



THE EAA SMILIN 'JACK CHAPTER 866 NEWSLETTER TITUSVILLE, FLORIDA

September 07



The Prez Sez

Today I sent e-mails to two county Commissioners in behalf of the Valkaria airport master plan. They have a hearing on it tomorrow (August 29) and hopefully it won't be delayed any longer and will be passed as is. Without a master plan the airport is more vulnerable to extinction. I have enjoyed flying in there and appreciate all of them who fly to Arthur Dunn for our events. By the time you get this newsletter we should know what happened at the meeting.

I also wrote a letter to each of our two U.S. senators: Bill Nelson and Mel Martinez. I told them how bad the legislation is that would impose user fees on general aviation. I pointed out that the airlines have created their own mess and now want to muddy the waters for the rest of us. If you haven't written to them yet please do it now. Their address is: United States Senate, Washington, D.C. 20510.

Wow, that was a great pancake breakfast we had on August 4th. It was good to see the formation flights, the overhead patterns and the smoke. Many of our regulars were back and it was good to see them. Also, it was good to see our friends that drive in and join us. Our next one is Saturday September 1st. Hope to see all of you there. And, don't forget the meeting on September 5th. It's an important one you won't want to miss.

See you there. Dan

August Meeting

Twenty one members were in attendance at the August meeting. Our big window shaker air conditioner was roaring and shaking the building like a rolling freight train trying to keep the temperature at a comfortable level (it was) in our meeting room for this meeting. This noise has been a problem in the past so we put an amplifier and speaker in the room and equipped the president and presenters with a wireless microphone and we can hear them over the roar of the important cooling machinery running wide open. We're cool!

Old business: None.

New business: Stu has been making arrangements for new chapter shirts. He is ordering golf style shirts with collars and breast pockets in black, white, red, blue, and grey. They're \$15.00 ea.

Bill Furnholm has generously donated a new handheld radio to the chapter. This is to be used for personnel involved with parking airplanes and for use in our Pietenpol when it is complete. The value of this radio is \$300.00.

Bill Mosley has offered another original piece of artwork from her father's famous comic strip, Smilin' Jack. It has been decided that we will once again as we did a couple of years ago, raffle this off as a fund raiser for our chapter. We will have the strip professionally mounted, matted, and framed in such a way as to not damage the original strip thereby preserving its value.

Side note, I looked on e-bay to see if there was any such thing being offered and there is. I saw one with a starting price of \$400.00! They are a sought after thing.

The Annual Smilin' Jack fly-in being held on Oct. 6 was discussed. The preliminary work such as the event permit from the authority being handled by Larry and making sure we have insurance coverage from EAA is being handled by chapter secy. Neale.

Pres. Dan asked for someone to be the Smilin Jack fly-in chairman. He was answered by total silence from the membership.

Steve Pangborn announced that he had approached the airport authority about some maintenance on his hangar at Dunn Airpark and was told that the only time maintenance was done was when the hangar changes hands.

Project Reports: Gene McCoy said that he had been crow hopping his Kolb Firefly at Dunn and on his ninth hop the engine quit. He's gonna get that fixed, he says. Gene also decided to tell a story about fellow chapter member Sam Beddingfield who he has known since their days at Wright Patterson AFB. It seems that Sam was learning to fly in North Carolina before he went into the Air Force. He had soloed in a J3 and was out practicing and spotted a boat out on the lake. He flew over to where the boat was and saw it was a friend of his out fishing. He made a couple of passes over the boat but never got the attention of the occupants. He had taken a bottle of Coke with him and it was empty so he decided that if he dropped the bottle in the water near the boat he would get their attention. Around he went carefully calculating about

when he should drop the bottle. Calculations were wrong! The bottle hit and went right through the bottom of the boat. It took on water and sank! This happened 51 years ago.

Larry Bierman Kolb project. He said he walked by it a couple of times and decided to take a vacation in the Carolinas or someplace.

Fred Burgess said he's still looking for an airplane and was checking into a C140A at Deland.

Steve Camlin said he has the skin on the bottom wing of his Thundergull.

Jerry Russell said he is not working on any of his projects right now.

Jim Morgan said he has been working on his house and drinking beer and sometimes he thinks about the RV6A and his C152.

Alberto Silva said that he and his family were in Venezuela and toured the Amazon jungle in a rented Cessna Caravan. I think he said they even camped out some. They saw Angel Falls the highest waterfall in the world it is around three thousand feet high. The trip was very interesting, he said.

Kip Anderson said he now has the Corvair engine for his Sonex. He said that most parts look good. The crank wouldn't turn until he took connecting rods off. One piston was seized so he greased the cylinder and was able to free it. He said he has finished the second wing and is ready to start the fuselage now.

The program for the August meeting was done by Greg Smith who did a very interesting power point presentation of his project, "The Frankenplane" A Zenith Ch 701. Greg said that much of the appeal for him besides the fantastic short field numbers is the way the plane looks. Remember Frankenstein? His project is well documented with good photographs. If your thinking about building one of these you should talk with Greg. He can tell you some things that may save you time and grief.

After the meeting Loretta provided home made ice cream and cake as refreshments.

August Breakfast

As the sun was coming over the VAB at about 6:30 am the regular crew was at building 10 setting up and getting ready for our monthly breakfast. Once we were set up and waiting for our first eaters, we were treated to the beautiful sight of two Piper Cubs in tight formation flying around the airport. If you are a fan of Cubs and early morning calm air flights with a low in the sky sun providing warm illumination on these yellow beauties you shoulda been there. Gordon Olson was flying the brand new (restored) J4 and Larry Allen was flying the J3 in formation. There were some Kodak moments as they flew by and our American flag was in the foreground. I got a

picture of this and it will be included in our Winter Party slide show in January.

The weather for our August breakfast was near perfect and the Dunn Airpark was a beehive of activity. When the fly-ins began to show, the airport was already busy with Trikes, a powered Parachute, and Skydive activity. Vigilance made it a safe operation and there is a lot to be said about the quality of the pilots who fly in to these breakfasts.

Finally we got to put our new cooking equipment to the test and it worked great! Jerry manned the new four engine cooking griddle cooking eggs, bacon and sausage. The original 2 engine we've had for a couple of years was used strictly for pancakes and at times there were 16 or so pancakes cooking at one time. No one had to wait more than a couple of minutes for their breakfast. I estimate that there were at least 20 airplanes flown in. Spruce Creek was well represented, as was Deland, Valkaria, and New Smyrna. There was at least one plane from Rockledge too. Many local people from the airport and the neighborhood showed too. All in all there were over a hundred breakfasts sold.

The Main Thing!

It is now time to step up and help with the planning of our main event of the year, the Smilin' Jack Fly – in.

President Dan must have felt awful when he asked for someone to volunteer as chairman for the event. No one responded! Now maybe we understand why when it is time to elect a new president no one wants to do this. Somehow the fly – in gets done and it is because a few members just go ahead and do the work. That's great but try holding one of these fly – ins when one or two of our key workers can't be there.

Here are some of the things that need taken care of. Maybe you can pick one or two of these items and take care of them and that'll take some of the pressure off of Dan.

The highlighted items below need to be handled.

1. The propane tanks need to be topped off.
2. A crew needs to be available for erection of the large tent. Someone needs to be in charge.
3. The a/c parking areas need to be delineated with stakes and crime scene tape on the day before the event.
4. Arrangements for aircraft parking assistance should be made. In the past we've used the C.A.P. cadets! (If Cadets not available then use of our personnel)
5. Electrical power and distribution will be needed. Jerry has volunteered the use of his converted bus with a diesel 17+ kw generator.
6. Event permit paperwork for Airport Authority.
7. Assurance that we have Insurance from EAA and that the Airport Authority is named insured.
8. Workers and trucks or trailers to move equipment from bldg. 10 to tent site on field. Same thing for returning equipment to bldg 10 after the event.

9. Supplies such as pancake mix, butter, coffee, water, paper products cooking oils and utensils.
10. Supplies such as bacon, eggs, sausage, and orange juice.
11. Pictures, and printing of these.
12. **Distribution to fly – in pilots of pictures.**

From EAA Headquarters

On August 7, 2007, EAA sent a mass e-mail to all EAA members (with e-mail addresses on file) enlisting their immediate help in urging U.S. Senators and Representatives to reject user fees for general aviation.

The user fee debates are approaching their climax. When Congressional leaders return from their summer break on September 7, final debate will begin in earnest. Versions of H.R. 2118 and S. 1300 will be addressed by them shortly after September 7, then forwarded to a joint committee to work out differences between the two bills. After the joint committee approves a joint bill, the proposed legislation will go to the White House for the President's signature. This could occur within a two- to four-week period.

EAA is asking you, your friends, your neighbors, and airport partners to **WRITE NOW**.

Inform your elected congressional leaders you support House Bill 2881 (no user fees) and are strongly opposed to the user fee sections of Senate Bill 1300. .

Sample letters - http://www.eaa.org/govt/sample_letters.html

A Great Milestone for Valkaria

After an eight hour long Brevard County Board of Commissioners meeting, including about 6 hours of public comments at 3 minutes per person (very sharply tilted towards the pro-aviation side, by the way) at 1:25am Thursday morning, the Brevard County Commission voted UNANIMOUSLY to accept the Valkaria Airport Master Plan update, virtually exactly as presented!

This HUGE milestone would not have been possible without the extensive community involvement both from pilots and non-flying concerned neighbors. Through a year and a half and 14 (now, 15) public meetings, this long process has worn everyone down. But in the end, the Commission worked through the issues and very wisely decided to adopt the plan. THANK YOU EVERYONE... without you this never could have happened! There were few people there who bought into the anti-airport lies this time around, despite

some cleverly-written (and wholly dishonest) things sent around by the other side, and both neighboring towns expressing concerns or outright non-support. Just goes to show that facts can and do overcome fear and lies, even if it requires spending an eternity wading through the mud. The only losers tonight were the few jerks that made what should have been a no-brainer update into such a long, involved, tortuous process!

The three changes the Board made (well, one change and two clarifications) are:

Remove the future MIRL runway lights line item from the CIP (Capital Improvement Plan)... this had an asterisk stating "Only if the need is demonstrated at a future time" and was presented only for "worst case" monetary planning purposes, in the long-range timeframe. This caused some heartburn after the huge debate over having lighting, so it was removed from the financial analysis... this doesn't really change anything at all. IF the need becomes apparent it will be looked at down the road.

One motion was passed that said the Board policy would be for the county to operate the planned future FBO (as opposed to bringing in an outside firm).

A second motion was passed that said the County's policy would be to build hangars in the future and try to keep ahead of demand, instead of having to use second-party or third-party hangar construction where the county wouldn't get the full profit potential. Neither issue created any problem for the pilot community as far as I could tell, though the county's longtime inaction has lead to some FAA discrimination actions, this will hopefully eliminate that process from proceeding any further.

Commissioner Helen Voltz surprised everyone by her show & tell of a blinking REIL light that she had sitting on her desk out of view, blinking away for five minutes before she set it up where everyone could see. The neighbors who spent so much time saying how disruptive these lights would be had a hard time swallowing that they'd just seen it proved right there in the middle of the meeting that these lights were no big deal and wouldn't

destroy the peace and quiet of the nighttime.

In the end, without much fanfare, the board unanimously to accept the plan with only that one change and two clarifications! That was a FAR better outcome than I think anyone has dared hope!

This won't be the end of the struggle, by a long shot... snotty threats of "ethics complaints" towards officials occurred not 5 minutes after the end of the meeting. But the 5-0 vote for the plan certainly will have weight in future discussions before the Board of Commissioners. Now we can begin improving safety and working towards a positive financial status... after 20+ years of neglecting it, it's loooooong overdue!

Reported by Mike Whaley to:
Russ Minton
X59/FL AOPA ASNV

This Months Flyin

We had Fancy out of the barn a few times this month. Dunn Airpark is only 28 feet above sea level but it has been so hot that Fancy thinks it's almost 2,000' MSL so she has to run further and breathe harder to get in her real element. The lack of any wind doesn't help either. Anyway we managed to break the surly bonds a couple of times. Skip LaForge and I flew Fancy down to Valkaria and visited with Jim Darrin and some other airport bums there. We had a pleasant time. Loretta and I flew up to Deland for their pancake breakfast one Saturday morning and I flew by myself a couple of times very early in the morning. When we return to land the 2,000' density altitude is evident again as we roll a little longer on landings. Maybe it is just my imagination! One thing for sure, she's a fun plane to fly!

Larry Gilbert

Overheard in IFR Magazine's "On the Air"

On a recent trip from Illinois to Arkansas, we overheard the following exchange:

Razorback Approach: Cessna Two Three Tango, Razorback Approach. Have you changed your destination from Houston, Texas?

Cessna 23T: Razorback Approach, Cessna Two Three Tango. That's a negative. Destination is still Houston.

Approach: Well Cessna Two Three Tango, on your current

heading you are not going to even hit the state of Texas.

Cessna 23T: Approach, Cessna Two Three Tango ... we are experiencing ... nav problems.

Approach: Cessna Two Three Tango, we assumed that, too ... turn right heading 179 direct Houston

Short Final

"It has been said that politics is the second oldest profession. I have learned that it bears a striking resemblance to the first."

- Ronald Reagan



Hey, where are we?? Think you know? Send me an e-mail if you think you recognize where we took this photo. Gillcfi@aol.com

Short Final

Piper 123: "They keep extending my route. If they keep extending my route I'm going to be low on fuel. Why can't I go direct?"

Potomac **Approach:** "Piper One Two Three, unable direct. Direct will take you over P-40. Proceed direct Hagerstown, Victor 501, Martinsburg, then as previously cleared."

Piper 123: "But if they didn't keep extending me I wouldn't get low on fuel."

Approach: "Piper One Two Three, if you feel you are low on fuel I advise you to stop somewhere and get fuel."

After two more exchanges:

Approach: "Piper One Two Three, I'm not doing this to you. You cannot fly over P-40. Are you familiar with P-40? It's Camp David."

Piper 123: "I know about Camp David, but I didn't see any TFRs. This is making me get low on fuel."

Approach: "Piper One Two Three, if you fly over P-40 you're not going to be worried about fuel."

Mark Oriza

Mark Oriza invented a very effective cooling system for inside helmets. Mark rides a motorcycle and if you have ever ridden a motorcycle in 95° + temperatures wearing a helmet you know how miserably hot that is especially in town when you spend a lot of time stopped at traffic signals. He has built a cooling coil for inside the helmet that is plumbed through flexible tubing to a cooling unit made out of a six pack cooler with some special coolant. A 12 volt windshield washer pump pumps the coolant to the cooling coil in the helmet and makes for a much more comfortable ride. Mark is very unselfish. He told me that he was going to approach the local police department and ask them if they'd like a couple of these for their motorcycle patrolmen. He would give these to them. What a guy!

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Saturday Sept. 1
Monthly Pancakes + breakfast 8:00 – 10:00
Bldg. 10 Dunn Airpark (X21)
Titusville, Fl

Chapter meeting Weds, Sept. 5, 7:30
Bldg. 10 Dunn Airpark
J3 & J4 August 07 pancake bkfst Dunn Airpark

