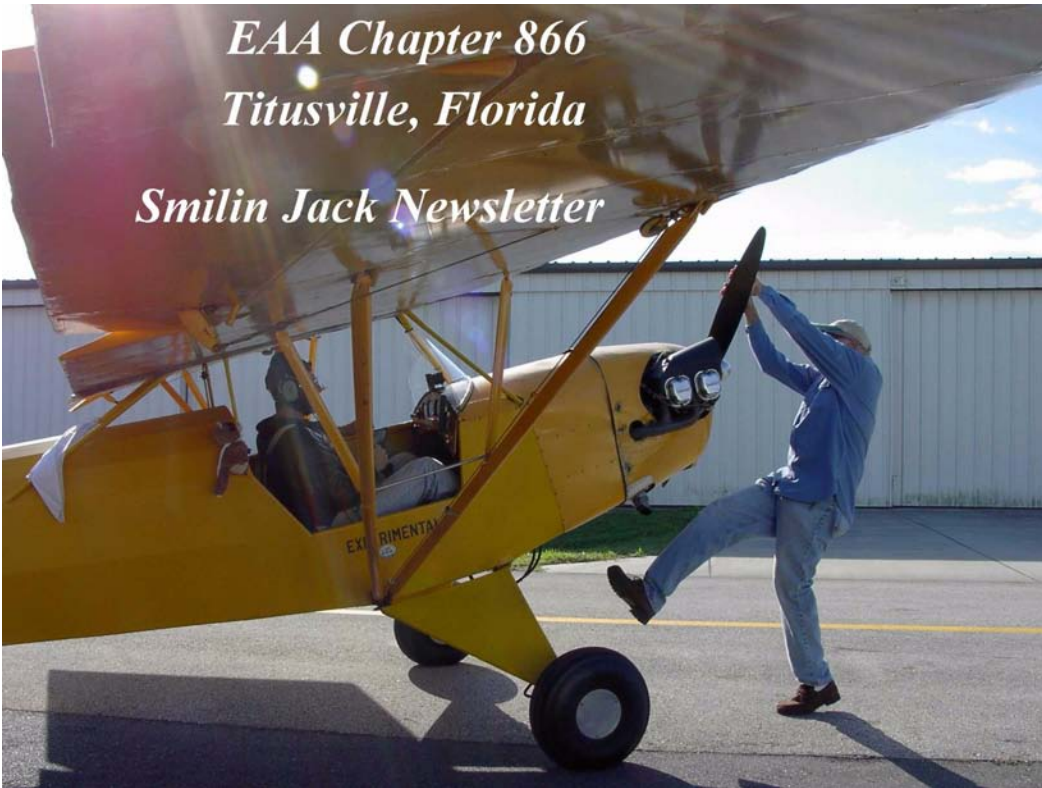


*EAA Chapter 866
Titusville, Florida
Smilin Jack Newsletter*



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

Oct. 08



The Prez Sez

One of my favorite publications is **GENERAL AVIATION NEWS**. It comes out twice a month and has interesting articles as well as advertisements and even pink pages with airplanes and other aviation stuff for sale. Two major contributors are Paul McBride and Ben Visser. McBride had about 40 years with Lycoming and is an expert on engines while Visser had 33 years with Shell Oil Company and is an expert on fuel and oil.

In a recent issue Visser had a lot to say about ethanol blended fuel. He says that when the alcohol is blended into the fuel it increases the octane number. When only ethanol fuels are being sold in an area the fuel being delivered to the distributor will be lower octane to account for the increase when the alcohol is added. In these areas, "That means there will no longer be a non-ethanol, high-octane-index mogas available..."

He goes on to say this could be a problem for some Rotax owners and pilots with high octane STC's.

Hopefully, that won't be the case in Titusville. Ben Charvet reported that non-alcohol 93 octane gasoline is available at one of the marinas. I Googled it and found that a BP station in Cocoa Beach has non-ethanol gasoline, so I called and the lady confirmed it (N. Atlantic avenue across from Publix, phone 321-784-8433.) Now that's good news. Bad news is that I couldn't find any in the Orlando area.

I just talked by phone to Wayne. He says he is doing good and going to therapy 3 times a week. His daughter usually drives him, but he can drive himself if he wants to. He was hoping to be back down here in November, but it might be a little longer. We are looking forward to seeing him.

See you at the meeting on Wednesday and the pancake breakfast on Saturday. Dan 

Sept. Meeting

Twenty two people in attendance at our Sept. meeting. Meeting was brought to order by pres. Dan at 7:30pm. Dan said that there was a motion to be voted on to dismiss the lawsuit against our chapter concerning the March accident but there is no word on how it went.

It was agreed that we should continue our fly market sale table at our monthly breakfasts.

Kip said progress is being made on his Sonex. He has the instrument panel built and is designing electrical system. He is using switch/circuit breaker combinations in the system. He is also designing an electric elevator trim system using an electric (DC) drill motor.

Jim Morgan when asked about his RV project said he's drinking a lot of beer.

Les is building an RV4 and said that he has the fuselage sitting on the landing gear. He is working on the boot cowl and cutting out the instrument panel.

We had a wonderful program put on by Eddie Thompson who built and is flying a legal ultralight helicopter called a Moquito. The presentation included a narrated slide show with many details about the machine. Eddie said the paint job is a factory

gel coat cause "sanding sucks!" 

Below is a follow up on discussion about spatial disorientation brought up by Mark Orizo at August meeting.

NEW QUIZ HIGHLIGHTS THE HAZARDS OF SPATIAL DISORIENTATION

We humans are VFR-only creatures. The senses we use to maintain our balance and know "which end is up" are completely unreliable when our bodies are in motion without visual reference to the world around us. Spatial disorientation can set in rapidly and has claimed the lives of both instrument- and noninstrument-rated pilots alike. Test your knowledge of the hazards with the [latest quiz](#) from the AOPA Air Safety Foundation. To see how spatial disorientation can contribute to a fatal GA accident—and learn how the crash could have been prevented—check out the foundation's new accident re-creation minicourse, [Accident Case Study: VFR Into IMC](#).



Flying from X21- Saturday & Sunday, 9/20/2008 – 9/21/2008

I am finally done with my annual so, last weekend I did a lot of flying. My cousin from Connecticut came for a visit. We went to Vero Beach for dinner on Friday, to Haller Airpark and Fernandina Beach on Saturday, and to Deland on Sunday. It all totaled over 6 hours over the week end, which happened to be one of the "chamber of commerce" week ends.

This Saturday I am heading to Brooksville to the Chapter 1298 fly-in for lunch. I expect to depart around 0930 – 1000. Hope to see you around the airport; there are plenty of places to go. Safe flying.

Regular Sat/Sun events at the end. If you know of any events that I don't have here and would be of interest to the group, please let me know

Alberto 

Aerodynamics

Theory of flight the old way. A model airplane and a pencil describing how an airplane pitches, rolls and yaws about imaginary axis.

Boring! Makes you want to fall asleep. Bernoulli? Gimme a break!

Pilots need to know two things:

1/ What goes up must come down.

2/ An airplane is called an "air plane" because it planes through the air. When it stops air planing, it stops flying. If you can't grasp that, go up and stick a flat hand out the window and rotate it. You'll either get the idea or break your arm trying.

Navigating


Getting from here to there without street signs. Description of aeronautical charts: Latitude and longitude, great circle routes, compasses and gyros. Are you a better pilot if you know that the chart is a Transverse Mercator Conic Projection?

Two questions:

1. What's wrong with flying by street signs?
2. How many pilots prepare and navigate the way they did for their written exam and flight test?

The trick with navigation is knowing where you are when you start. Once you nail that down, do whatever it takes to stay unlost: follow roads or migrating geese and remember that moss grows on the north side of trees and rocks.

If you think you need charts, radios, computers and reference books, get em. Just don't let them distract you from knowing

where you are. 

October Program

We have a speaker for the October 1st meeting. It's Jennifer from Timeless Wings and Wheels Museum of New Smyrna Beach. I'm not sure what they have in the museum, but I know she is interested in WW1 aircraft. In November they are having a dinner with some of the people that were involved with the movie "Flyboys." They have had one pancake breakfast and will have another one in October (second Saturday.) She will be telling us about that.

Dan 

UNICOM Frequency for X21

Old Business – follow up

At a recent chapter meeting, Don Garrison brought up the fact that the Dunn CTAF is somewhat congested due to the fact that

we share that frequency with other airports that are in range of our receivers here. It can be somewhat confusing when someone announces a position and you miss or they omit from their transmission, the airport they are operating at. So, I asked chapter member, Mario Jimenez, who is a consultant to the FAA on matters like this if there was an easy solution to this. If you have an opinion about this, please bring it up at the meeting. If enough of you who operate out of X21 feel there is a need then we'll survey the tenants at the airport and see what the consensus is.

Below is what Mario sent me concerning this matter. -



The FCC database was queried to find a replacement frequency for M123.000 UNICOM at the airport. Based on the number of users and the separation distance, the best candidate appears to be M123.075.

This frequency is also used at Deland (36NM away), at Zephyrhills (74NM away), and at West Palm Beach (111NM away). If you use the average pattern altitude of 1,000 ft.(AGL) at each of those locations, only Deland and Zephyrhills will be within the radio line-of-sight, and Zephyrhills is just within the RLOS (calculated RLOS is 77NM).


Assuming there are no other users (info is only as good as the database), this is the lowest number of users on each of the available UNICOM frequencies.

While checking the above, I found that the existing license for M123.000 was allowed to expire. Whether the airport authority submits for the new frequency or a re-instatement of the

existing one, they will have to submit a new frequency application to the FCC.

Mario Jimenez 

Fancy

Most of you know Fancy is what we call our American Champion Citabria 7ECA and most of you know that we've been restoring her since Feb. of this year. Well, she is really taking shape now. All of the painting is finished, the controls are hooked up, windshield is installed and by the time you read this the engine will probably be nailed on also. I found most of the parts we took off of her and most of them still fit. After the engine and prop are on we are going to install the new back windows and then the seats and seat belts and 100 other little things. Then we'll go over everything to be sure everything is safely connected and hooked up. After this we do a weight and balance and put some gas in her and if nothing leaks and the fuel flows properly, we'll light the fire. Larry 

Fly market

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.

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

President Dan Hillman 5128 Dorian Ave Orlando, Fl 32812 407 851 3283 DJ777ord@aol.com	Vice Pres. Stu Sammis 3155 Knox McRae Titusville, Fl 32780 321 269 0803	Secy/ Neale Cranston 2021 Malinda Lane Titusville, Fl	Treasurer Larry Bierman 4570 US 1 Mims, Fl 32754 321 267 6226 larrybierman@bellsouth.net	Newsletter editor Larry Gilbert 2002 Malinda Lane Titusville, Fl 32796 321 385 1908 gil1cfi@aol.com
---	--	---	--	---

**Chapter Meeting Weds. Oct 1, 7:30pm
Dunn Airpark Bldg. 10
Titusville, Fl**

**Chapter Monthly Breakfast Sat. Oct 4, 8:00 am
– 10:00 am
Dunn Airpark Bldg. 10**

