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Aug. 08



July Meeting

The July meeting was presided over by VP Stu Sammis. There were 16 members and friends in attendance. Stu opened at 7:30 pm with the pledge of allegiance to our flag. After this he announced that he and Dan Hillman had a discussion and decided that they would be stepping down as pres and vice pres. And that we should be thinking about who we can railroad into the jobs for next year.

Member Gene McCoy spoke of his interaction with Skydive SpaceCoast, concerning a dangerous situation which occurred during one of his flights during a skydive operation. He said his social standing was probably considered low since he was flying an ultralight. Gene is encouraging those of us who have issues

with Skydive to write them a polite letter stating your concern for safety at Dunn Airpark. Over the period of a year or so we will accumulate copies of these letters and if some of our concerns haven't been addressed we can take further action. If there is an accident we'll have a record of these problems. Member Jim Garrison spoke up about a safety committee that used to exist at Dunn until Scott Carr became administrator of the authority. He said that the committee consisted of all of the entities at the airport these were the FBO Walkwitz aviation, the operator of the skydive operation, the RC model club, and the EAA chapter. They met once a month and discussed and solved a lot of the problems among themselves and sent a report to the authority after each meeting. He said that maybe we should form another safety committee at Dunn. Member don Garrison said that the CTAF at Dunn is quite congested

because there are so many other airports using the same frequency. Some discussion ensued and we may look into the possibility of a more discrete freq. for our airport.

Project reports: Kip said he was working on landing gear fairings and is putting along on his Sonex. Jim Garrison is getting tip tanks installed on his Bonanza to keep up with his brother Don's Bonanza. Don said that he was going to buy 3 more GPS receivers to stay ahead of Jim. Jim said he has a 60 KW Generator with an auto transfer switch for sale. (wants to use the money to equip his Bonanza with white wall tires and spoked hubcaps to stay ahead of Don) There were no more project reports after the Bonanza discussion.

After the meeting we had a little social time with some ice cream and strawberries for refreshments.

Will Work For Food



Ron is a friend of ours who is a singer/song writer. You may remember him if you were at our winter party in 2001. He was the entertainment and did a John Denver impersonation show for us.

Ron Rich, in conjunction with the North Brevard Coalition of Human Services, team up to bring you the "Will Work For Food Concert" on Aug 19 , 7:30 to 9:00 at the Titusville Playhouse, Titusville, Fl. Ron, a well known and accomplished singer/songwriter in central Florida is using his musical skills to help supply the food pantries and soup kitchens in the Brevard area. Ron has opened concerts for artist such as Lee Greenwood, (God Bless the USA}, and Don McLean {American Pie}. Many people know him for his outstanding tribute to John Denver, in the Rocky Mountain Memory Show, and on the Sterling Casino in Cape Canaveral. Come spend the evening with Ron and his music while donating to a worthy cause. Ticket are \$15.00 an can be purchased at the Titusville Playhouse theater office (321-268-1125} (321-268-3711}or the Box Office on the night of the event. Please bring nonperishable food items and a friend.

Loretta and I intend to go to this concert. Interested in going with us? Contact us if you are.

Larry

Son, you're going to have to make up your mind about growing up and becoming a pilot. You can't do both.

Another Skydive letter

Chapter member Mario Jimenez has written this letter to express his concern for safety when flying at Dunn while skydive operations are in progress.

Hi Larry,

I will like to add a personal experience to go along the letter to the King Air pilots at the Dive center.

About 2 weeks ago, I was flying in the local area and returned to X21 to do some touch and goes. I was about 6 miles to the northwest when the Skydive plane announced "jumpers in the air". I immediately turned away and made a few 360s to allow time for the skydivers to descend. I then proceeded south (west of I95) looking for the last of the skydivers to come down. Once he was below pattern altitude, I crossed the field at the departure end of 15, extended to the east, and then entered a standard 45 deg. Entry to downwind for runway 15. While the above was going on, the King Air had landed on 15.

I made traffic calls crossing overhead, entering the 45, on downwind, and turning base for 15. While turning to base, I saw the King Air taxiing out to Rwy 33. I was about to call the beginning of my turn to final when the King Air called departing 33. He never stopped at the end. He just turned onto 33 and departed. For a few seconds, we were head on...I on short final to 15 and he departing 33.

Knowing that the outcome of this runway incursion was not going to lead to a long life, I broke off the approach and entered upwind. I then asked the King Air if he could hear my radio calls and he acknowledged that he did. My take: He heard me, but chose to disregard my traffic calls anyway.

After seeing the King Air leave the area, I crossed overhead and again entered downwind for 15, following the pattern to an uneventful landing. After I landed, I went to the dive center to talk to the pilot, but by then, he had landed and gone up again. I asked to talk to the manager, and reported the incident to her. I not only reported on the traffic pattern incident, but also complained about the mumbled and hurried calls concerning the entire sky dive operations. Before I left, I informed her that I intended to go directly to the FAA if this was to happen another time.

Mario



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

Overheard in Southern Florida:

Fort Myers Approach:

"Cessna Three Four Alpha, say heading."

Cessna:

"Ah, we're headin' for Tampa."

Fort Myers Approach:

"Cessna Three Four Alpha, say heading."

Cessna:

"Well, okay. We're headin' for the LaBelle VOR first and then going on to Tampa."

Fort Myers Approach:

"Cessna Three Four Alpha, could you look at your compass and tell me what number is behind the little line?"

Cessna:

"Oh — you want to know which way we're going right now. Three five zero, sir."

This Month's Flyin

Actually did some flying this past month! Lenny Duncil asked me to go with him in his C140 a couple of times. Somehow, Dunn Airpark got jacked up to around 1,400msl due to non standard temperatures. With no wind blowing at all, the little C140 with Lenny and me and 12 gallons of gas made the runway seem shorter and the trees on the south end seem higher. We tried a couple of things to shorten the take off roll some on the last flight we made. We added some wind to the tires to reduce friction, we let the ponies start to run as we were turning onto the take off runway, and once we got some speed Lenny pulled in some flaps. All that made it a little better. What we really need is a 59° F day and a little free airspeed coming down the runway from mother nature!

Jim Morgan and I flew his C152 out of TICO a couple of times and we just went out and did some steep turns and a couple of landings at Dunn and TICO. My flying hours have greatly diminished since Fancy is down for some refurbishing and the lack of frequently flying shows.

My neighbor at Dunn, Don Bolton took me for a ride in his Stearman and he let me fly it some. That is a hoot! What a privilege to fly in one of those!

Flying from X21- Saturday & Sunday, 7/12/2008 – 7/13/2008

Alberto Silva

In case you did not miss it, I did not publish my award winning flying newsletter last week end. I ended up flying to Boone, North Carolina into their 2,600 ft long, 3,120 ft high runway. I also got to fly a local flight in the mountains. Everything

worked perfectly and all high altitude takeoffs and landings were right on the numbers. It was very weird to fly a 4,100 ft high pattern between two hills but it was fun. On the way back, I had to deviate an additional 70 miles to go around a low ceilings area but, other than that, the trip was uneventful.

This week end I am placing myself in the timeout box. This means that I spent too much gas money last week end. If I was going somewhere, I would probably choose Melrose breakfast. I like their runway and they are always very nice. Scroll down for the rest of the second Saturdays and Sundays activities.

Fancy

Well most of you know 'Fancy is our Citabria that we love so much. Fancy has been down since early February for a re-cover and some sprucing up. So far we have stripped her down, cleaned up and painted the frame, sanded and varnished the wood parts, covered and painted the fuselage and tail feathers, replaced control cables and pulleys and it just goes on and on. I feel a whole lot better now that we are putting stuff back on her and progress is evident. Jerry has been there every step of the way making sure things are done right and being my coach and mentor with the spray painting and various mechanical stuff. Actually the whole thing is interesting and enjoyable. I especially like working when the temps are in the high 90s and the humidity is way up there too. The high density altitude affects me like it affects the engine on Fancy, I guess. I've been doing the painting in my back yard and the overspray has colored the grass out there a nice bright orange. The insects really like the paint too. They like to land in it before it dries and stomp around in it a little and then die stuck to the surface. Pictures-



Program For August Meeting

Orlando Paving will do a program on airport paving. Sounds interesting!



Ben's Pietenpol

Ben Charvet has been working diligently at his home on the pietenpol and has mounted a wing to see how everything is going to work out.

Ben might farther along if he hadn't got hooked on flying the Baby Ace he bought from Bill.

Ben's Piet with right wing on it. Looks good doesn't it?



A couple of 866 chapter members recently purchased this replica D8 Dehavilland from Vince Grasso. It is powered by a 2 cylinder, four stroke Generac generator engine. It looks and sounds like the real thing and she flies well according to her new owners. Come to our breakfast and chapter meeting to learn who the partners are in this wonderful little airplane

For sale

Aventura HP. Professionally built by factory. Loaded panel, Alt, ASI, VSI, RPM, EGT, CHT, hour meter, compass, slip, turn and bank indicator, electric flap indicator, electric start, recoil start also. Bilge pump, inflight adjustable trim, 12 gal. tank, primer, BRS chute, 3 blade IVO prop, ceramic coated exhaust system, Rotax 503 dual carb. Kevlar hull, total time airframe 25 hour; engine 180 hours.

Always hangar kept. Call Bill Mitchell 321 267 7907

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**Chapter Breakfast
Saturday Aug. 2
8:00 AM – 10:00 or so
Dunn Airpark Bldg. 10
Titusville, FL 32796**

**Chapter Meeting Wednesday Aug.
6
7:30 PM Bldg. 10
Dunn Airpark, Bldg. 10
Titusville, FL 32796**



Larry Gilbert
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