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December 08



The Prez Sez

We have a terrific meeting coming up Wednesday, December 3rd. Our speaker will be Charles Mosely who is involved with aircraft recovery. He has helped relocate several aircraft, mostly military, and works with the Aviation Museum System. Also, he has restored 4 Globe Swift airplanes and is currently working on the 5th. He lives near Wiersdale at Love's Landing fly in community.

Also, this will be election night. Stu and I want to be replaced. He has served as VP for 3 years and I've been president for 2 years. So come prepared to help select our replacements.

I want to thank everyone for all the help and assistance I have received while serving as prez. Everyone I've asked for help has responded and been very cooperative. Stu has gone the extra mile several times to do things that were needed. And a special thanks to those of you who were kind enough to even laugh at my jokes (well, some of them were funny.) You are a great group and I look forward to sitting in the audience again instead of standing up front trying to keep my foot out of my mouth.

The price of oil is down to about \$50 a barrel. That's about 1/3 of what it got up to a couple of months ago. I guess all those Chinese people suddenly started walking again.

See you at the meeting and don't forget the pancake breakfast on the 6th. Dan

NOTE : Just rec'd word that Pres. Dan's mother passed away and Dan will not be at the meeting.

November 5th Meeting

There were 22 warm bodies at our Nov. meeting. A couple of new faces showed also. Harry Teal from Sanford and a member of the Deland chapter stopped to see what we are all about. He's building a Soneri powered by a water cooled VW that produces 100hp. He also owns a C120 that he uses to maintain his flying proficiency while he builds the Soneri. The other visitor is named Mark ? and has just moved his beautiful Cessna 310 to Dunn Airpark.

Alberto, who is our ambassador to Valkaria and has been attending meetings there concerning the annual Air Fest to be held there in February., He said that they would like us to participate by coming down with our grills and breakfast chefs to do a breakfast with them. They also are interested in our kid size mock up airplane. I think he said that they would buy the propane for us. Everyone seemed agreeable and excited that we

would get in to the event free and have prime parking spaces. Gene McCoy said he'd haul the grills down on his trailer. Kip Anderson reported that he has the frame for his canopy done and next he'll be working on nose gear and engine mount and then the fuel tank.

Steve Pangborn said that he went to fly Lily Luscombe one day and during run up he was checking carb heat and knew something was terribly wrong when the engine didn't like what it was breathing. It seems as though the carb heat system was blasting pure exhaust into the carb as inside the muff there was a big exhaust leak . Bad situation! He said it's fixed now.

Les Boatwright said the he has fitted his empennage and fuselage together and his RV project is beginning to look like an airplane now.

Steve Camlin is working on the electrical system on his Thundergull. He is trying to rent a hangar at Dunn to finish his plane.

Jim Morgan says that he going to start working on his RV6 again soon now that the weather has cooled some. He said he has been flying his C152 some and drinking some beer.

Larry Gilbert showed his project on Fancy from start to finish in a slide show. Fancy's flying again!

Meeting was adjourned and we were treated to some coffee and special desserts made by Donna Thomas. A good time was had by all!

Words of wisdom From Ben Charvet

If you are looking for perfect safety, you will do well to sit on a fence and watch the birds; but if you really wish to learn, you must

mount a machine and become acquainted with its tricks by actual trial." - Wilbur Wright

Big Party comin up soon! Tickets available at Dec. meeting

Alberto Report

Last weekend was a very busy flying and flying-related time. On Saturday, I went to Winter Haven to attend their annual fly in. This is the third time I go to their activity and, as always, it was well organized with excellent food. The Winter Haven airport has a perfect place for this activity. There is a rather large area that is essentially an Oak Hammock, well shaded and cool. They have numerous picnic tables, making it very convenient for the lunch crowd. The weather was perfect and the activity was well attended. I met up with Dan and June Hillman. They drove from Orlando. It was great to see a familiar face in the crowd. There were large groups of people who had come together and were having a good time. It would be great if someday we can coordinate for a group from X21 to attend some of these activities. Unfortunately, there was one incident in which a tail wheel RV was taking off and apparently lost control; swerved off to the left and stopped abruptly. It did not quite flip but got the tail high enough that the propeller struck the ground and the landing gear was badly damaged. Looking at the airplane later in the day I could see various places where the aluminum had buckled as well. Fortunately, the pilot and his passenger were able to walk out immediately.

I continued mid afternoon to Clearwater (PIE) to attend a friend's wedding. The flight was perfect, and the Tampa

approach controllers cleared me over the top, which made the route essentially direct. I went to Sheltair, as recommended by my friend John Leavitt, who goes to that airport frequently. For those of you who have not been to PIE: Look at the diagram closely because, when you are asked to taxi on alpha, it turns into a runway and that is OK; you just keep going on the runway. Sheltair took good care of me and provided me a car for half day for \$27.00. They close at 2300 so it was very convenient. The flight back was CAVU on a very calm night. I was cleared over the top at both, TPA and MCO. My route to TIX was direct from PIE with a slight deviation for one of the big bully jets landing at MCO. The night was so transparent that I could clearly see the Orlando lights as soon as I took off from Clearwater. Interestingly enough, the atmosphere got hazy as I approached the St Johns River. The east coast area was not as clear as the west coast and the center of the state. I finished the flight by going to TIX instead of X21 to do a few stop and goes at night for practice. However, as the night was still young at 0100 and I knew that this flight was my last one before an oil change, I took the opportunity of the engine being at operating temperature and decided to change the oil. I finally arrived at home at 0230.

Sunday, after I pulled myself out of bed, I went to the KSC airshow with my son and his wife. We had a good, relaxing time watching the military pilots flying the jets they borrow from us. The Blue Angels were, as always, impressive. Overall, it was a very good flying week end.

Overheard in IFR Magazine's "On the Air"

(stolen from Avweb's online newsletter)

Overheard near the Tennessee/Alabama border:

Memphis:

"Heavy Iron 123, reduce speed to 210."

[no response]

Memphis:

"Heavy Iron 123, reduce speed to 210."

[no response]

Memphis:

"Heavy Iron 123, reduce speed to 210, *now*. You're about to knock the rudder off that traffic in front of you. Or, if you'd rather you can have a tour of the state of Alabama"

Heavy Iron 123:

"Reducing to 210."

John Austin

Memphis, Tennessee"

Together Again

Last February, we were getting ready to put the knives to 'Fancy, our Citabria, one of the guys helping me purposefully put a screwdriver through the fabric on her vertical tail. It made a loud pop! That was the beginning of a sad morning when we cut the fabric and started ripping it away from the frame. I had been having so much fun flying her around and now she was reduced to a skeleton. Depressing! If Ben and some others hadn't kept telling me and Loretta how beautiful she was going to be when it was finished it probably wouldn't have happened. Anyway, slowly and steadily with a lot of help from Jerry and my Dunn Airpark friends we finally have her flying again and she is truly beautiful!



When Jerry completed the log entries and completed the 337 forms I called AOPA and re-instated the insurance and on the 14th of November after some taxi tests and little crow hops we aimed her down runway 04 at Dunn, pushed the throttle up on the raging O235 and in a few seconds we were clawing our way up and over the trees on the east side. I turned crosswind as soon as we cleared the end of the runway in case we had to get back to the field in a hurry instead of having to make a 230° turn back it might only be a 90° turn to get on the airport property and maybe not hit anything. Not to worry though, she ran better than ever! We made a decent landing on 04 and taxied in and pushed her in the barn and celebrated. A few days later I took her up to altitude and stalled power off just to see what the airspeed was reading when she broke then made five Xwind landings on 22. Loretta was my first passenger. We flew for about 1/2 hr close to the airport and landed. I've since made a

few flights the longest being to Massey Ranch for avgas where it is \$2.14 less than Dunn. So far nothing has fallen off the plane.

A couple more decals and Fancy will be complete. Now I owe a bunch of people some airplane rides for all of the help they gave me. I'm looking forward to that!

Next Meeting

Our December meeting will be on December 3rd. You might want to attend because this is the meeting when we elect new chapter officers. The campaigning has been hard and it seems to be coming down to one candidate who wants chains. The other promises to get the moonshine out of our automotive avgas. You decide. We're fairly and unbalanced! One candidate wants to give a gallon of avgas to every plane owner who can't afford to fly anything bigger than a 172 and the other wants to tax the amount of lift that is in the air that they provide for us when we fly. It's all so confusing!

Be at the smoke filled meeting room to nominate and railroad new people into these positions.

Larry Bierman has already agreed to remain on as treasurer for another year.

Our annual Winter party to be held Sat. Jan. 17 at the Clarion Inn in Titusville. Tickets are available at the meeting.

REMEMBER - the party is actually FREE in you pay the \$24.00 annual dues for the chapter. Dinner will be a traditional buffet with two choices of meat, there will be roast top round of beef and herb roasted chicken.

Big Party Coming Up!!!

Again this year our winter is virtually FREE for all chapter members. All you have to do is pay dues for the 2009 year and your ticket to the party is paid!

We are planning to hold this on the 17th of Jan. at the Clarion Inn Titusville. Same place as last year. There will be a nice buffet style meal and entertainment after dinner. Lots of door prizes too. Should be fun!

Tickets are available at the chapter meeting on Weds. Eve.

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For Sale: 1960 Cessna 172A -- N9845T ----- \$34,000

Good VFR airplane: Venturi driven artificial horizon and directional gyro, electric turn coordinator, single comm., mode C transponder, power takeoffs for handheld avionics.

4,000 TTAF

145 HP Continental O-300, 200SMOH, Six new ECI Titan cylinder assemblies, new baffle seals
200 SPOH, New Spinner

Recent Modifications: Rebuilt carburetor, generator, starter, front strut & damper; Cleveland brakes and wheels; 4-place intercom; Shoulder Harnesses

Exterior and interior: 6

Contact: Alberto Silva @ 321-795-1732 or silva500@yahoo.com

Airplane based in Titusville, Florida (X21). Will deliver for expenses.



Wouldn't this make a great club Airplane at Dunn Airport? Think about it! Bring this up at the meeting and get the ball rolling.



Sign Posted at Jerry Russell's hangar

Aventura For Sale. Professionally built by factory. Loaded panel ALT, ASI, VSI, RPM, EGT, CHT, hour meter, compass, slip, turnand bank indicator, electric flap indicator, electric start. Recoil start also. Blige 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 hours, engine 180 hours. Always hangared.

Call Bill Mitchell 321 267 7907

Chapter Meeting

Election Night!!

Weds. Dec. 3rd

7:00pm Bldg. 10

Dunn Airpark, Titusville, Fl

Monthly Breakfast

Saturday, Dec. 6

8:00 - 10:00 am Bldg. 10

Dunn Airpark, Titusville, Fl