



EAA CHAPTER 866 NEWSLETTER TITUSVILLE FLORIDA

May 07



The Prez Sez

Sometimes things don't go the way we planned. June and I were to meet up with Fred and Judy Burgess on Friday for a day at Sun N Fun. I got sick that week with a head cold and had to cancel, so I missed it. But Bruce Hotz was there on 3 of the days and gave me a report. He said Light Sport was the big thing this year. He also said they have moved the workshops from the tents to inside a building. They were harder to find but those who were there are truly interested in learning a new skill or improving an old one. Not as many people just wander in like before.

Jim Webb called and said he and Beatrice were leaving for Virginia for a few months. Jim is one of the behind the scenes people at our pancake breakfasts and obtains the supplies we need. Jerry Russell has agreed to take over that duty until Jim gets back. Thanks Jerry.

I just got a note from the American Academy of Flapjacking that we are in the top one percentile. They constantly send out spies all over the world to secretly sample pancakes at various breakfasts. They said that we currently rank at 99 and 44/100 percent and could probably move up higher if we would cook our meat on a separate grill. So this is something we're looking at since we don't want to miss an opportunity to move even higher on the Flapjacking list.

Larry Gilbert has arranged for Jim Garrison to speak at our next Wednesday meeting, May 2nd. We should have a PA system working so we can keep the AC on and still hear OK. I'm looking forward to it and hope to see you there.
Dan

April Meeting

Before the monthly meeting the bored met and there was discussion about asking for a new volunteer for program

chairman. Dan, who is now our president has done this job for the past two years. We also talked about nominating someone from our chapter for awards at Oshkosh. This brought about some more silence. The fact that our engine stand was loaned out to someone on the field at Dunn Airpark was also discussed. The consensus is that we hope some member of our chapter knows where it is. If there was more discussed I've forgotten what it was.

Record turnout for the April meeting! The room was packed and the window shaker air conditioner was shaking the whole building trying to keep up with all of the hot air being generated in our meeting room. President Dan asked if there was any old business.....nope. Larry Bierman has taken care of acquiring chapter name tags for paid up members of the chapter. Member Bill Furnholm had to mention the fact that our rookie pancake maker who filled in Bills absence committed a violation by slapping the pancakes while they were cooking. He also mentioned that the pancake grill was improperly stowed. Said something about a captains mast as punishment too. Sounds like warped Navy thinking to me. What really happened is that management failed to properly train their underlings before allowing them to take on such complicated stuff. Loretta said "at our breakfasts let the empty syrup bottles sit on the tables and don't throw them away, because I refill them from syrup we buy in bulk." June Hillman asked if anyone was interested in going to an outing at DeLeon Springs on April 28.

Project reports: Ben Charvet said he has glued the center section of the wing for the Pietenpol he's building. Kip Anderson has the wing spar for his Sonex riveted together and is now working on the ailerons. Greg Smith said that the wing kit for his Zenith was shipping on the 18th of April. He also said the wings weigh 150 lbs but with the packaging the gross wt is 700lbs. Steve Camlin who last month discovered that there was a crack in the wing spar of his Thundergull (factory defect) has received the replacement from the factory but this one was damaged in shipment. Wayne is covering the tail section of the chapter Pietenpol project. Jim Webb is working on a wind driven generator for his Corvaire powered Pietenpol. Alberto Silva is finishing up with the installation of his newly overhauled engine for his C172.

A very interesting program was put on by Keith Phillips from Spruce Creek. Using Power Point he made a presentation about the evolution of fighter aircraft from WWI through the present. Keith is a retired Air Force fighter pilot. Keith is a

regular fly in for our breakfasts. He flies an SX 300 Swearingen that he built and is leader of one of the formations that come to our breakfasts from Spruce Creek. An excellent program!

Thanks to Donna Thomas who provided the refreshments for the meeting. Pina Colada cake and a carrot cake served with hot coffee. Does it get any better?
Larry Gilbert

April Breakfast



Another fantastic turnout for the April breakfast! According to our bean counter we served 149 persons at our breakfast. AT times there was a long line waiting for the pancakes and eggs. A decision has been made to look for another grill to be dedicated to pancakes only. This should make the line move faster. We don't want people waiting very long for their food.

The count for fly – in aircraft was 36. Not too dusty eh? The airplane parkers consisting of Greg Smith and Fred Burgess did an excellent job of keeping things orderly and safe on the flight line. It's this kind of behind the scenes work done by our chapter workers that add a great deal to the success of these events.
Larry Gilbert



First solo (60 years ago) celebrated in flight in same airplane

Ray Thomas age 80 celebrates the 60th anniversary of his first solo in the very same airplane he used in 1947. The first solo occurred in Michigan on April 7, 1947. Ray celebrated this anniversary by flying the Piper Cub on April 7, 2007 at Dunn Airpark, Titusville, Florida.



Ray told me he first soloed in Hillman, Michigan. The J3 Cub he owns was owned and used by his uncle who kept the plane on his 30 acre farm in Michigan. Ray and his uncle made a runway on that farm using a horse drawn grader. They carved out a 900 foot long runway and crowned it just enough so that the water drained off of it rather quickly and was almost always useable. His uncle flew in and out of there year round, on wheels in the summer and skis in the winter. The Cub was kept in an open Quonset hut type of structure until 1970 when Ray reacquired it.

When Ray climbed into the Cub to fly I asked him how it felt and he replied and he replied, "exactly the same as 60 years ago except for the damn radio". If you've ever flown a Cub you know just getting in and out of it is somewhat of a feat. Ray gets in and out of it at 80 years old very easily!

He checked the winds at Dunn and found that it was 310 at 6kts and said, "piece of cake!" We hand propped the engine which is the only way you can start a Cub and he taxied out to runway 33, went through all of the checks, and took the runway. In less than 300' he was airborne climbing away from the ground. He made a short pattern and a low pass over the runway for old times sake then made another pattern and approach to the runway where he executed a beautiful wheel landing. The cub rolled out tail high for a 100 feet or so and settled on all three wheels.



A beautiful landing, after all he's the master!

After the flight a lot of his friends were there to congratulate him for this milestone.

After Ray's first solo in 1947 he said he went on to earn his private license there in Hillman, Michigan. He said in those days, there was usually an examiner on most airports to give you the flight test. He said it was usually the person on that field who had the most hours. The medical he said was issued by any local doctor and if you could walk into the office under your own power and you were able to see the wall, you passed.

He went to an A&E school in Galesburg, Illinois and got his A&E license. He said that the school operator would buy an airplane and the students would completely restore it and then the operator would sell it for a profit. After this Ray went back to Michigan to build time so that he could earn his commercial license. He joined the CAP so that he could fly the plane they had. It was an L4 and cost \$3.50 per hr (wet) to rent. He flew the required 200 hours and took his test in a Luscombe. He got his instructor certificate in the Luscombe also. Then he went to Down River airport in Detroit where he took instrument training in a Piper Clipper. Then it was off to Purdue University to complete a two year aviation technical degree.

While at Purdue Lake Central hired him to fly co pilot in a DC3. He said ground school for that job was a book that they gave you and told you to go home and read it. Lake Central then aquired some Nord 262 which was a 22 seat commuter type that he captained on. Lake merged with Allegheny airlines and he was flying co pilot on DC9s. Allegheny and Mohawk merged and they became U S Air he flew the BAC 111 for them and then back to the DC9 as Captain, then on to co pilot on the 727, and then back to the DC9 as Captain again, and then on to the 727 as captain. He had to retire at the ripe old age of 60 yrs in 1987. Two days later he went back to flying as flight engineer on 727s for one and a half years. Ray said that at this point he graduated to the J3 Cub with 28,000+ hrs logged.

His said his most memorable airline flight was when he was hijacked to Cuba.
Ray owned an airplane before he ever owned a car!

Ray told me when he was in grade school most of his friends wanted to be cowboys and firemen and he always dreamed of being an airline pilot. He doesn't know how many of his friends made cowboy or fireman but, he made airline pilot!
Larry Gilbert

Great Program Lined up for May Meeting

Do you remember the horrible crash that Jim Garrison experienced with his Nieuport 11? Jim has made a nice recovery from some very serious injuries and has offered to tell us about the accident and how maybe he would have done things differently if he had it to do over again. In our chapter we have quite a number of homebuilt aircraft under construction and some close to first flight. Jim will have some excellent words for those who are close to the milestone of this

first flight. Even those of us involved with certified aircraft will learn something. You don't want to miss this one!

More User Fee Information

FAA Administrator Marion Blakey's comments at the Aircraft Electronics Association show was full court press for a user-fee-based and fuel-tax-enriched FAA funding system. Her words seemed particularly stark following AEA past president Monte Mitchell's closing reminder to "take time to compliment a coworker, or give thanks to your friends -- these are the things you remember as you look back on life." Blakey quickly dried every eye in the room with a sandblasting no-nonsense tone that seemed to directly attack outspoken naysayers who have spoken against user-fee plans in the press, but had yet to speak up at the so far warm and welcoming convention. The Administrator offered a stunning spectrum of quote-worthy phrases from "one of the most exciting things for me is when I go to Oshkosh each year" to stating that "Joe Pilot," who owned a very expensive aircraft, would feel a hit to the tune of "four dollars per hour" and was now fighting tooth and nail over a plan that would add to each flight hour the cost "of a Starbucks Latte

Question for ya: Do you think she understands General Aviation the way it really is?

The following is the winning entry from an annual contest calling for the most appropriate definition of a contemporary term. This year's term:

Political Correctness :

"Political Correctness is a doctrine fostered by a delusional, illogical, minority, and rabidly promoted by an unscrupulous mainstream media, which holds forth the proposition that it is entirely possible to pick up a turd by the clean end."

This Month's Flyin

Larry Gilbert

We drove up to Pa. and I got to ride with my friend in his Cherokee 180. We flew from Altoona to Dubois, about 60 miles for lunch. Shortly after we took off from Altoona we flew over one of my favorite mountains and saw that the top of the mountain is now dotted with power generating windmills. I suppose this is a sign of progress but it sure spoils the scenery in my opinion. Nothing stays

the same, does it?



Fancy and I flew a number of times in April and the most noteworthy flight was when Ben Charvet and I took her over to Sun n Fun one day. We departed Dunn at about 7:30 and flew down to Lake X and then direct to Lake Parker for the arrival to the show. Every time the controller at the power plant mentioned a yellow plane Fancy wagged her wings. Anyway once it was our turn to wag our wings to acknowledge the controller we complied and were instructed to follow the Piper Cub in front of us. The controller was saying "everyone, nose to tail maintain 100 knots." The Cub pilot in front of us responded by saying he was unable to maintain over 60 knots. Fancy slowed to 80 mph and we seemed to maintain our spacing at that speed. At the golf course between the white round water and the wedding cake tower headed for the airport we switched to the tower freq. Still following the Cub and I was paying a lot of attention to the Cub, concentrating on keeping the spacing when the tower told me to turn base, now. It was a little odd because we were no where near the end of the runway. We turned base to final in a kind of sloppy manner and managed to get headed down the runway Towards our landing spot, the green circle. We had to power up to fly to the green dot. The controller kept saying "fly all the way to the green circle." The problem was that we were so low when we turned

final I couldn't see the green spot on the runway. No problem though, we just added a little power and flew till we saw the green and landed on it. There was some wind from the right but it didn't bother Fancy much and she made a smooth landing. We taxied to the end of 27 right and then made a 180 and taxied all the way back to the East end of the parking for general aviation planes. Nice flight! Towards the end of the show Ben and I walked back to where we had parked and waited for the show to end and the field to open. As soon as the red flag that signaled the re opening of the field was down, a lot of airplane engines came to life around us. We started Fancy and taxied out of the grass onto the taxiway and were in line about 100 spots back from the take off spot. Twenty minutes later we got the signal that it was our turn and in a few seconds we were flying again. The procedure for departure takes you three miles out before you can turn to an on course heading. We flew a little north of Lake Parker and turned east. We could see arrivals flying that course. A few go fast airplanes flew by us as we turned for Lake X again and then direct to Dunn. Wind at Dunn 080 at 8 so we did a straight in to runway 4. Another lucky landing! Two hours and eight minutes total flying.....Fun!

Pilot Joke

The pilot was sitting in his seat and pulled out a .38 revolver. He placed it on top of the instrument panel, and then asked the navigator, "Do you know what I use this for?"

The navigator replied timidly, "No, what's it for?"

The pilot responded, "I use this on navigators who get me lost!"

The navigator proceeded to pull out a .45 and place it on his chart table. The pilot asked, "What's that for?"

"To be honest sir," the navigator replied, "I'll know we're lost before you will."

President	Vice Pres.	Secy/	Treasurer	Newsletter editor
Dan Hillman 5128 Dorian Ave Orlando, Fl 32812 407 851 3283 DJ777ord@aol.com	Stu Sammis 3155 Knox McRae Titusville, Fl 32780 321 269 0803	Neale Cranston 2021 Malinda Lane Titusville, Fl 321 267 6226 pietenpol866@cfl.rr.com	Larry Bierman 4570 US 1 Mims, Fl 32754 321 480 8760 larrybierman@bellsouth.net	Larry Gilbert 2002 Malinda Lane Titusville, Fl 32796 321 385 1908 gil1cfl@aol.com

Chapter Meeting
Weds. April 28, 2007,
7:30pm

at
Dunn Airpark, Bldg. 10,
Titusville, Fl

Monthly Pancake (and other stuff)
Breakfast 8:00 – 10:30am
Dunn Airpark, (X21)Bldg
10
Titusville, Fl

Short Final



Overheard in *IFR Magazine's "On the Air"*

Overheard between a Cessna 310 driver and Chicago Center.

Chicago Center: Cessna One Two Three Five Bravo, I'll bring you in a little high so I don't lose radar contact while vectoring you to the ILS. Do you think you'll have any problem losing the necessary altitude to make the approach?

Cessna 1235B: No problem Center, this baby comes down like a Bonanza full of doctors!