



*EAA Chapter 866  
Titusville, Florida*

*Smilin Jack Newsletter*

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

February 09



*President's Corner*

As our next gathering approaches, I am still working on my new (to me) airplane. Not that it needed anything other than an annual inspection but I am doing other things that are cosmetic or safety related. In that time, my rate of work has been very slow. I usually work slowly to start with but, in addition to that, as I have been spending more time on the ground than usual, I have also been talking to lots of people. Sometimes I find myself riding my bicycle just to see who is at the airport. I can not claim to be a certified airport bum, like our vice president (not that one,,I'm talking about Ben) I have had lots of fun just talking to the people and just "hanging out." It is even more fun when you get back to the things that have to get done, when you do the things that do not have to get done first. So, if you are at home and not doing the "things that have to get done," I encourage to come to the airport and see what is going on. Who knows, there may be someone pretending that an airport is to fly airplanes and not to tell stories. You may even get a ride in one of those flying contraptions. Now that I sold my 1960

Cessna 172, I even had the opportunity to watch it take off. I had never seen it take off other than movies, as I was always in it. It's a good looking airplane!

This week we will enjoy once again the best airport breakfast in the civilized world on our first Saturday. As always, I expect it to be well attended and fun. Our friends from the Valkaria EAA chapter will be attending. They will borrow our "training airplane" that has been in storage for so long. We will also finalize the details on our participation in the Valkaria Airfest, scheduled for Saturday Feb. 21<sup>st</sup>. Sometime during that week we have to transport our grills so that they are ready for Saturday morning. The Airfest should be fun! If you google "Valkaria Airfest" you can visit their website and take a look. I hope to see most of you on our Wednesday meeting. If not, for sure at the breakfast.

Happy Flying - *Alberto*

*The party*

Our annual party was held on Jan. 17<sup>th</sup> at the Clarion Inn in Titusville. This was the 9<sup>th</sup> consecutive annual party that our Chapter has held. It was very successful and many attendees told me the food was good and they had a good time.

Stu Sammis received the traveling trophy this year for his outstanding work as Vice Pres. for three years in a row and for the efforts he made to keep our meeting place in good shape by

supplying materials and labor to make repairs. The sign on the front of bldg. 10 which depicts the smiling Jack face and has the chapter officer names posted on it are Stu's handiwork also. He also took care of keeping chapter shirts available for purchase at our meetings and functions.

Award certificates were presented by our president, Alberto Silva to Past President Dan Hillman, past vice president Stu, treasurer Larry Bierman, secretary Neale Cranston, chapter technical counselors Gil Jones and Jerry Russell, and NLE Larry Gilbert. A special award was made to Ben Charvet for his success in becoming a "Certified Airport Bum. This is indeed an achievement because Ben still works at a full time job! How'd he do that! Anyway, he has the hat to prove it. So, when you see Ben strutting around with the official Airport Bum hat on, congratulate him.



Someone said to me, "I don't know how you come up with such talent," meaning the singer we had there for the party. We had a vocalist by the name of Robin Gallo who sang a large variety of songs for our pleasure and dancing. She is an amazing entertainer who has some great credentials. She did a wonderful job for us.

Anyway, I don't know what the final count was for those attending. It looked as though all of the tables and chairs were filled though. Another successful party!

## *The January Meeting*

New president and 23 members and friends in attendance. President Alberto brought the meeting to order on time with the pledge of allegiance to the flag. A last effort to sell membership/party tickets was made with some success. There was discussion once again about having live entertainment at our party and once again it was decided that that was an important aspect for a good party.

The program was a presentation by Steve Borowski who is the airport manager for (X59) Valkaria airport. Our chapter will participate in the annual airfest by supplying equipment and manpower and goodies for the breakfast that EAA Chapter 1299 holds for the event. Steve volunteered his box trailer to haul our two grills and stuff down on the day before the show. Art Irvine, chapt. 1299 who is in charge of the breakfast sponsored by their chapter. insisted that we use their products for the pancakes. In our opinion that's a bad move cause our stuff is better than theirs. Too bad!. The breakfast will run from 6:30 – 11:00. OK we're going to have fun doing that. Chapter project reports: Kip has his canopy on his Sonex and it works. He is now working on the nose gear/engine mount. He says it's all one piece.

Jerry Russell reported that he is still working on the new panel for his Tripacer. Larry Bierman said his Kolb project is stalled and someone needs to build a fire under him to get him going. Meeting closed with Donna's delicious cakes.

## *January Breakfast*

Wow, a record setter!! They came from everywhere in droves for our breakfast. The Spruce Creek formations arrived on schedule at between 8:30 and 9:00 am. Airplanes came from near and far and people drove, walked, and bicycled in for our January breakfast. There must have been close to fifty planes! Jerry was cooking eggs and eggshells were flying as he was working. The aroma of cooking bacon and sausage permeated the air and must have drifted into the neighborhoods and attracted the neighbors. The pancake griddle was going full speed and the cooker was flipping the cakes so fast you could hardly see it happening! The girls were wiping tables and serving food and making coffee and keeping things moving for the customers.

## *As usual, it was a management problem*

By Mark Oriza

As is currently the case, the root cause of this current problem could be traced back to a poor management decision.

The problem or, the issue was a total inability to see beyond the lens of my goggles. The solution was simple – wipe them off, or push them up on my forehead.

The dilemma was in choosing which hand to use.

The fact that I'd just lifted off the ground, and was moving toward the trees at the end of the runway, lent some urgency to the matter.

My left hand held the throttle forward. I'd loosened the friction lock prior to the take off run so that it was not a thumb twist away from being employable. Why? You may ask – because I'd never needed my left hand free in over 600 take-offs, and liked to "feel" the engine.

If I let go now, the idle return spring, would do exactly what it's name implied – which was not a climb producing power setting. A blind landing scared me – *almost* as much as a blind climb!

Thus, my left hand was fully occupied.

My right hand held the stick, which of course controlled my speed via angle of attack, and the levelness of my wings. This was a major contributor to the lift quotient. If I let go at full throttle the airplane would pitch forward or down due to the engine thrust line. This I chose to avoid – due to the close proximity of the ground.

Thus my right hand was fully occupied.

Normally I could grip the stick with my knees, and thus control the pitch of the plane. Unfortunately this involved removing my feet from the rudder pedals, which at cruise settings is not a big deal. However, at full throttle and in a nose high attitude – the P factor required a full dose of rudder.

Thus my feet and legs were fully occupied!

I swung my head to the left to use the sun as a point of reference, and instantly regretted it. Instead of providing a fixed point the fog on my goggles turned to a dazzling white. Quite worried about upsetting the little gyro in my ear – which was what my life now seemed to hang precariously on – I returned my head to straight ahead – or eyes front for you military types.

With a silent prayer I locked my hands and feet into what I felt was a normal take-off position – and waited. How long was I in this hostage to fate scenario – probably just 30 seconds. The temperature inversion that fogged the lenses just as quickly melted away. I could see again! I was above the trees and about ½ mile beyond the end of the runway.

With a great sigh of relief – I resumed breathing. Did I forget to tell you that I had stopped breathing? Yeah, I forgot that too.

Like a true drama queen I felt that I was blind for a lifetime. My life flashed before me but, I missed it on account of the goggles.!

Goggles are cool looking and practical but, if you're dashing through one temperature to another – they may be better positioned on your forehead, where your vision is only one blink away.

Be careful up there.

Mark Oriza

*Mark's plane pictured below is an open cockpit WWI replica of the SE5*



## *New Element is Discovered*

The following anonymously written items was taken from an undisclosed Internet site on Nov 17 and was reprinted by *Gun Week* as it first appeared:

Lawrence Livermore laboratories has discovered the heaviest element yet known to science.

The new element, Governmentium (Gv) has one neutron, 25 assistant neutrons, 88 deputy neutrons, and 198 assistant deputy neutrons, giving it an atomic mass of 312.

These 312 particles are held together by forces called morons, which are surrounded by vast quantities of lepton-like particles called peons.

Since Governmentium has no electrons, it is inert; however, it can be detected, because it impedes every reaction with which it comes into contact. A tiny amount of Governmentium can cause a reaction that would normally take less than a second, to take from 4 days to 4 years to complete.

Governmentium has a normal half -life of 2 to 6 years. It does not decay, but instead undergoes a reorganization in which a portion the assistant neutrons and deputy neutrons to exchange places.

In fact, Governmentium's mass will actually increase over time, since each reorganization will cause more morons to become neutrons forming isodopes.

This characteristic of morons promotion leads some scientists to believe that Governmentium is formed whenever morons reach a critical concentration.

This hypothetical quantity is referred to as critical morass.

When catalysed with money, Governmentium becomes Administratium, an element that radiates just as much energy as Governmentium since it has half as many peons but twice as many morons.

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### Events

Saturday, Feb 7, 2009 – Vero Beach (VRB) Fly-in Aviation Day 2009 will mark the seventh consecutive year that the airport has hosted this family friendly aviation community event. Organized jointly by the airport and EAA Chapter 99, Aviation Day traditionally draws over three thousand people and around fifty aircraft to the Vero Beach Municipa Airport to enjoy a day of airplane fun in a relaxed atmosphere. Website: [www.eaa99.org](http://www.eaa99.org) will contain the latest information, photos from past Aviation Days and details.

Saturday, Feb 21, 2009 — Grant-Valkaria, FL. (Local Weather) Valkaria Air Fest 2009 - <http://www.valkariaairfest.org/>, Valkaria Airport (X-59) (Airport Data - Sectional Chart and Google Map - Weather), Airport open house: Aerobatics, static displays, kidz korner, food, parachuters, everything aviation. Contact: Steve Borowski 321-952-4590, VAF-Planning@yahoogroups.com

Feb 20 - 23 — Keystone Heights, FL. Keystone Airpark (42J). Wings Of Freedom Tour. Join us for the Wings of Freedom Tour and the historic gathering of WWII Combat Airmen, Fighter Aces and Women Airforce Service Pilots. Many events scheduled with rides available in a variety of aircraft including a P-51C Mustang! See Website for more In. Contact Michael Potapow, 352-332-0987; Email. Website.

Feb 28 — Homestead, FL. Homestead Executive Jet Center (X51). HEJC Luau . Enjoy a slow cooked pig, other food and drink, as well as entertainment, while we rock the night away Hawaii Style!! . Contact Adam Cartwright, 305-248-3595; Email. Website.

Mar 21 — New Smyrna Beach, FL. American Aero Services (KEVB). "Muscles & Mustangs". Timeless Wings And Wheels Museum will be having its first annual "Muscles & Mustangs" Car and P-51 show. . Contact Jennifer, 386-690-8557; Email. Website

March 28, 2009 – Cannon Creek – Fly-in and lunch. They plan on having pulled pork an/or hot dogs with chips and dessert for a \$5.00 donation. 3,500 paved north/south and 2,600 turf east/west runways. They plan on eating at noon.

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

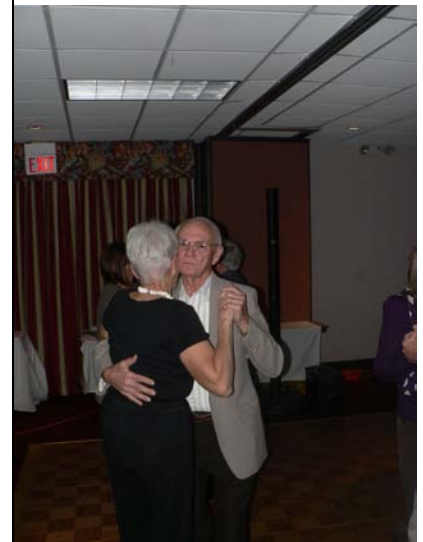
# Chapter Breakfast

## Sat. Feb 7, 2009 - 8:00am

## Dunn Airpark, bldg 10

## Titusville, Fl 32796

# Chapter Meeting 7:30PM Weds. Feb 4, 2009 Bldg 10 Dunn Airpark Titusville, FL 32796





Some of our members enjoying the 2009 Winter party.



What? Two props, must be a twin. You figure it out. Hint, it's an innovation to develop more power. Think you know? Tell me what you think the function of the small propeller is. This is a replica of a DH2 built by chapter member mark Oriza.

Look closely below, both props are turning





**Ret. Sgt. Mark Oriza and the DH2**

**Loretta painted this scene on the inside of a mussel shell for me. I think it is cool! - Larry**

