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April 09



The President's Corner

The time is coming again for our next gathering on Saturday. As most of you know, last breakfast was a great success, as it usually is. Most people in our vicinity know that breakfast at Arthur Dunn on the first Saturdays is exceptionally good. The resort-quality pancakes cooked by Larry (backed up by a support crew that prepares the mix) are great, eggs are cooked to order, even when the chef, usually Jerry Russell, thinks you are crazy because you want them burnt, and all the goodies baked/cooked by the ladies are the best. The six-ship formation from Spruce Creek and subsequent break to land was very nice. The same goes for all the other smaller formations that flew over the airport. In addition to that, it is just plain fun to have other airplanes last

at Arthur Dunn. I always encourage non-flyers to attend our breakfast so that they can get a taste of general aviation. I have had several guests in the last few months and all of them enjoyed the breakfast and the airplanes. With TSA and the media making general aviation a menace to our civilization, it is advantageous for us to spread the word that most of the people who fly are just regular guys and gals that are having a good time. I encourage you to bring non-flyers to our breakfast and talk to them about what General Aviation is all about.

If you remember, when we had an unfortunate accident last year, the media (particularly channel 13) interviewed people who had not even witnessed the accident and were totally ignorant about airport operations. They said things that were inaccurate and plain not true. As a result of the accident, lawyers used a shotgun approach and sued several organizations, including EAA and our chapter. Dan Hillman was initially involved as past president of our chapter. Dan and I are currently following the events as they unfold. Although the lawsuit was dismissed, the plaintiffs have another chance of submitting the complaint again. That has either just happened or is about to happen. According to the lawyers, the most likely

outcome is that the suit will be settled for an amount much less than it would cost to go to trial. The lawsuit is essentially following its course and, unless someone from Chapter 866 strongly opposes, it will most likely come to a conclusion very soon with no lasting or damaging consequences to our chapter or the airport. The insurance company lawyers asked Dan and me to inform chapter members of the latest developments. Please consider this paragraph my due-diligent effort to do so. In our opinion, it serves everyone's interest to not intervene and let the lawyers settle the lawsuit out of court to close that unfortunate incident.

Getting back to more pleasurable topics, we need to collectively come to a conclusion regarding the chapter's Pietenpol. Please be thinking about your ideas to discuss them in our May meeting. We would especially appreciate any ideas from our more experienced builders and mechanics, as they know what it really takes to finish a project of this magnitude.

This past month I flew a few times, two of those with the actual purpose of going somewhere:

I went to a seminar in Leesburg titled "Are we as good as we think we are? It was very informative and refreshed concepts that we all know but sometimes take for granted. It made me bring back to the forefront the simple fact that the key to a long and distinguished pilot career is to not get complacent in your skills or your machine. I actually changed my checklist in the pre-departure section and added an item to make sure that I have consciously thought about an engine out emergency during departure. Similarly, I added an item in my pre-land checklist to check out the airport surroundings for the next departure. This may not be essential at our home airport but could be a life saver at an unfamiliar airport. Similarly, there were other helpful tips and suggestions for all-around flying. I flew with a friend late in the afternoon and came back at night. It was a clear and calm night. This made for a great night flight.

A also flew to Punta Gorda for their annual air show. I had invited a friend who is a somewhat nervous flyer. Unfortunately, that particular Saturday was a little on the windy side; there was an airmet for moderate turbulence under 6,000 Ft. Being conservative and wanting to make sure that she has a good cross country flying experience, I "uninvited" her. As it turned out, it was quite windy but the trip was very smooth. She could have come and had a good time. Looking back, with the wind and the forecast, I would make the same decision again. Better safe than sorry. I still had two passengers with me and we had a great time during the flight and at the show. This is the third year that I go to that show. I will probably fly for this show every year, if weather permits.

I will hopefully not be in attendance for the next meeting and breakfast. I say hopefully because if the weather holds, I will depart on Sunday the 29th for a week-long trip in my airplane. Following the very strict chain of command of Chapter 866, I have dutifully informed your vice president, the honorable Ben Charvet. He will be providing expert guidance and wisdom for the next meeting. I will let you know how my trip turns out in the next edition of our award-winning newsletter.

Alberto

March Meeting

The March 4 meeting was brought to order at 7:30 pm followed by the pledge to the flag. After this he asked if there was any old or new business. No business to discuss so we promptly broke into several groups and started a couple of poker games. The treasury is now empty and Larry Bierman is on a cruise to somewhere. Not really! Pres. Asked for project reports and it was reported that Patti Patch now has an airworthy certificate from the FAA for the Nieuport and it is ready to fly. Great news!! Wayne Bullington furnished us with a list of things that need to be done to complete the chapter Pietenpol. He suggested that if no one wants to complete this then maybe we should sell it. We need to figure this out. Someone suggested that maybe a couple of chapter members in partnership could buy this and complete and use themselves. VP, Ben said that he has the left wing of his Piet. Ready to paint now and he's going to take the fuselage home from his hangar and start some serious assembling. Mark Oriza said that his DH2 is complete and ready to fly and he's waiting for ideal conditions to try it. Ray Thomas just returned from a CFI renewal seminar and said glass panels are showing up in training aircraft now and some instructors are having some difficulty with this because the different brands operate differently. They're OK for 19 yr olds learning to fly but, every one else should use the old gauges. He also said that runway incursions are still a big factor and the FAA is not cutting anyone any slack for these. He also said that if you have a problem with an incursion - file an ASRS report to cover yourself. He also said power loss on take off is a big problem area. Bruce Hotz had the all aluminum tail assembly consisting of the horizontal and vertical stabilizers of his new project to show us. It looked very impressive. He also had the rear bulkhead assemblies to show too.

Flying Fancy

Loretta and I have been riding around in Fancy quite a bit lately. To save postage on my hangar rent we flew over to Space Coast Regional and paid the rent personally. While we were there we visited with Jim Morgan and looked at his RV6 project. Beautiful! WE went down to Valkaria once and visited there too. The longest trip was for lunch at Flagler Co one day. That day the clouds were too low to fly over Daytona to go to Flagler but coming back they were high enough to go over the top of the class C there. So, going up we flew to Deland and then over to Flagler. This took 55 minutes from engine start to shutdown there. Coming home the clouds were high enough for us to get to 5,500 and fly over Daytona's class C. The difference in time up vs time back was only one or two minutes. Fancy cruises at about 100 (mph) at 2,400 revs. This was the typical \$100.00 hamburger flight but, actual cost was around \$60.00. One day Ben showed up at Dunn and said he was going to fly but wasn't going anywhere in particular so we took Fancy out and met up with him. When we first saw him it looked like he was racing a northbound train along the river. It looked to me like he was losing the race too. When I asked him about it he said he was throttled back to 1,700 rpm and running at the same speed as the train. A couple of days before this I clocked a southbound train with the shadow of the plane. It was moving at around 70 mph. Anyway we met up with him and flew alongside for a minute or two then parted ways. Fun!



We had company for a few days in March and whenever any of our guests are willing to fly, we roll Fancy out and if they're in good enough shape to place themselves in the back seat of the plane, (hoping they're in good enough shape to get out when we get back too) we go on a gator sighting excursion over the St. Johns River. Ed, a 77 yr old Maineiac (guy from Maine) was easily able to plane and deplane (catchy language eh?) the Citabria. We made a beautiful sunrise flight on this March morning. Out over the river we went as the sun began rise and create interesting long shadow from the palm trees out there. We saw a few gators and they were easy to spot because the vegetation out there is all brown because of the drought. We made a circuit around Lake Harney and passed over Gil Jones house. Too early for him to be awake though! Then out over the coast to look for large Manta Rays and whales and other monsters. No sightings though. Time had gotten away from me and when I looked at my cell phone (watch is OTS) and saw that it was 7:56 I knew that I was going to be late for my 8:00 appointment so we floored it and made a blistering 100 mph bee line for Dunn. The AWOS broadcast stated the winds calm so we crossed overhead to show off the well groomed Dunn Airpark (thanks to Mickey) I noticed a piece of orange colored stuff about the color of Fancy near the approach end of 33 and since there was no wind I made the dumb decision to land on the paved runway. (Fancy likes the turf better) Besides, I wanted to make sure that the orange thing wasn't a crashed

ultralight or trike or something, On short final I glanced to the left and saw that it is a spillway painted orange. ?? is that so we don't hit it? We made a non event landing. Even my passenger thought it was good. I think he was glad to be alive! - Larry



Jim Morgan and his RV6A project

Update on Member Bill Conway

As most of us know Bill has been through some rough surgeries and is at Shands hospital in Gainesville where he is recovering. His wife Mardy sent this update via e-mail.

Hi everyone,

Sorry it has been awhile. Things have been a bit touchy. For all that have not been updated yet this email is for you. Bill has gone through some tough obstacles since surgery and has overcome them. Tuesday he looked good and it was a happy day for all of us. Friday I got a call saying his liver and kidneys were not working well. Yesterday they put him on dialysis because the kidneys were not working at all. Although this is a tough time for Bill, he has overcome a lot so far and the doctors believe it is because of his age and strength going in. This is where we are at the moment and I will TRY to update more.

Love, Mardy

aircraft's fuselage. Captain Sullenberger has not been charged, but is being held incommunicado at an undisclosed location.

NTSB report on Flight 1549

US Airways violated Federal migratory bird regulations by hunting geese with an A320 Airbus jetliner, claim anonymous government sources. The pilot of flight 1549, Air Force veteran and avid hunter Chesley B. Sullenberger, tried combining both of his interests by bagging a brace of geese over the wetlands near New York's LaGuardia airport after takeoff, on his way to Charlotte, North Carolina.

The imported European \$77 million A320 airliner is not certified for either waterfowl or upland bird hunting, so it was not surprising that the aircraft malfunctioned. When he realized that both New York and New Jersey State Game and Fish enforcement officers would soon be approaching, Captain Sullenberger unsuccessfully attempted to hide the plane in the Hudson River.

The crew and 150 passengers were chilled and shaken but unhurt. Most were simply grateful to avoid spending the weekend in Charlotte.

National Transportation Safety Board inspectors rushed to the scene, and reportedly found no Duck Stamps on the downed

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PETA is urging the government to prosecute the pilot for double honkercide and poaching, and the animal rights group is expected to file a civil suit on behalf of the flock. The two victims were undocumented aliens, according to sources close to the investigation, Canada geese who had over-stayed their visas. Their goose gang scandalized their quiet Queens community by squatting in local cemeteries and golf courses, parking on the grass, cooking strange-smelling food and throwing wild parties late into the night. Neighbors say police dogs were called out on several occasions.

Such incidents have triggered a wave of anti-Canada goose sentiment, but at this time revenge or hate crime motives are not suspected in the US Airways bird bashings.

Forensic examination of the avian corpses continues, and technicians are analyzing the two cadavers under heat with chestnuts, prunes, and Armagnac. NTSB inspectors have contributed a supply of testing fluid, a 2005 Zind-Humbrecht Riesling from Alsace. We will update this story as entrees details become available

Contributed by Ray Thomas, retired U S Air captain

Events

Saturday, Apr 4, 2009 — [Perry, GA](#). Liberty Freedom Tour ([Website](#)). Perry - Houston County Airport. ([KPXE](#)) - [Sectional Chart and Google Map](#). The Liberty Freedom Tour is coming to Perry, GA! An Airport open house along with free lunch and a chance to view the exciting Liberty XL2 up close! Register to win a Garmin 496 or lightspeed Zulu headset to be given away at EAA AirVenture 2009. Limited demo rides are available by pre-registration only, so contact us early! 8AM-3PM, May 2nd rain date. For more details contact Ken Pike @ (770) 310-7359 or Greg Gibson at (813) 507-1799. Contact: Ken Pike 770-310-7359

Saturday, Apr 4, 2009 — [Vero Beach, FL](#). LoPresti First Saturday ([Website](#)). Vero Beach. ([KVRB](#)) - [Sectional Chart and Google Map](#), Aerobatic pilot Corkey Fornof and LoPresti Fury Chief Pilot will be the guest speaker. Event benefits Heather Garver, a hopeful kidney transplant recipient. Be there for the unveiling of our new DVD A Violent Passion. Contact: Mimi Erskine 772-562-4757,

Saturday - Sunday, April 18-19, 2009

Cecil Field, Jacksonville, FL

The air show will benefit the Alan Henley Foundation. Henley, who was the lead pilot for the Aeroshell team, was paralyzed in a fall at home last summer and is still undergoing extensive rehabilitation. The list of performers volunteering their talents include Patty Wagstaff, Sean Tucker, the Aeroshell Aerobatic Team, Greg Poe, Gene Soucy, Red Thunder, the Iron Eagles, and many more. All proceeds from ticket and raffle sales will go to the Foundation.

Tickets are \$10, \$5 for children 6 to 12, and free for children under 6.

<http://www.cecilfield.aero/index.html>

Contact: Bobbi Thompson
Phone: (904) 573-1600

Tuesday - Sunday, April 21-26, 2009

Sun 'N Fun

Lakeland Linder Regional Airport, Lakeland, FL, USA

The Sun 'n Fun Fly-In will celebrate its 35th anniversary when the gates open for the annual April event, scheduled for April 21-26, 2009 at – Lakeland Linder Regional Airport in Lakeland, FL.

Future Dates: 2010: April 13-18, 2011: April 5-10, 2012: April 17-22, 2013: April 9-14

<http://www.sun-n-fun.org>

April 25-26: Vidalia Onion Festival Air Show, Vidalia, GA.

First Saturdays —

TITUSVILLE -- First Sat., Pancakes, sausage, coffee and O.J. for \$5.00. EAA Chapter 866 at Arthur Dunn Airpark (X-21), Titusville Contact Alberto Silva silva500@yahoo.com Larry Gilbert legilbert@juno.com

LoPresti Aviation, Vero Beach, FL, USA

This charity breakfast event begins with coffee and full breakfast at 9 a.m., presentation at 10-11:30 a.m. Event benefits a special charity for Indian Rivers Boy Scouts. Vero Beach Airport, north ramp, LoPresti Hangar, 2620 Airport North Drive. All welcome. RSVP to Mimi Erskine 772-562-4757.

CANNON CREEK, FL -- First Saturday, CANNON CREEK AIRPARK, Bodacious Fly-In Breakfast \$5.00 Donation Requested. 800-766-0406, canoncrk@atlantic.net Shirley Mellen Roos, 904-752-1957, Field & Weather. Private Airport, Fly in at your own risk. Unicom 123.0, Lat 30° 10' Long 82° 40', 15FL. Our "Breakfast Buffet" includes, but not limited to, at least two fruit salads, chipped beef w/gravy and eggs, scrambled eggs, hashed browns, grits, quiche du jour, fried green tomatoes, spicy sausage pinwheels, pancakes, french toast, biscuits, sausage gravy, ham, bacon, sausage, seafood croissants, sticky buns, other pastries and the famous "9:30 Cake"

VALKARIA, FL -- Third Saturday, Pancake Breakfast, 8AM - 11AM, VALKARIA AIRPORT, Valkaria Aviation Association, Best Pancakes & Sausages in Florida! Fresh Orange Juice, Great Coffee, \$3.00 donation to the VAA, (Pancakes are all you can eat) Call Valkaria Aviation (407) 724-8671 and leave a message to arrange Young Eagles Flights, or e-mail: mark@flyflorida.com General Daniel "Chappy" James Chapter 1288 of the EAA. Russ Minton, Pres. 321-635-9533 SCALPEL876@aol.com

DELAND -- Third Sat of the Month - EAA Chapter 635 Pancake Breakfast and Young Eagle Rally. 8:30am - 11:00am at Deland Municipal Airport (DED) --East end of field EAA T-Hangars. Email: vanv@mpinet.net or Telephone Van Vickers at (386) 668-0936

Fourth Saturdays

Palatka, 28J Breakfast at Trickworks hangar starting at 0900. The donation of \$5.00 goes to the Angel Flight charity and a local church.

Ft Pierce, FPR EAA908 Breakfast. Pilots arriving eat free. Ask tower for directions to EAA hangars. They are well hidden behind the fire station.

LIQUIDITY

definition:

Liquidity is when you look at your retirement funds and wet your pants.

**Chapter Meeting Weds. April 1, 2009, 7:30pm
Bldg. 10 Dunn Airpark, Titusville, Fl**

**Chapter Breakfast Saturday April 4, Dunn Airpark,
(X21)
8:00 am – 10:00**





Don Bolton took Loretta for a ride in his beautiful Stearman

