our Chapter 866 members or friends each month. If you see me coming toward you with paper in hand – you can safely assume you may be my next “victim”.

Here is the first installment of the “member spotlight” featuring Steve Quickel:



Steve was born in Panama City, Florida and grew up as an Air Force kid. As a result, he had the opportunity to live in many different places in the world. His favorite places during that stage of his life were the Philippines – with tropical weather and a laid-back lifestyle and later Langley AFB In Virginia. There he enjoyed the historical significance that area has to our country: with Jamestown nearby, a cannon visible from his Biology class window and relatives in the area – it was a fun place for a teen to live.

As his high school years were ending, he met and married his wife and remembers the challenges of holding two jobs, having a baby in the house and adjusting to married life. At this time, he lived in Louisiana and also attended Louisiana Tech. Later he attended and graduated from Louisiana State University with a degree in Construction Management while working as a cabinet maker and house designer/drafter. If you’ve met Steve, you know he is famous for his woodworking skills.

As time went along, Steve moved multiple times while advancing in his career and eventually moved back to Florida. He had long nurtured a desire to learn to fly and as fate would have it, ended up working with several pilots and a flight instructor in Lakeland. Soon he earned his license and began to consider building an airplane. He went to Airventure (Oshkosh) in 2010, then met Jeff Wilde, who was building an RV12. He was partial to low winged aircraft – since he had learned to fly in a Piper Cherokee - so he decided the RV was the plane for him. He retired from Brevard County and soon after received his kit in October of 2014. The plane was completed almost exactly 6 years later. He is thrilled with the way the plane handles and knows he made the right choice.

Along the way, he became involved in the “Eagles Nest” program in Sanford – which funds and encourages high school students to build and later fly RV12s; in turn, they have helped him with his test flying. His last task on the RV is to finish the paint job.

Steve has handcrafted dulcimers and is a member of a group of several players who perform together. When asked if he likes watching sports, he explained that he is not much of a spectator, he enjoys designing, building, flying, cooking and woodworking as often as possible.

Maybe we can get him to cook for our next activity and entertain us with his dulcimer- that is- if we could pry him out of his plane!



Some reminders about upcoming Chapter events & others:

Date	Calendar Event	Place and time
January 30	Annual Winter Party	Indian River Preserve Golf Club (Mims)6-10 PM
Feb. 3 rd	Regular Chapter 866 Monthly Meeting	Building 10 / 7 pm
Feb. 6 th	OUR Chapter 866 Monthly Pancake Breakfast	Building 10 / 8-10 am
Mar. 3 rd	Regular Chapter 866 Monthly Meeting	Building 10 / 7 pm
Mar. 6 th	OUR Chapter 866 Monthly Pancake Breakfast	Building 10 / 8-10 am
April 3 rd	OUR Chapter 866 Monthly Pancake Breakfast	Building 10 / 8-10 am
April 7 th	Regular Chapter 866 Monthly Meeting	Building 10 / 7 pm
April 13-18 th ,2021	Sun-N-Fun Fly-In	Lakeland, FL (KLAL)
July 26 th - Aug 1 st , 2021	EAA Airventure	Oshkosh, WI (KOSH)

866 Member Flies RC Models Too

Member Mario Jiminez is in addition to Commercial with Instrument rating pilot and airplane builder a very accomplished RC pilot! He instructs RC flyers and even flies jet models! He has two airplanes hangared at Dunn, one is a Piper 28 – 180 and the other a Mustang II that he built himself. Pictured below Mario and one of his jet models





Your Best Lesson is Your Last Mistake



Ben Charvet

I learned to fly back in the 80's at TICO airport, now Spacecoast Regional. Back then we navigated using VORs, directional beacons, and pilotage using paper charts. Cross-countries were done by observing landmarks, magnetic compass headings, and timing your distances using your watch. GPS and modern navigation electronics have made this whole process much simpler, and you no longer need to worry about the wind taking your chart out of the open cockpit or door! I took a 15 year break from flying, and started flying out of Arthur Dunn about 14 years ago. I've mostly been boring holes in the sky, turning gasoline into noise, never going much over 30 miles from home with a few exceptions. I did take the Pietenpol to Sun-N-Fun in 2012 (one of my bucket list items). I also made 3 trips to Lake Wales to visit family there. It's amazing, but I managed to log nearly 700 hours with this leisurely low and slow flying.

Fast forward to last year, I was able to get a great deal on a used experimental Sonex that was built by one of our chapter members. This airplane really moves, and is nearly twice as fast as what I'd been flying. When you take off in it, you need to have a plan of where to go. I've spent several months getting everything like I want it, and sorting out little gremlins that seem common on airplanes with lots of electronics. I've adjusted the trim tabs so that it flies straight with hands and feet off, and seem to have the vapor lock problems solved.

Last week I decided to fly over to Lake Wales, just to do some cross-country flying. The airplane is equipped with an EFIS with moving maps, a radio integration that allows me to send frequencies of selected airports to my radio, and it even has an autopilot. Besides that I have a tablet running I-fly software which gives me an additional navigation source. Winds were light, and AWOS was calling 10,000 ft overcast. In my prior trips to Lake Wales I had always used Lake X as a waypoint, so that I could fly under the Class Bravo from MCO up to 3000 ft. Take-off was smooth, and I climbed to 1800 ft and set the auto-pilot to take me to Lake X. As I mentioned my other recent flight experience involves more hands-on flying than the Sonex on a cross-country. The Pietenpol is trimmed pretty well, but I'm never comfortable taking my hands and feet off the controls for more than a few seconds. Here I am in the Sonex, flying along with my arms crossed and my feet flat on the floor just watching the scenery. There is a really tall tower a few miles east of my path, that is nearly 2000 ft tall, useful for seeing how accurate your altimeter is. Lake X was made and I reset the autopilot and radios for Lake Wales. All was well until I got about 10 miles from my destination.

I could see what looked like a lower cloud layer ahead, so I decide to descend to stay under it. I was still in clear skies at this point. At this point forward visibility started to deteriorate. I was at 900 ft and decided I really didn't need to go to Lake Wales after all. I decided to do a 180 turn and just go home. Visibility continued to deteriorate, but I could still see the ground as I started to turn. This is where my major error was obvious. While enjoying all the features of my new to me airplane I hadn't noticed what compass heading I was on. The airplane has a very simple marine or car type magnetic compass installed, but when in a bank it doesn't gimbal enough to work. At this point I was still flying the airplane, but I kept thinking of that 2000 ft tower (It was over 25 miles away at this point), And how far I was from the Class B airspace. I was task saturated trying to fly and navigate at the same time. In a 70 mph airplane that isn't a big deal, but I was going about 125 mph in poor visibility. After 3 or 4 very uncomfortable minutes, I decided to just fly east until I sorted out how to get back to Lake X, as this would take me back to the clear air I had just flown through. I climbed back up to 1800 ft and was able to make a safe return to Dunn.

There are several lessons learned on this flight.

Know your electronics. The I-fly software has a button on the bottom of the screen that allows you to reverse your flight plan. If I was more familiar with that function my 3 or 4 minutes of discomfort would have been closer to 30 seconds.

Use as many steam gauges/analog instruments as you can fit in your experimental panel. I'm fortunate that my Sonex has an altimeter and airspeed indicator that are analog. The magnetic compass isn't used much anymore with all the modern

gadgets we enjoy today, but If you are already using all four hands and feet flying the airplane, It would have been much easier to do a 180 degree turn using a real airplane compass. I already had planned to install one, in fact it was sitting on my hangar desk when all this happened.



Know your heading! It's easier to do the math for a reciprocal heading if you know what that heading is.

As I continue to fly this airplane more, and practice using all the many nice feature is has, I'm hoping to have many long distance adventures in it. We are indeed that all these features are available now, compared to what we had 30 or 40 years ago. I learned a lot on this flight, and although it has some embarrassing moments for me, I thought it was important to share it with you.

Ben Charvet Big thanks to Ben for his input to the newsletter, I need more stories like this.....Larry



Minutes of the January 6, 2021 Meeting of EAA Chapter 866 Inc.

The first EAA Chapter 866 meeting of 2021 was held on January 6 at 7:00 PM at the regular meeting location, 480 N Williams Ave, in Titusville, Florida.

Chapter President Kathy Anderson presided over the meeting.

Ben Charvet, Chapter Vice-president, Herman Nagel, Chapter Treasurer, and Richard Van Treuren, Chapter Secretary, were in attendance.

Deborah Van Treuren, member-at-large of the Chapter Board of Directors was also present, as was much of the regular membership of Chapter 866, numbering around 25, thereby establishing a voting quorum.

The meeting began at 7pm with the recitation of the Pledge of Allegiance.

A report on the January 30th upcoming banquet was given by Chair Deborah Van Treuren.

Steve Quickel gave a video presentation of his recent RV-12 completion and first flight.

Tom Charlton gave a demonstration of his quick-release tie down for hand-starting airplanes.

Ottmar Thiele gave a photo presentation covering his visit to the Italian factory and his build of his gyrocopter.

The Chapter Meeting adjourned around 7:45 PM.
Meeting Minutes were assembled & submitted by Secretary Richard Van Treuren

Chapter Officers

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Unobtainium

Understanding Restricted Areas

Larry Gilbert

(A couple of weeks ago at our hangar I was asked about the nearby restricted areas in our area.)

Restricted Areas are places where flight is *highly restricted*. They're less restrictive than prohibited areas and may have certain "active" times. Restricted areas often contain unusual and hazardous operations, like missile launches, air combat training, and artillery firing. You'll also find restricted areas over large military installations or other areas deemed necessary by the FAA/government.

Can You Fly Into Restricted Areas?

You can't fly into a Restricted Area without permission from the controlling or using agency, and that needs to be coordinated ahead of time.

If you have a reason to fly through restricted airspace, it probably won't work out very well to just call and ask ATC on the radio. Ideally, the controlling agency will be aware of your intentions and any necessary approval ahead of time, usually over the phone.

If the restricted area is "cold" or not being used, and you have a legitimate reason to fly through the airspace, you might get approval. But at the end of the day, the decision is up to the controlling agency.

Restricted Areas have a blue hatched border and they're labeled starting with the letter "R". In this example, "R-2935" is the Restricted Area that we are in at Dunn Airpark.



Red Arrow is restricted area that we're in, yellow arrows – are other restricted nearby. Blue arrow is X21 (Dunn Airpark)

Find The Details On Your Sectional Chart

If you look on the side of your sectional chart, you'll find the following information:

- Restricted Area Number: R-2935
- Altitude (in MSL 11,000): to Unlimited (we don't have to worry too much about this one!)
- Time of use (in local): intermittent by NOTAM

BIG!!
WINTER PARTY
JANUARY 30
Indian River Preserve
Mims, Fl
6 – 10 pm

Chapter Meeting
Weds. Feb. 3rd 7 pm
Bldg. 10 Dunn Airpark (X21)
Titusville, Fl

Monthly Breakfast
Sat. February 6, 8 am
Bldg. 10 Dunn Airpark (X21)
Titusville, Fl