



[www.nbbd.com/npr/smilinjack/index.html](http://www.nbbd.com/npr/smilinjack/index.html)  
 April 08



It has never been harder to write this newsletter after the tragedy that occurred at our pancake breakfast in March. I don't need to go into any detail about this. Our hearts go out to the families of those involved in the accident. Enough said..... Larry Gilbert

*The Prez Sez*

The month of March here at Arthur Dunn Airpark has had its challenges. None of us could have anticipated what happened at the pancake breakfast on March 1<sup>st</sup>. It was a very tragic event that shocked us all. At the monthly meeting on the 5<sup>th</sup> I read a few lines from the book "Redeeming the Tears: A Journey Through Grief and Loss." Some of you asked me to include it in the newsletter. It's found on page 61. "On our journey we are going to struggle with fundamental questions about life, death, and what happens next. In those moments when troubling situations occur, we grasp for an answer to the question that has plagued us since Adam and Eve walked the earth: 'Why?' God has made us with minds that want to find reason and meaning in whatever we do. When things don't make sense to us, then we have difficulty accepting our situations and moving on. We want answers,....." We may never know "why" but we will continue on and provide the best darn pancake breakfast in this part of the country.

Ueli Christen, owner and pilot of the Velocity that crashed into the RV-8, has reportedly been airlifted back to his native Switzerland. He apparently isn't out of the woods yet and recovery will take several months.

At the meeting we had a good response to the AOPA Airport Watch program. Several hands went up to receive the brochures and window stickers. Remember if you see anything suspicious, call 1-866-GA-SECURE. Your participation will continue to make this program a success.

Many thanks to Alberto and his e-mails about weekend flying events. I find this very interesting and wish I could take part in all of them.

Remember Sun 'n Fun is coming up April 8<sup>th</sup> thru 13<sup>th</sup>. See you there and at the monthly meeting April 2<sup>nd</sup> and the pancake breakfast April 5<sup>th</sup>. Dan

*For Such a Time as This*

Chapter 866 is very fortunate to have Dan as president "for such a time as this". Larry

*March Meeting*

30+ people in attendance for our March 5 meeting and we picked up a new member.

For the program, Greg Smith gave his account of the accident at our breakfast. He was helping to arrange for parking of the fly - ins and was very close to the collision when it happened.

It was decided that we would donate money to the Eagle Sport Aviator Club in memory of Phil Schacht who was killed in the

accident. We are sending flowers to the services for Bill Hess and Don Key, the other two victims who died in the accident.

President Dan explained the GA Secure program that AOPA has instituted as security measures against a possible attempt by terrorists to use GA General Aviation as a tool for their activities.

A petition was passed around concerning Valkaria's ongoing battle to keep the airport operating.

We had a visitor who is from Virginia and a member of an EAA chapter there, his name is John Sherwin and his claim to fame is that he owned Howard Hughes's famous Flying Boat for a while. He is looking for an Aeronca C3 to restore.

Gene McCoy told a Sam Beddingfield story that occurred in 1957. He said "Sam was a 2<sup>nd</sup> Lt. in the Air Force and an aeronautical engineer and they were stationed in Dayton Ohio together. In a classroom setting Gene asked Sam the difference between the aspect ratio and induced drag on a wing. Three blackboards of formulas later he said "as you can clearly see as the aspect ratio  $\rightarrow$ ; induced drag approaches infinity. Note: We were traveling to New Smyrna with Alberto I mentioned this and asked, what was the conclusion to Gene's story? Alberto put it into perspective for me. He said, it's like facing a wall and moving half way to it each time you move, you never get there!" Glad I asked.

We will be starting our meetings at 7:30pm during the period of Daylight Saving Time and the April meeting will be the first to be held starting at 7:30.

Project reports: Jim Morgan said that his wings are mounted on the RV6 he is building and the dimensions for the landing gear didn't quite work out so, his RV might stand a little taller (1") than the design calls for.... Ben has one wing built for his Pietenpol and has bought a Continental A 65 in working order to power his plane. He also has his cowling done and will bring the project to the airport soon. He also said he might borrow the Citabria wings stored in his hangar. Steve Miller said after the annual checkup on his C152, it is flying again. Larry Gilbert has Fancy, his Citabria stripped down to the skeleton and is readying for a recover job.

Alberto said that so far there has been no response to his weekly fly out e-mail that he sends. He also mentioned that EAA is posting places where there are fly-ins on their website.

**The following was published in Florida today as a result of the accident at Dunn on March 2.**

**Reckless pilots reap tragedy**

First, I would like to express my condolences to the family and friends of those pilots involved in the tragic airplane accident in Titusville.

Second, I regret that I did nothing about the reckless aeronautical behavior I witnessed these past 2 1/2 years that I have lived

here. My residence is about 75 yards directly east of Arthur Dunn Air Park.

In that time, I have seen many of the pilots flying in for their pancake breakfast meeting the first Saturday of every month. I have witnessed some of these pilots "buzzing" the landing strip at less than 500 feet of altitude prior to landing.

Sometimes they were three abreast or in a wagon train formation. They often appeared to be flying at full throttle. I had contemplated reporting these incidents to the FAA, but then I thought that maybe the pilots in this flying club would self-police themselves.

I now realize that I was wrong and should have filed FAA incident reports a couple of years ago. Hopefully these pilots will now understand how their foolish behavior can have devastating results.

For the record, I knew the airport was there when I purchased my house, so I am not concerned with the noise level. I am only concerned that if this reckless behavior continues, the next crash may impact some neighborhood homes.

George M. Papp

Titusville

### *My Opinion*

Larry Gilbert

This certainly does nothing for our image. At first when I read this I was a little upset about the fact that the writer is ignorant about several facts concerning the activities that occur at Dunn when we hold our breakfast. After thinking about this for a while I can understand how one might feel that what they see happening as reckless. Mr. Papp is probably not a pilot and when he observes a high speed pass with "smoke on" by a formation he could perceive this as reckless behavior so from that standpoint I can understand where he's coming from. Whether he's a good judge of the altitude of the flybys, I don't know. Pattern Altitude at Dunn is 800'.

The facts surrounding the landing accident don't reflect any reckless behavior, just a bad mistake by one person. I personally appreciate the fact that Mr. Papp is not concerned with the noise level being such a close neighbor of the airport. In fact he might concur that other than the once a month visitors to our breakfast there is very little noise associated with Dunn Airpark and we pilots flying here on a daily basis are very considerate of the neighborhood.

We are pilots and enjoy flying machinery and admittedly enjoy the formation fly bys by the professionals who fly in for breakfast once a month. If these fly bys make our neighbors nervous then maybe they shouldn't happen.

As far as Mr. Papp filing an FAA incident report goes, I don't think the FAA would cite anyone for the activity. This activity

didn't have anything to do with the accident. It was a landing accident.



Fancy's current state

**Fancy**  
*Larry Gilbert*

In February, Fancy, my faithful Citabria, shed her wings, engine, skin, and just about everything else. Time for new fabric and paint to make her even more beautiful. Since everything is open, it is a great opportunity to see exactly what kind of shape she's in. As it turns out she is in very good condition and other than just replacing all the cables and some pulleys for good measure she will soon be ready for her new skin. Loretta and I spent many hours cleaning all of the old glue off of the frame and wooden stringers and prime painting the frame and re varnishing the wood. I intend to use the Stewart System STC for the recovering process mainly because the process uses all water borne adhesives and coatings. I've talked to Dan Stewart of Stewart Systems and ordered some materials already. They seem to be good people to do business with. While on the phone with Dan, I asked if they were going to be at Sun n Fun and he said that they were. Then I asked if they would be having any forums. He said that they will be having a workshop there and I could bring my tail feathers over and re cover these at their workshop. Good fortune for me! I can learn the process and get those surfaces re-covered at the same time..... Fantastic! While at Sun n I'll order as much of the other stuff as I can think of that we need to get the job done. All of this is being done under the supervision of chapter member Jerry Russell, A&P and AI.

**Lenny Duncil Gets Recognition  
As Photographer**

Do you get the AVFLASH newsletter on your computer? If not you should subscribe. It's free and very interesting. They have a picture of the week contest every week and for the week of March 17, our own chapter member Lenny Duncil took the award for this picture he submitted, taken at the Warbird Airshow event taken at Space Coast Regional this year.



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**Chapter Meeting Weds. April 2  
Bldg.10, Dunn Airpark,  
7:30 pm**

**Monthly Chapter Breakfast  
Saturday April 5, 8:00 am  
At Dunn Airpark, Bldg. 10, Titusville, Fl**