



EAA CHAPTER 866 NEWSLETTER TITUSVILLE FLORIDA

EAA-CHAPTER-866.ORG



The Prez sez

Our thoughts and prayers are with Jim Garrison as he recovers from his accident. We wish him a full and speedy recovery and look forward to seeing him back on the golf cart and flying his Bonanza.

January's pancake breakfast was another super busy one. It looked like at first we may be fogged out (or in) but then as it began to break up the airplanes started arriving. The six ship tight formation from Spruce Creek was one of several flights that caught our attention. Larry Gilbert said he counted 51 airplanes during the morning. Two of them arrived after we had shut down, but Larry drove them into town for breakfast, so they didn't fly off hungry.

Steve Pangborn had them lined up out there on the grass and that long line of planes sure looked impressive. Providing parking assistance was a timely suggestion (Larry Gilbert, December meeting) and thanks to Steve for volunteering to do it.

We had a terrific time at the annual winter banquet with over 60 people there. The food and entertainment were both fantastic. The Garrisons won the main door prize, a cruise on the Riverboat Romance. Jerry Russell got the traveling trophy for outstanding service to the chapter. Several others were acknowledged for their service.

Ben Charvet is such a good dancer, he makes it look easy. My wife and I both wish I could dance like that. Many thanks to Larry and Loretta, they did all the hard work to make it happen.

On the spur of the moment I flew down to Sebring on Friday for the Light Sport Expo. Wow, what a bunch of neat looking airplanes. There were lots of quality displays and some flight demonstrations going on (although it was quite windy.) There were two large tents with vendors and the EAA had a large tent and the folks there were very helpful.

Attention officers: Remember the board meeting at 6:00 PM on Wednesday, February 7th. The regular meeting will follow at 7:00 PM. Speaking of the regular meeting, Jerry is attempting to line up a guest for us who was a WWII fighter pilot and flew 105 missions in the P-51 and P-47. Good luck Jerry. And I'll have the personal letter we received from Paul Poberezny (that's right, personal to us, not a form letter.)

Looking forward to seeing you all soon. Dan

Winter Party a Huge Success!

Hey the "Smilin Jack Chapter members and friends were cuttin the rug at the annual Winter Party! As our entertainer, Robin Gallo sang some upbeat songs several couples were out there on the floor doing the swing! Ben and Carol Charvet and Fred and Judy Burgess created a nice show in itself with their swing dancing.

It just keeps getting better! As always we are concerned that we'll get enough people to our party and as always we always do. The tables were filled, the food was great, the entertainment was superb, lots of door prizes were won, and deserving awards were presented!

Right after the dinner Robin Gallo, a professional singer, did a wonderful concert of songs that ranged from ballads, to disco, and country. Our members were up and dancing as soon as she started.

Jerry Russell was awarded the big chapter trophy this year. This is the highest award we present. Jerry is the seventh member to hold this award. As past president he is largely responsible for our chapter getting the fine equipment we own for cooking our monthly breakfasts. He has also been faithful about manning the grill and cooking all of the eggs, bacon, and sausage ever since we expanded our breakfast to include these.

Our new pres. Dan, handed out the framed certificates for president, vice president, Secy., treasurer, tech counselors, and newsletter editor. After this there were a few gag awards presented to Larry Bierman, Neale Cranston, and Jerry. Past president Jim Webb was awarded a large framed picture of his newly completed Pietenpol on it's first flight. The grand door prize was won by Jenny Garrison. This is a dinner cruise for two on the Rivership Romance out of Sanford on the St. Johns River.

Robin Gallo performed again as Reba MacEntire. She looks and sings in a very authentic Reba style. A fantastic show! She ended with the song "God Bless America" and got a standing ovation for this. It was all good!

The January Breakfast

The regular working gang showed up around 6:30 am to set up for the monthly breakfast. After a couple of arguments were settled before fists flew and the mystery of the missing trash bags was solved tables were set up and Jerry managed to ignite the grill without and explosion. Soon the aroma of fresh coffee filled the air. A few of our regular walk in customers showed at about eight O Clock and we fed them. They seemed OK so a few more of us ate. As always, there was a lull, you know, time to shoot the breeze. That didn't last very long as the formations from Spruce Creek over flew the field and broke for landings. We implemented controlled parking just in time because we had a record number of fly – ins. Steve Pangborn and Skip La Forge directed the parking and it was very orderly and we didn't intrude on Sky Dive's operations area. There were very few complaints about the new parking arrangements and no seemed to mind walking in to building 10. Maybe next will be rides in from the distant parking spots.

One of the pilots who flew in said to me, "you guys really have something going here now. You know that this is the best fly – in breakfast in the state!" He also told me that we really put a dent in the neighboring airport restaurants business once a month. I told him about how close we were to having a restaurant on the field at Dunn a while ago and we had discussed how we would handle that situation with that business when it opened. He said he remembered how small we started out with a little home type gas grill and how well equipped we are now and how instead of just pancakes we have grits, gravy, biscuits, eggs, bacon, and sweet baked goods. He said that the group at Spruce Creek look forward to each first Saturday to come here. I told him that it is him and his fellow pilots who fly in with their beautiful airplanes that make it all possible and that without them coming the breakfast wouldn't amount to much.

The January attendance to our breakfast was a record! We fed 145 people and Forty nine planes flew in in time to have breakfast. Two more showed after we had put everything away. I took four people over to Your Place for breakfast. Loretta and I had a good time with these two couples who flew in from Winter Haven in a C182. As far as I know this is the first anyone from Winter Haven has ever flown in for our breakfast. They say they'll be back!

GA trouble in the UK

The following was submitted for our newsletter by our Vice President, Stu Sammis

This may seem a little confusing, but it involves a threat to General Aviation in England. Maybe we should put something in the news letter pointing out the potential threat to our activities in view of the current Eminent Domain issue in the USA

STU

Greetings to all on the Electric Circuit. The Moth Mo 137 should be with you all by now, accompanied by a host of supplementary paperwork, depending on your location.

New membership cards will be distributed with the next round of paperwork, probably at the end of February.

However, the reason for this missive is to get the following message to you. Apologies to those living outside of GB to whom this does not apply, but you may remember we circulated the original 'cause for concern' last year and many overseas members were pleased to receive it as it gave them a 'flavour' of what was happening in the Olde Country.

The original concern was answered directly to members by a number of Members of Parliament and even Ministers who all said the same thing: 'Very sorry....clerical error....it will be changed.'

Clearly this has not been the case.

The following letter has been widely circulated on e-mail within the British GA Community but just in case you have not seen it or have had it spammed, or just lost it, here it is again.

Stuart McKay

The existence of UK airfields is threatened as a result of a Planning Policy Statement recently issued by the Department for Communities and Local Government.

The proposal was originally made by John Prescott's 'Office of the Deputy Prime Minister' but, despite assurances that the threat to airfields was 'an error', a 'slip of the pen' etc which would be corrected in the final version, it has not been. Please would you consider signing a Petition which calls upon the Prime Minister to consider the threat to airfields caused by the Planning Policy Statement. Unless the Statement is amended, airfields will be increasingly vulnerable to property developers.

TRADING PAPER FOR PLASTIC

You can keep your paper pilot certificate forever, but if you want to continue flying, sooner or later you'll likely have to get one of the new, tamper-resistant, plastic certificates. The FAA last Friday issued a proposal that would require pilots to get a plastic certificate within two years (five years for other airmen certificates) after the regulation is finalized in order to continue exercising their airmen privileges. The rule would also require aircraft owners to notify the FAA within five days after the sale or transfer of ownership of their aircraft. Some 82 percent of AOPA members said they supported this rule when they were surveyed in 2005, and 55 percent already had a plastic certificate. The FAA has been issuing plastic certificates since 2003, after the 9/11 terror attacks prompted the agency to act on a proposal published in the late 1980s but never finalized. All pilots can voluntarily [request a plastic airmen certificate online](#), and you can keep your old paper certificate. Ordering a new certificate costs \$2, but if you want the FAA to remove your social security number from the certificate or its records, you can get a [plastic certificate for no cost](#).



NOTE: At Sun n Fun last year I traded my paper licenses for the new plastic cards at the FAA building. It was painless.

Lg

Jim Garrison's Crash

As you probably all know by now, Jim Garrison crashed in his beautiful Nieuport on its maiden flight. I wasn't at the airport that day so I can't report any details about the cause of the accident. As always there is a lot of speculation about what happened but we'll remain quiet and wait for the official report about this. Whatever the cause was, we as pilots should learn something from this once the truth is known.

Most importantly, Jim will make a full recovery. He was badly hurt and suffered many broken bones in his face and a broken ankle. He was in an induced coma for days as he has endured a tremendous amount of reconstruction of his face. Word now is the broken ankle has been repaired and he is on the mend and will be home soon.

lg

This Month's Flyin

The Citabria was out of commission for about six weeks for annual inspection she's now out and terrorizing the swamps again. One of my friends from Pa. was down to see us and he and I took the her out just for a ride. We flew over by Port Canaveral to see what was docked there. There was the usual couple of gambling ships, shrimp boats, tankers, and a submarine was docked over in the sub basin. Then we went over the swamps west of Dunn and did some looking around out there.

We were having lunch with some of the Dunn airport bums one day when Ray Thomas said he thought his flight review was due and would I do this with him. I said you know I think I'm due too and maybe we could do this for each other. We made the arrangements and met at Dunn one morning. Ray had the Cub out and ready to go when I got there. A couple of pulls on the prop and the engine came to life and I hopped (worked my way) into the back seat and off we went to the west over the St. Johns river. Clearing turns, a series of stalls, oops, an accidental spin, some steep turns, lazy eights, engine out emergency procedures, and last but not least landings. It all went well so we put the Cub away and slid the Citabria out of her hangar and climbed in that and again took off and flew to the west and did all of the maneuvers again. It was a wonderful morning of flying and Ray always shows me something that helps me with my flying. He is the master you know!

Ben Charvet and I did some practice landings and take offs in the Citabria in a nice xwind one morning. Some friends showed up one day and I had a good time giving rides to them and showing them the area from the air.

Lg

Fly – in at Valkaria

Perhaps it will be of interest to those of you in Florida... we're having a little fly-in / aviation day type event on **February 17th** at Valkaria Airport (X59) and we're trying to round up "exotic" aircraft to show all the interesting aspects of general and recreational aviation to the community. ("Exotic" meaning anything except a white Cessna 152, basically... homebuilts, warbirds, ultralights, balloons, helicopters, anti-gravity boots, rocket belts, magic flying carpets, big red bulletproof capes, etc.) Valkaria is a small uncontrolled field a little bit south of Melbourne on the east coast of Florida, with cheap avgas and some interesting homebuilt activity.

If anyone is interested in attending, check out our website: <http://www.mlbpilots.org/ValkariaAirFest/>

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***Chapter Pancake and other stuff Breakfast
Sat. Feb. 3rd 8:00 am – 10:30
Dunn Airpark bldg. 10, Titusville, Fl***

***Chapter Meeting
Weds. Feb. 7, 7:00pm
Bldg. 10 Dunn Airpark, Titusville, Fl***



Ben and Carol Charvet (left) and Fred and Judy Burgess dancing at our annual party