



EAA CHAPTER 866 NEWSLETTER TITUSVILLE FLORIDA

March 07



The Prez Sez

We had a terrific turn out for the monthly meeting on February 7th. We didn't have a guest speaker, but had enough other things to keep us occupied. There were two visitors present. In the near future we will have name tags and an updated list of names, addresses, phone numbers and e-mails.

Thanks to Wayne Bullington who acquired 4 gallons of exterior paint to spruce up the building. He was heading up a group of volunteers to do the work on Saturday morning. Thanks to everyone that helped.

Let me say it's very important to support EAA national at this time. The FAA has proposed to triple taxes on avgas and impose user fees. This needs to be defeated, but if no one opposes it then it will happen. Personally, I'm a member of both EAA and AOPA. We want to support these efforts to save general aviation.

Steve Camlin said there was an article on the HKS engine in the March Kitplanes magazine. It's on page 62 and is a very favorable report. Looks like he made a good choice for the Thundergull he is building.

Loretta out did herself with delicious pies for dessert (ala mode no less.) I chose a slice of lemon meringue over banana cream and coconut cream. Then I noticed someone cut a piece of cherry in two, so I helped out by eating that. Donna always brings decaf coffee so guys like me can drink some and still get to sleep before dawn.

Remember the board meeting at 6:00pm prior to the monthly meeting on Wednesday, March 7th. We'll try to decide where Anna Nicole Smith ought to have been buried and see if we want to put in an Ebay bid for some of Britney Spears hair she had shaved off. We'll find some important aviation things to be discussed also. Any member is welcome to come to the board meetings.

Dan

February Meeting

Our monthly meeting got under way right on time Feb. seventh, 2007. After the pledge pres. Dan read a letter written to him about our chapter by Paul Poberezny. Paul said that he had read our newsletter and that he would liked to have been at our party and was there in spirit.

Twenty six people were in attendance at our meeting. Visitor Terry Halliday introduced himself and said he was going to build a Tailwind and power it with the Wankle rotary engine. Norm Dibble visiting from Bingham, NY (now under 7 or 8 ft of snow) told us of his Kolb Firestar which he has over 500 hrs. on now. Ben Charvet had the tail section of his Pietenpol for us to look at plus a piece of the center section of the wing with some hardware he has fabricated for attachment of the cabane struts. Nice work! He is kind of torn now between flying his recently aquired Baby Ace and working on the Piet. He's havin fun! Jim Webb says he Ray's project now as he has been taking some dual with Ray and said he can't seem to find the center of the runway. Gil Jones said that he is not discouraged by Jims crash in the Nieuport and is still working on his VW powered version of the same plane. Larry Bierman was asked about progress on his Kolb. He said he hasn't been working on it. Kip said he's working on his Sonex every night. Steve Camlin said he is covering the wings of his Thundergull that looks like a Titan. He has an HKS engine 60Hp 4 stroke to power it. Greg Smith has completed the horizontal and vertical stablators and is ordering the wing kit for his Zenith CH801. Jim Morgan said he has put 3 or 4 rows of rivets in the fuselage of his RV6 and is still flying his C152.

The problem of airplane parking for our breakfasts was discussed again as we got a complaint for the Feb. event. Greg Smith and Fred Burgess have volunteered to assist Steve Pangborn with this.

Wayne Bullington aquired some paint and has put together a paint detail to repaint bldg. 10 at Dunn Airpark. (I thinks it's gonna be red and green cause he said the paint was free) We are going to make an offer to the airport authority to paint the runway markings if the authority will furnish all of the materials. The center line is not visible any more and the numbers are in bad shape too. (maybe that's why Jim Webb can't find the centerline, Ray)

It was decided that the chapter is going to furnish name tags for all members. This will be a good thing especially at our breakfasts.

Member Jim Johnson who recently moved to Daytona is in the Halifax hospital in isolation suffering from a staph infection.



February Breakfast

For you to read about how wonderful our monthly breakfast is every month must be kind of boring. Can't help it, they're a wonderful time and February was no exception.

With Loretta and me it starts about 5:30 in the morning when she starts making the gravy and biscuits out in our kitchen. I like to stay in bed long enough to smell the sausage gravy cooking. There's just something about the aroma of sausage cooking in the morning! By 6:30 the stuff is ready to be loaded into our pickup and off to the airport we head always looking at sky and visibility conditions and speculating what kind of an event it is going to be this time. Will the Spruce Creek folks want to fly down here in these conditions. This day it didn't look real good but "workable" as they say in aviation circles.

Most of the set up crew was already there getting the tables and chairs out and Bill Furnholm was nervously maneuvering around the grill with the igniter. He had the gas turned on and was throwing lighted matches at the burner for a while and since it failed to catch he decided to use the igniter. Someone said "we need one of those with a six foot handle." Yeah, by this time the accumulation of gas was enough to launch the orbiter by the smell of it. He managed to get the thing going after a while. Bill says he has been nervous about this stuff ever since he was in Nam and a blackbird set of a mine by landing on a trip wire while he was setting up a perimeter mine field. Ask him about this some time.

The sky was overcast but appeared to be clearing. The first fly in was Dan and June Hillman along with another passenger in a club C172 in from Orlando at about 8:00am. About a half hour later the first formation from Spruce Creek over flew the field and landed. They were followed by more formations as well as many individual aircraft some from New Smyrna and Orlando. Altogether there were about 25 planes that flew in. A person from Skydive approached and complained that one of the fly in planes had parked on the landing zone there. The plane was promptly moved by the pilot. We had no one parking planes this time and had this one complaint.

About 9:00 it started to rain and we had to scramble to get stuff inside and continue to serve. All of our guests managed to squeeze into the building and seemed happy enough to do that. By now there was thunder off to the north, this is the direction that most of the planes came from. The pilots with fancy navigation units with weather capabilities had them

fired up and there were many remarks about a line of powerful storms going right through where they wanted to go. There were heavy storms with hail hail going through. One FBO at New Smyrna called to see if one of their rented C152s was at our field. (it was) After about 1/2 hr of this the radar pictures showed a small gap between storms and every plane except one was out of there in about ten minutes and heading north to get home. They all got home safely.

We served enough to pay the rent and pay the electric bill again. May even be a couple of bucks to put towards the Pietenpol too! It's all good!!

The article below is good enough reason for me to belong to National lg

EAA OPPOSES USER-FEE PROPOSAL AND FUEL TAX HIKE INCLUDED IN FEDERAL DOT-FAA BUDGET REQUEST

February 5, 2007 - What the Experimental Aircraft Association (EAA) and other general aviation groups had been predicting for months became fact today, as user fees were a centerpiece of the Fiscal Year 2008 budget request from the U.S. Department of Transportation and the Federal Aviation Administration.

EAA immediately reiterated its strong opposition to any user fees, as the budget proposal includes the framework to establish a user-fee program for various aviation services; a nearly four-fold increase in the fuel tax paid by general aviation operators (avgas and autogas); and a series of fees for access to the nation's busiest airports. It would also transfer control of agency funding and oversight away from Congress and dramatically reduce public control of how the FAA exercises its discretionary spending.

"DOT and FAA have attempted to distract from the user fee issue in their public statements by saying that revenue from general aviation would continue to be collected via a fuel tax, but they failed to acknowledge that the fuel tax would be increased dramatically and a whole series of user fees would be implemented for FAA services that today do not carry a charge," said Doug Macnair, EAA Vice-President of Government Relations.

"EAA remains categorically opposed to user fees. Such a system will not enhance safety, it will not improve services, and it will add barriers for thousands of recreational aviators while being a costly burden to the federal government."

The budget proposal calls for increased and or the establishment of fees for aircraft certification and

registration, as well as appointment and designation of designees such as those used to certificate amateur-built aircraft and light sport aircraft, and airman medical certificates.

While EAA has strong indications of what the Bush Administration is proposing, the details of the new user fee and tax hike proposals will become publicly available when the FAA reauthorization bill is submitted to Congress in mid-February. EAA and the other general aviation groups will continue to fight this effort to burden individual aircraft owners with this new expense.

"It is an ironic twist that while DOT Secretary (Mary) Peters said the budget proposal as a whole will 'help get our freedom back' in the nation's transportation infrastructure, it severely threatens the freedom of our country's general aviation community," Macnair said.

Ben and the Baby Ace

My story really begins back in late August. I was hanging out at Dunn talking about my Pietenpol project with some of the guys. I had been planning to install a Corvair engine, but had heard of ongoing crankshaft problems. I started asking around if anyone knew of a Continental A-65 for sale locally. The one in the box in building 10 was mentioned. Someone else mentioned that Bill Furnholm had his Baby Ace for sale on the field with a fresh A-75. This could actually get me flying again much sooner than my Pietenpol ever could. I didn't actually see it until the Smiling Jack fly-in in October. At that time Bill hadn't flown in some time and it looked a little dusty. Bill was nice enough to let me sit in it and make airplane noises, though!

After some short negotiations and an annual inspection the deal was sealed on November 11th. The airplane was airworthy, but I wasn't. I quit flying back in 1992 with 90 hours in Cessnas for multiple reasons. I started building my Pietenpol in 2004 shortly after my dad was diagnosed with cancer. One of my life's goals has always been to build and fly my own airplane. Dad got to see my fuselage framed up before he went to his reward in March 2005. One thing fairly common to homebuilders is the years spent building don't include much flying. I really wanted to be able to do the first flight in my Pietenpol myself.

Larry Gilbert had given me a nice flight in his Citabria back in March as an introduction to the world of tail-draggers. Before flying the Baby Ace I would need a tail-wheel endorsement and a BFR. Larry was nice enough to teach me how it is done. Flight instructors must have nerves of steel, especially when the marginally competent student is bringing their prized Citabria over the pine trees to land on the 1800 ft grass strip at Dunn. I don't know how many bad landings I

made before I realized that in three hours of flight involving mostly landings, I hadn't aborted a landing yet! After I took that pressure off myself things started going smoother.

The Citabria is more powerful and faster than the Baby Ace. The Baby Ace is a single seater, so my first flight would be solo. Ray Thomas had actually flown it before and said it flew like a Cub. Ray agreed to take me up in his Cub so I could try it out. Larry's Citabria was down for an annual at the time and I hadn't flown with him in about six weeks. The Cub was a very easy transition. Ray showed me his famous hunting camp stall and we did some wheel landings on runway 33 and crosswind landings on the grass strip.

While all these lessons were going on I was having lots of fun playing in the hanger. I spent one whole day just washing the airplane. There was some cosmetic painting to do, and I built a new instrument panel to change the instrument layout. I re-did the windshield to a motorcycle style. Eventually I got brave enough to practice some high-speed taxi tests, going just fast enough that the plane felt light on its wheels.

Eventually I got to the point where I could land the Citabria consistently and Larry signed me off to fly again. It was a beautiful Saturday morning right after a cold front. My two months of patience were about to pay off. Larry helped "prop" the plane and I got strapped in and taxied to the end of runway 04. I eased the throttle forward to the stop. The airplane accelerated just like in my taxi tests and pretty much lifted off from a 3-point stance. What a thrill to make your first flight in your own airplane, after not flying as pilot in command for 15 years! An open-cockpit airplane yet! As planned, I flew out over the swamps west of I-95 and practiced a few stalls to see how it would handle at slow speed. The first stall attempt I couldn't even get it to break with the stick all the way back. It was just falling out of the sky in a level attitude. I flew up over my house in Mims at 2000 ft, then dropped down to 1000 ft which is much better for sight-seeing. I was just thrilled to be flying after all this preparation, and besides the skydivers were dropping out of the sky every 10 minutes or so.

Eventually I headed back to Dunn and entered the pattern. My first approach wasn't quite right, so I went around. As Larry always reminds me, a good landing is preceded by a good approach, and I wasn't in any particular hurry. I could see several people watching my progress from the hangers. The second approach to runway 04 was perfect, but the Cessna landing on run runway 15 was in the way, so around I went again.

By now my approaches were getting much better, and the third try went well. The airplane bounced slightly when it touched, and I could hear Larry's voice in my head saying "keep that stick back," which worked to make a nice landing. I taxied back to the hanger very relieved and excited for my accomplishment.

All this fun would have been impossible without the support, encouragement and help of Larry Gilbert, Ray Thomas, Bill Furnholm, Jerry Russell and all the members of EAA chapter 866. Thanks to them when my Pietenpol is finally finished, I can be my own test pilot. In the mean time I have regained the status of “aviator” and made a whole new bunch of friends.



Ben Charvet

Renting an airplane is like going on a date. You book it, fly it, say good night and then dream about it until the next one. Owning an airplane is an aviation marriage. You buy it and pledge to love, honour and obey it forever. You may now kiss the bride

This months Flyin

Foxtrot has been quite busy these past weeks mostly just hopping rides with my friends. We flew out to the beach a few times just looking for Rays and Right Whales. We saw one Ray and no whales. I flew her solo a couple of times just cause there was no one around Dunn when I decided to go. One time Bill Furnholm and I were cruising north



along the west bank of the Indian

River and we saw Ben and the Baby Ace cruising just ahead of us. We contacted him on the radio and we switched to an air to air frequency to communicate. He agreed to maintain his heading and altitude and we flew up along side for a while. It was a neat scene from the Citabria to see Ben in the open cockpit plane with his leather helmet and old style goggles and his white scarf flipping around.

On Feb. 17th at the Valkaria airport there was a fly – in. It was a beautiful Saturday morning with temps hovering around 40 deg and a little wind blowing out of the northwest. So, my child bride Loretta, agreed to provide the companionship in the back seat of the Citabria for the journey south along the Indian River to the fly – in. The cool temperature and the wind out of the northwest made our takeoff run on 33 pretty short. I estimate the run was around 300 feet. We opted for an altitude high enough to go direct and not have to talk to anyone. (Practicing for when they implement user fees) After

leaving the pattern we flew east to get above the class “D” at Space Coast Regional and when we reached 2000’ we aimed south towards X59 and continued to climb to 2,700’ so we could breeze by Patrick AFB and Melbourne International. Once past the “D” airspace of MLB we made our radio calls and rapidly descended to pattern altitude and entered downwind for 32. We heard Jerry call in from his Tripacer and then Steve called from Lily Luscombe right behind us. The landing was nice but as we were rolling out my right foot got caught during a little steering correction to the right and we made an embarrassing swerve to the right. Not serious but it didn’t look good I’m sure. We landed short and rec’d several directions to parking. They all differed. Someone said on the radio “bring it over here.” I’d have been happy to do that but I didn’t know where “here” was and I wasn’t sure he was talking to me anyway because he didn’t use my tail number or aircraft description. I saw a guy sitting over at the intersection of rways 32/27 in a pickup truck and I thought maybe that was who was talking, then someone said you can back taxi on 32. ??? I didn’t understand that either, as I had landed short enough to turn off on rway 27 and it looked as though they were parking planes on the south side of that runway anyway. Like a dummy I parked way over on the south side of that runway and saw them escorting Jerry’s Tripacer and Lily Luscombe up the shoulder of 32 to a taxiway to the prime parking areas. Loretta and I hiked in from where we were.

We ran into some old friends almost as soon as we walked in. Gene McCoy, who we haven’t seen for a couple of years walked up to us with a big grin on his face. He said that he had our picture Christmas card on his refrigerator. The picture is of Loretta and me beside the Citabria. Gene said “it doesn’t get any better than that for a man, a good airplane and a good woman.” Made the good woman and me feel good! The airplane probably felt good too!

Gotta think of a nice name for the plane, after all we all know who Steve is talking about when he mentions Lily. Let’s see, my tail number ends in foxtrot and that’s a nice dance step. If I give her any female name other than Loretta she’ll think it is an old girlfriend. Maybe Dunn Belle, nope, sounds too much like dumbbell doesn’t it? Ahh, I know “fancy” as in fancy footwork. Foxtrot and fancy footwork kind of go together and after all she is a tail dragger and that can take fancy footwork eh? From now on N7602F is Fancy!

Sorry about getting off the subject of the Valkaria trip. We made the rounds after eating the pancakes they cooked up for the breakfast. We saw some very nice and some very interesting aircraft. The most interesting was a beautiful tri wing replica built by a man from Rockledge. Another was a Delta Dyke. There were a few RVs, a Hatz, a gyrocopter, Stearman, and a Pietenpol built by Jim Daron of the EAA chapter there. There were some very interesting RC Models flying over on the West side of the field too.

At about one pm we saw Steve and Ben getting ready to fly Lily back to Dunn so Loretta said she was ready to head home too. I looked around for Jerry to see if he was ready to go but I couldn’t find him. Never thought to call him on his cell.

Loretta settled herself in the back seat and started crocheting and I climbed into the front and hit the switches on Fancy and she started purring right off. We got a golf cart escort out to runway 32 and checked Fancy's vital signs then asked her to show her stuff aimed down runway 32. We did the little dance and broke the surly bonds. Again we climbed high enough to make a bee line for Dunn without talking to anyone. We did listen though! The trip back was even more pleasant than the trip down was and we watched MLB, Patrick, Merritt Island, and Space Coast airports slip by on both sides. The water in the river was clear and you could see the bottom all the way up to Titusville. There were a lot of boats using the channel up and down the river. Out on the ocean we could see the casino ships just about dead in the water while the games of chance were being played. The VAB, the Skid Strip, and the Shuttle Landing facility were very visible. Out there on the launch pad was the shuttle readying for launch next month. A glorious flight and a glorious day it was.

Once past TICO we started down hill for Dunn Airpark and we were making up for the slow climb out from Valkaria. Airspeed was in the yellow as we were descending for the pattern. Just as we were about to turn downwind the jump plane announced that the jumpers were in the air. We decided to wait till the parachutists and the jump plane was on the ground to get in the pattern. They make Fancy nervous! Once they were on the ground we entered down wind for 22. AWOS was calling it 260 at 11. Fancy loves the grass runways best.

We landed and taxied in and put her in her room where she stays. A glorious day and a glorious flight!

Larry

Jim Garrison Recovering Nicely

Jim is out of the hospital and improving every day. His face looks almost like it used to except for some swelling. He can't put any weight on his left foot yet. He is out and about and able to take nourishment again. For many weeks he was on a liquid diet and now since he has had some of the safety wire removed from his jaws he is able to chew soft foods now. He moves slowly but manages to get in his vehicle and drive himself around. He has no memory loss and has become "in charge" once again of his business. It is wonderful to see him out and about and if you tell him it's great to see him again he responds with, "it's great to be see again." We had breakfast with Jim last Saturday and he expressed gratitude for all of the cards, prayers, and visits from his friends. "I didn't know that many people cared about me," he said.

He has been corresponding with the FAA and NTSB about the accident and no official conclusion has been reached about the cause of the accident yet.

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Jim Daron (Valkaria) with his very nearly complete Pietenpol



L. E. Gilbert
EAA Ch. 866 NLE
2002 Malinda Lane
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Pancake and other stuff Breakfast
Sat. Mar. 3rd 8:00 am – 10:00
Bldg. 10, Dunn Airpark, Titusville, FL

Chapter Meeting
Wed. Mar. 7th 7:00pm
Bldg. 10, Dunn Airpark, Titusville, FL