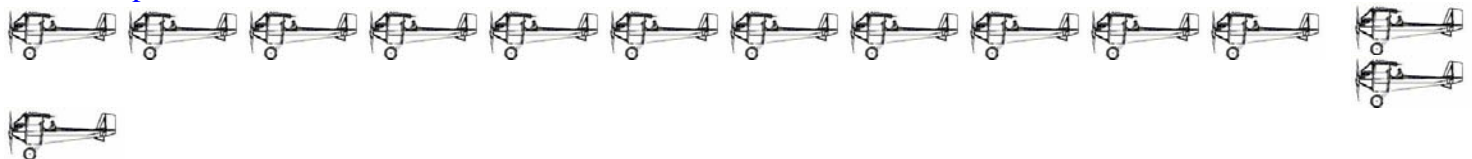


www.nbbd.com/npr/smilinjack/index.html

Sept. 08



The Prez Sez

I just spoke with Wayne Bullington by phone and he is now at home in Emerson, Iowa. He had hip replacement surgery on August 18th. He said he had to spend a couple of days extra in the hospital because of complications, but is doing well now. He asked about the weather down here and of course had heard about Tropical Storm Fay. I was pleased to report that we only had some normal roof leaks and that building 10 weathered the storm pretty well. Since the eye of the storm passed right over Titusville we didn't get as much rain as some of the places nearby. He saw on the news a photo of someone's car in their garage with water up to the mirrors. If you want to call Wayne his phone number up there is 712-824-7856.

I got an e-mail from Yelvington Aviation in Daytona. They have 100LL for \$4.48 self serve. I recently did some flying in the club's 172 at Orlando Executive (at Showalter) and the published price was \$6.35 (full service.) They give a 75 cent discount on Saturdays, which is the same discount they give to the club. I haven't done much flying this year and it was good to be back in the saddle again.

Much thanks to my friend Ed DeVincenzo of Orlando Paving for being our speaker for the August meeting. I didn't know asphalt could be so interesting. Didn't know either that Steve Pangborn inspects roads. We had a good time and look

forward to another great meeting on September 3rd when we will hear about a homebuilt helicopter. (Okay, this aviation stuff is interesting, but the reaaaal reason we like these meetings is Loretta's ice cream and Donna's cakes.) See you there.

Dan

August Meeting

Our meeting was called to order by pres. Dan at 7:30 sharp. 20 people were in attendance. Gene Driggers who has been missing from our meetings for a long time and a new person by the name of Curtis Ewbank showed our for our meeting. Curtis is going to build a plane as soon as he secures a hangar at Dunn Airpark.

Mark Orizo remarked about vertigo and said that in an article he read, a situation where there are no outside visual references other than fog (cloud) the average VFR pilot will not maintain control for more than 3 minutes without an auto pilot! Alberto Silva volunteered to be our contact person with the Valkaria airport people concerning their annual Airfest event to be held in February 09. He will be traveling to Grant several times to meetings concerning this and since these meetings are

so far away the membership has agreed to reimburse him for fuel. (this is a great effort by Alberto on behalf of our chapter) A couple of meetings ago we had discussion about re instituting the safety committee at Dunn Airpark and Jerry Russell volunteered to write a letter for someone to submit to the TICO Authority about this.

Alberto made a statement about how now the Skydive plane is doing a better job of conforming to the traffic patterns at Dunn. Bill and Mark reported on the familiarity flights on the D8 and once some repairs are made they will continue this. Now that the ground loop maneuver has been mastered they are going on to bigger and better things with this. Mark said that his SE5 is good to go and he has been flying that.

Steve Camlin reported that his Thundergull is coming along and he has all of the big pieces done and he is ready to start with the fabric work.

Larry and Loretta (with a little help from their friends) have installed the wings back on Fancy, their Citabria, and it will fly on the 25th.

We had a very good presentation on runway paving by the owner of Orlando Paving co. It was well done and Very interesting.

That's all I can remember about the meeting.

August breakfast

Larry Bierman, our chapter bean counter, said we had about 105 breakfast guests on Aug. 2nd at our monthly breakfast. Loretta was busier than a one armed paperhanger working the food table, making the coffee, and keeping the guest tables in order. I think when she had her back turned some guests took more than their ration of bacon!

Not one shred of evidence supports the notion that life is serious.

September Meeting Program

Eddie Thompson is our scheduled speaker for the Sept. 3rd meeting. Ed has built a helicopter that qualifies as an ultralight and if you are a regular at Dunn Airpark you've probably seen Ed or his son flying this around. The story is a good one and Ed will tell us all about how he built it and how he learned to fly it. It is an interesting story!

Notes from Alberto

Starting Thursday Aug 14, I will be attending the organizational meetings for the Valkaria Airfest

scheduled for February 21, 2009. They are looking to see if we can join them in providing some static displays indoors as well as outdoors. Their EAA chapter just finished a Pietempol so, an unfinished one next to theirs may be nice. I will be looking for ideas...

Flying from X21- Saturday & Sunday, 8/16/2008 - 8/17/2008

Last week end I did not even go to the airport! Amazing. However, my son was taking some training in Jacksonville and I flew with his wife on Wednesday in what turned out to be a speed record setting flight. The "justification" for the flight was to go to a diner in Jacksonville that have the best fried chicken that I have been able to find and, my daughter in law really likes flying. For those of you close to Jax, the diner is Beach Road Chicken Dinners in Atlantic Boulevard. Well... back to flying instead of eating.

The weather was somewhat marginal on Wednesday afternoon. I planned a direct flight from X21 to HEG, thinking that I would probably have to make a stop to let some weather go through. I had plenty of options. That route takes you somewhat equidistant to Palatka, St. Augustine and Flagler County airports forming a nice triangle with very diverse headings. Having three ways out, we started the flight with a strong quartering wind and about 3,000 Ft. ceilings. Flying at 2,500 was somewhat hazy, but acceptable. Then, southeast of Palatka, we got into some light rain (still good visibility). As expected, the ceiling started going down. I called Palatka Unicom and they told me that the weather was nasty over there. SGJ was still VFR so I started heading for the coast with the strongest tailwind that I have ever experienced. Ground speed of my C-172 speed demon was 150 MPH!!!. About 15 miles from SGJ it was obvious that the weather was deteriorating. The true speed record was broken on my descent to St Augustine: ground speed of 170 MPH. The only bad thing was that I still had to land on a crosswind of 250 @ 19G28 on runway 31 under light rain. Amazingly again, this was one of the best, if not the best crosswind landing that I have ever made. Even the tower congratulated me on my no flaps smooth landing on centerline. Had that not worked out, I still had Flagler County VFR or, return to X21. Of course, my passenger was not a pilot. If any of you guys had been with me I am sure that I would had botched the landing somehow.

I still have two more records to go on this story...We waited about an hour in St. Augustine and departed with nice sunshine and still lots of wind. The next record was a climbout at a ground speed of 38 MPH. It took me forever to get out of class D airspace. The last record was a cruise to HEG at 58 MPH. Our route took us somewhat parallel to the long I-295 bridge over the St. Johns River. We were most definitely going slower than all the cars. Overall, the trip was fun and even though we had an unscheduled stop for weather and somewhat adverse conditions for landing, I had planned for the possibility so I never felt threatened. Good planning pays off.

This story has a sad ending, however. Beach Road Chicken Dinners closes at 8:30 PM. We arrived at the restaurant at 8:35

PM. Such is the life of someone depending on the most fun and unreliable form of transportation. We stayed the night with my son and had an uneventful early morning return flight the next day. *Alberto*

And then the fight started...

My wife was hinting about what she wanted for our upcoming anniversary. She said, "I want something shiny that goes from 0 to 150 in about 3 seconds."

I bought her a scale.

Idea?

Got some used aviation junk stuff you want to sell?? Bring it to the breakfast and set it up for sale there. If it doesn't sell take it back home with you.

VFR into IMC

Only want to add to Mark Orizo's comment about losing control if you inadvertently get into IMC. When you get your flight review you probably get some hood work and this may give you some confidence about being able to keep your airplane under control without any outside references. I've yet to see an instrument hood that eliminates all outside references so when using these devices the conditions are in my opinion not that realistic. Your instructor can usually *tell what is going on during this flying and really can't say very much about it if you are doing alright. When you go in the clouds it is a lot different and usually a surprise. When the hood is handed to you, you know what is coming but if all outside references SUDDENLY go away it is a lot different! Usually when you are handed the hood the next thing is "OK put this on and do a 180 and fly us outa this." Most everyone does OK with this. You knew it was coming and you may have some forethought about it. Flying into the stuff when you're VFR and have no autopilot is scary. I heard recently that the new way of training is to simulate this by flying without the outside references straight and level for maybe a minute while you adjust instead of making an immediate 180 and losing it in the turn. This sounds reasonable to me. I think if you had a trainer with blinds on the windows all the way around you and you pulled them down it would be much more realistic than a hood. If you did that the observation pilot couldn't look for traffic so, that's no good either.

At Sun n Fun a few years ago there was a simulator set up. This device was a cockpit mockup mounted on a rotating table. You got in this thing with no outside references and they would start it rotating to the right at 12 rpm. You got instructions from ATC telling you to make a climbing right turn to an altitude. Once you were established in the turn and climbing (the easy part) they gave you an instruction to squawk a code. The transponder was between your knees so you had to look down to make the change. While you were changing the code, they'd slow the rotation down. You could still be OK and then they tell you to ident and slow it down more. It felt as if you were starting to turn left but, when you looked at the gages they said you are turning right. Your body said oh no, were turning left so, you correct by turning right some more. Next thing you know all of the gages are all over the place and the Dg is spinning. They stop the rotation of the simulator device and you think you're still moving. They open the canopy and you can hardly step out because you're so dizzy! As you stumble around getting out you tell all of your friends. "Didn't bother me none." You want to puke! Flying into the stuff (clouds) is serious business! Like Mark said the average time is less than 3 minutes till you're out of control! CAVU is the best bet. * if you're peeking Just sayin, Larry

This Months Flyin

Fred Burgess bought a very nice C172 and I had the privilege of flying with him for a little over an hour. His Cessna is a straight tail early 172 with the smooth running O300 Continental 145 hp engine. Nice plane! Bill Conway took Loretta and me for a ride in his nice C177 Cardinal. We flew out to the St Johns river to observe the flooded areas. Nice flight but very sad to see all of those flooded homes. Jim Morgan asked me to fly with him in his C152. Really enjoyed that flight too. Can't wait to get 'Fancy flying again. Have to return those favors, you know!

Fancy

She's slowly taking shape. Wings are on, the controls are hooked up, the electrical is straightened out, Gene Day did a nice job building a new boot cowl for her. Loretta and I spend some time on her almost every day. We are so lucky to be at a place like Dunn where there is so much talent and help. Without all of the help and support from our friends we couldn't have done this job. Jerry Russell is always there to see that things are being done right. There were 8 people around to attach the wings. It's all good. I owe a lot of people for the help. Can't wait to fly her!



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Gene Day offers advice about 'Fancy over coffee



Ben's Pietenpol



**Chapter meeting Weds.
Sept.3, 7:30pm
Bldg. 10 Dunn Airpark
Titusville, Fl**

**Monthly Breakfast
Sat. Sept 6
8:00am - 10
Dunn Airpark,
Titusville, Fl**