

*EAA Chapter 866*

*Titusville, Florida*

*Smilin Jack Newsletter*



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

May 09



### *President's Corner*

This month has been a busy one for me. Those who receive my weekly note on breakfasts, etc, know that I went on my trip out west with my cousin. Although later in the morning than expected because of weather, we departed on our scheduled Sunday. Our westernmost point was Las Vegas. We flew 4,689 Statute Miles in 41 hours. It was truly a flying vacation as we did not stay in any one place too long. Once we got to west Texas, the winds were very strong. I never used flaps again until I was back in Florida. I am a firm believer that all airports out west have their runways mounted on roller bearings to make sure that they are always oriented 30 to 50 degrees to the usual 20-knot

minimum wind. It was great crosswind practice. We visited a few of the high altitude airports like Santa Fe, NM (6,348 Ft.), Winslow, AZ, (4,941 Ft.), Flagstaff, AZ, (7,015 Ft), Grand Canyon, AZ (6,609 Ft.) and Sedona, AZ (4,830 Ft.). It was great practice for me and the airplane worked great. We flew over the Meteor Crater, Hoover Dam, Lake Mead, Grand Canyon, and Sedona. Sedona, with its airport on top of a mesa and great scenery was the highlight of the trip. As expected, there were killer headwinds westbound and kind tailwinds eastbound. We saw ground speeds as low as 59 MPH and as high as 198 MPH. My airplane had to be "flown" all the time westbound in at least moderate chop all the time. The updrafts and downdrafts in the mountains were interesting, to say the least. Overall, it was a great trip. Next time, it will be a two week trip instead of a one week.

I had commented to some of you at the airport that I thought there was a new skydiving pilot. I based my assumption in the fact that the guy is communicating, does predictable patterns and is courteous. This past week end I was on the taxiway while he announced that the jumpers were off. A little bit later, after

he landed, I asked him if all the jumpers were down. To my consternation, he told me that there was still one skydiver in the air. As most of you know, the rule has been that none of those pilots ever talk to anyone in the pattern or any other place. Later on that week end, we talked as I was orbiting about two miles north of the airport, waiting for the jumpers. When I saw that everything was clear, I landed without any trouble. About five minutes later, he came to my hangar to tell me that he was sorry he forgot to announce that all the jumpers were down so that I could do my approach. We talked about their business and aviation in general. He is a very nice guy that is interested in keeping good relations at the airport. I invited him to come to our meeting. If he does, we can chat with him. Although I realize that this particular position of jump plane pilot is usually temporary and the pilots move on, it is nice to have a courteous one for a change.

It has come to my attention that, as our breakfast gets more popular and more people are attending, there is usually a period of time earlier than 0800 when we have customers but we have not started yet, and later during the closing hours when we still have customers and there is no additional breakfast. There is an idea floating in the group to extend the period one half hour on each side of our present time. This extension would make breakfast hours from 0730 to 1030 instead of from 0800 to 1000. We will be discussing this issue in the near future.



### *April Meeting*

**There were 23 in attendance at our April meeting. In the absence of pres Alberto, VP Ben Charvet presided over the meeting. We started with the pledge of allegiance to our flag promptly at 7:30 pm. The first thing on his agenda was the decision to hold our**

breakfast the coming Saturday since it was the first Sat. of the month. He then asked for project reports. Steve Pangborn has given up on the Nieuport and wants to sell it as is. Kip Anderson said the more he figured the more he decided that the Corvair engine is not what he wants to use on his Sonex. Instead he will use a 120 hp Jabiru which is 40 lbs lighter than the Corvair. He said this is the ideal engine for this plane. As soon as he accumulates enough money he's going to buy one of these. **CORVAIR ENGINE FOR SALE!** He said he is finished with the canopy and it works good. Bill Furnholm has been touching up the D8 to make it look more like the original WWI airplane that it is modeled after. Jim Morgan has been having some issues with the space he has to work on his RV6 and said he only managed to drive 3 rivets in the last month. Sometimes he feels like chopping the whole thing up and throwing it away, he said. Les Boatwright said his one project is complete! That is the birth of his new 5lb 6oz. daughter. Even with this very special event he has managed to do some work on his RV. He showed us a fastener he intends to use to attach the top cowling instead of the piano hinge arrangement that is generally used on these. Ben has the second wing covered and brought in an aileron and vertical rudder to show us the Sherwin Williams aviation latex house paint job that he has brushed on these surfaces. Not too shabby!

Ben asked if anyone has come up with an idea of what to do with the chapter Pietenpol project. There was no response to from anyone to this question. He then suggested that maybe we hang a for sale sign on it at our breakfasts. He asked that again we think about selling the project and make suggestions at the next meeting.

Dan Hillman said that he had a telephone conference with the EAA insurance company attorney about the pending lawsuit over the March 08 accident at Dunn. The reason for the mention of this was to see if any chapter members had any objection to an out of court settlement of this. There were no objections. The suit against our chapter was for negligence in the fact that we are promoting the chapter pancake breakfasts at a facility that cannot handle the fly in traffic and we are doing this at an uncontrolled field etc. All of the charges are arguable, probably but it is the consensus of our members that they should settle out of court if possible.

Bruce Hotz said he didn't have a show and tell this week because what he is working on is 14 feet long and he couldn't get it to the meeting. He has the fuselage done and the engine mount on it.

Ben concluded the meeting and we broke for some delicious carrot cake made by Donna Thomas. Jerry Russell asked if he could make a suggestion that since we are serving around 200 at our monthly breakfasts we should have more tables and chairs to accommodate the attendees. It was agreed and Stu Sammis graciously volunteered to get these.

**Airman, maintain thy air speed lest the earth rise up and smite you!**

### *April Breakfast*

Loretta and I showed up at Dunn at 6:10 am. As we rounded the corner of Airport road and N. Williams Ave. we could smell the aroma of cooking bacon. We pulled into the parking lot to see Jerry sitting right inside the large door watching his grill loaded with bacon cooking away. He said he'd been there since 5:30. Ray and Donna Thomas showed sometime before 7:00. Before long some more of the regulars showed and started to set up tables and chairs. By 7:30 we were ready to rock and roll. The people began to show and everything between 7:45 and 10:30 was a blur to me. I saw people standing in line 15 or 20 deep to pay Larry Bierman for their breakfast. The next stop is at the pancake grill where I make the pancakes. The stop after pancakes is eggs being served by Jerry from our other grill to the left of me. Jerry was cooking eggs so fast he reminded me of those Japanese restaurants where they cook at your table and cut and dice things so fast it is a blur. That's the way Jerry's spatula handling looked. The breakfast was a success once again, we served almost 190 people this time.

### *Young Eagles*

It has been quite a while since we have done a Young Eagles event. Several years ago I resigned as Y-E coordinator but it wasn't taken seriously and the paperwork was never forwarded to EAA Natl. So, as Y-E coordinator I'm willing to chair a committee to put an event together. We'll need people to handle the kids, someone to do the ground school portion, and someone to do the paperwork. The paperwork takes a computer and printer. Last but not least, we need airplanes and pilots! This is the FUN part, giving airplane rides to these youngsters. - - - - - read the fine print.....(since we have some surplus money in our treasury we might be able to furnish some gas to help defray expenses for the pilots!!) Interested? Come to the chapter meeting and

volunteer for these jobs. Also, come with ideas about dates to hold the event. June 13? July 11?

### *This Month's Flying*

Fancy is getting used to me and sometimes I think she even likes me but, every now and then she tries to go off on her own, it's usually always my own fault. The last character in her N# is F (Foxtrot) and that's a ballroom dance. When operating a taildragger on the ground, takeoffs and landings especially, there's a little dance involved and like in Foxtrot it works better when you lead properly. Fancy and I have been doing some dancing lately and having a lot of fun. One day we flew up to Massey in loose formation with Don Bolton and his Stearman and had fun doing that. See pic below.....Ain't that a sight?



### *And the younger generation thinks they developed "networking"*

In aviation history, decades before geeks and nerds altered our way of life, young and gutsy aviation pioneers changed the world with their wood sticks, bailing wire, canvas and aluminum. How many of you know that in 1910, mighty Martin Marietta got its start in an abandoned California church? That's where Glenn L. Martin with his amazing mother Minta Martin and their mechanic Roy Beal constructed a fragile biplane that Glenn taught himself to fly.

It has often been told how Douglas Aircraft started operations in 1920 in a barbershop's backroom on L.A. 's Pico Boulevard . Interestingly, the barber-shop is still operating.

The Lockheed Company built the first of their famous Vegas ' in 1927 inside a building currently used by Victory Cleaners at 1040 Sycamore in Hollywood

In 1922, Claude Ryan , a 24 year old military reserve pilot, was getting his hair cut in San Diego , when the barber mentioned that the 'town's aviator' was in jail for smuggling Chinese illegals up from Mexico. Claude found out that if he replaced the pilot 'sitting in the pokey,' that he would be able to lease the town's airfield for \$50 a month - BUT he also needed to agree to fly North and East - BUT not South!

Northrop 's original location was an obscure So California hotel. It was available because the police had raided the hotel and found that its steady residents were money-minded gals entertaining transitory male hotel guests.

Glenn Martin built his first airplane in a vacant church, before he moved to a vacant apricot cannery in Santa Ana . He was a showman and he traveled the county fair and air meet circuit as an exhibitionist aviator. From his exhibition proceeds, Glenn was able to pay his factory workers and purchase the necessary wood, linen and wire. His mother, Minta and two men ran the factory while Glenn

risked his neck and gadded about the country. One of his workers was 22-year old Donald Douglas [who WAS the entire engineering department]. A Santa Monica youngster named Larry Bell [later founded Bell Aircraft] ran the shop.

Another part of Glenn Martin 's business was a flying school with several planes based at Griffith Park , and a seaplane operation on the edge of Watts . His instructors taught a rich young man named Bill Boeing to fly. Then, Boeing bought one of Glenn Martin's seaplanes and had it shipped back to his home in Seattle. At the same time, Bill Boeing hired away Glenn's personal mechanic. Later, after Boeing's seaplane crashed in Puget Sound, he placed an order to Martin for replacement parts.. Still chafing from having his best mechanic 'swiped,' [a trick he later often used himself] Martin decided to take his sweet time and allowed Bill Boeing to 'stew' for a while. Bill Boeing wasn't one to 'stew' and he began fabricating his own aircraft parts, an activity that morphed into constructing entire airplanes.

A former small shipyard nicknamed 'Red Barn' became Boeing Aircraft's first home. Soon, a couple of airplanes were being built inside, each of them having a remarkable resemblance to Glenn Martin 's airplanes . That, interestingly, had its own remarkable resemblance to Glenn Curtiss ' airplanes.

A few years later, when the Great depression intervened and Boeing couldn't sell enough airplanes to pay his bills, he diversified into custom built speed boats and furniture for his wealthy friends.

After WWI, a bunch of sharpies from Wall Street gained control of the Wright Brothers Co in Dayton and the Martin Company in L.A. and 'stuck them' together as the Wright-Martin Company.

Wright-Martin began building an obsolete biplane design with a foreign Hispano-Suiza engine. Angered because he had been out

maneuvered with a bad idea, Martin walked out .. taking Larry Bell and key employees with him.

From the deep wallet of a wealthy baseball mogul, Martin was able to establish a new factory. Then his good luck continued, when the future aviation legend Donald Douglas , who Glenn persuaded to join his team. Quickly emerging from the team's efforts was the Martin Bomber , the Martin MB-1.&gt;

Although too late to enter WWI, the Martin bomber showed its superiority when Billy Mitchell made everyone mad at him by sinking several captured German battleships and cruisers.

In Cleveland , a young fellow called 'Dutch' Kindelberger joined Martin as an engineer. Later, as the leader of North American Aviation, Dutch became justifiably well-known.

Flashing back to 1920, Donald Douglas had saved \$60,000, returned to L.A. and rented a barbershop's rear room and loft space in a carpenter's shop nearby. There he constructed a classic passenger airplane called the Douglas Cloudster .

A couple of years later, Claude Ryan bought the Cloudster and used it to make daily flights between San Diego and Los Angeles This gave Ryan the distinction of being the first owner/operator of Douglas transports. Claude Ryan later custom built Charles Lindbergh's 'ride' to fame in the flying fuel tank christened: The Spirit of St. Louis

In 1922, Donald Douglas won a contract from the Navy to build several torpedo carrying aircraft. While driving through Santa Monica 's wilderness, Douglas noticed an abandoned, barn-like movie studio. He stopped his roadster and prowled around. That abandoned studio became Douglas Aircraft's first real factory.

With the \$120,000 contract in his hand, Donald Douglas could afford to hire one or two more engineers. My brother Gordon Scott had been schooled in the little known science of aviation at England 's Fairey Aviation, so he hired Gordon .

My first association with the early aviation pioneers occurred when I paid my brother a visit at his new work place. Gordon was outside on a ladder washing windows. He was the youngest engineer. Windows were dirty. And Douglas Aircraft Company had no money to pay janitors. Gordon introduced me to a towhead guy called Jack Northrop , and another chap named Jerry Vultee. Jack Northrop had moved over from Lockheed Aircraft. And all of them worked together on the Douglas Aircraft 's world cruiser designs. While working in his home after work and on weekends, Jack designed a wonderfully advanced streamlined airplane. When Allan Loughead [Lockheed] found a wealthy investor willing to finance Northrop 's new airplane, he linked up with Allan . Together, they leased a Hollywood workshop and constructed the Lockheed Vega . It

was sensational with its clean lines and high performance. Soon Amelia Earhart and others flew the Vega and broke many of aviation's world records. I had the distinct pleasure of spending time with Ed Heinemann who later designed the AD, A3D and A4D. He told me how my Dad would fly out to Palmdale with an experimental aircraft they were both working on. They would fly it around for a few hops and come up with some fixes. After having airframe changes fabricated in a nearby machine shop, they would hop it again to see if they had gotten the desire results. If it worked out, Mr. Heinemann would institute the changes on the aircraft's factory assembly line. No money swapped hands!

In May 1927, Lindbergh flew to Paris and triggered a bedlam where everyone was trying to fly everywhere. Before the first Lockheed Vega was built, William Randolph Hearst had already paid for it and had it entered in an air race from the California Coast to Honolulu . In June 1927, my brother Gordon left Douglas Aircraft to become Jack Northrop 's assistant at Lockheed. While there, he managed to get himself hired as the navigator on Hearst 's Vega . The race was a disaster and ten lives were lost. The Vega and my brother vanished. A black cloud hung heavily over the little shop. However, Hubert Wilkins , later to become Sir Hubert Wilkins , took Vega #2 and made a successful polar flight from Alaska to Norway . A string of successful flights after that placed Lockheed in aviation's forefront.

I went to work for Lockheed as it 26th employee shortly after the disaster and I worked on the Vega . It was made almost entirely of wood and I quickly become a half-assed carpenter. At this time, General Motors had acquired North American consisting of Fokker Aircraft, Pitcairn Aviation [later Eastern Airlines] and Sperry Gyroscope and hired Dutch Kindelberger away from Douglas to run it Dutch moved the entire operation to L.A. where Dutch and his engineers came up with the P-51 Mustang.

Interestingly, just a handful of young men played roles affecting the lives of all Americans ..... as it initiated the So California metamorphosis, from a semi-desert with orange groves and celluloid, into a dynamic complex, supporting millions.

Although this technological explosion had startling humble beginnings, taking root as acorns in - a barber shop's back room - a vacant church - and an abandoned cannery - but came to fruition as mighty oaks.

Source: Denham S. Scott , North American Aviation Retirees' Bulletin

*The above was sent to us by Dan Hillman.*



*My Sun n Fun picture - Larry*



*Bill and Mardy Conway dance at our annual Winter Party 09*  
**Bill Conway**

**Bill Conway died of cancer April 3<sup>rd</sup>, 2009.**

**Dunn Airpark residents are missing Bill. He was one of the most outgoing friendliest persons I have ever known and as soon as you started a project Bill was around checking it all out and offering his tools, parts, and his personal help with your project. He was a chapter 866 member and he donated the air conditioner we have in the chapter meeting room. He loved airplanes and Harley Davidson motorcycles.**

**Bill was very successful businessman and owned a company that specialized in sealing below ground leaks in buildings and foundations**

**I attended Bill's funeral and the testimony of his friends before the group there really impressed me. Some of these people who spoke, spoke from the heart with tears rolling down their faces. These people spoke of a time earlier than I knew him. Some appeared rough on the outside and told of how Bill rolled into town on an old Harley Sportster that looked pretty rough. He was looking for a job as a mechanic and the man who hired him said he hired him because he thought if Bill could keep that old Harley running he was probably a pretty good mechanic and as it turned out, he was. He had a wonderful sense of humor too. When the testimonies were over and the Pastor said some good words, he announced that they were going to play some of Bill's favorite music and we could sit and reflect on this. The casket containing his body was in the front of the room and I could visualize him there. The first tune that they played was the Rush Limbaugh bumper music. Everyone in front of me broke out in laughter and my visual of Bill was him lying there with a big grin on his face. The last song they played was 'That's Life' by Frank Sinatra. I saw the people in front of me nodding in agreement. That was Bill. He loved life and he loved his wife and son and two daughters. That was Bill!**

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# Events

## FIRST SUNDAYS

**Fort Myers, FL. Pancake Breakfast & Young Eagles** ([Website](#)). Page Field, EAA 66. ([KFMY](#)) 7:30 - 10:00 a.m. Pancake Breakfast - FT MYERS Pancakes, sausage, eggs, OJ, coffee and nice folks. [WWW.EAA66.ORG](http://WWW.EAA66.ORG), [contact@eaa66.org](mailto:contact@eaa66.org)

## SECOND SATURDAYS

**VANDENBERG, FL --** Second Saturday Tampa EAA Chapter 175, Pancake Breakfast/Young Eagles at Vandenberg. Pete Lansbery 813-780-8891 or [petelan@aol.com](mailto:petelan@aol.com) or Pres. Drew Martin 813-962-6580

**TAMPA --** 2<sup>nd</sup> Saturday Tampa EAA Chapter 175, Pancake Breakfast/Young Eagles at Vandenberg Pete Lansbery 813-780-8891 or [petelan@aol.com](mailto:petelan@aol.com) or Pres. Drew Martin 813-962-6580

Punta Gorda.Young Eagles & Pancake Breakfast - 2nd Saturday of every month 8:30 am - 11:00 am <http://www.eaa565.org/>

## SECOND SUNDAYS

**NAPLES, FL --** Second Sun. Naples Airport ( APF ) EAA Chapter 1067, Fly-In, Pancake Breakfast, Omelet, Sausage, Juice, Coffee \$4.00 Free Food for homebuilt pilots that fly in to APF, 8-11 AM Nancy Fessenden 941-352-7282, [nanflys@yahoo.com](mailto:nanflys@yahoo.com) or Lynn Daffron - [LDaff@earthlink.net](mailto:LDaff@earthlink.net) 941-774-3737

**Avon Park, FL. Buffet Breakfast.** Avon Park Jet Center Inc (**AVO**)Civil Air Patrol & E. A. A. Sponsored Buffet Breakfast , every 2nd Sun of the Month, open to the Public Fly-Drive-In. Contact: George Von Eschenbach 1-863-453-5046, [georgefla@embarqmail.com](mailto:georgefla@embarqmail.com);

## THIRD SATURDAYS

**PALM BEACH GARDENS, FL --** Third Saturday, Starting in October, EAA Chapter 203 Pancake Breakfast and Young Eagle Rally at North Palm Beach County Airport (F45) - 8:30 a.m. to 11:30 a.m. Information - Rick @ 561-818-9100. Call to verify.

**FT. PI ERCE --** (Fly In Breakfast). Saturday Following Third Wednesday Meeting. St Lucie International Airport (FPR) Monthly EAA 908 Chapter in the hangar. Great food and talk. Drive up welcome. Contact: Paul Fischer 772-464-0538, [ekmojo@bellsouth.net](mailto:ekmojo@bellsouth.net) Contact tower for instructions.

**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](mailto:mark@flyflorida.com) General Daniel "Chappy" James Chapter 1288 of the EAA. Russ Minton, Pres. 321-635-9533 [SCALPEL876@aol.com](mailto: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](mailto:vanv@mpinet.net) or Telephone Van Vickers at (386) 668-0936

## THIRD SUNDAYS

**SEBRING, FL --** Third Sunday Sebring Airport EAA Chapter 803 Pancake Breakfast, 8AM 'til 11AM \$3.00 Donation Requested, Sebring FBO 941-655-6455 George Houghton 941-465-6996 Check with the FBO for discount fuel

## 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.

- Oct. 23-25, 2009 – St Petesburg Airfest  
<http://www.stpetesburgairfest.com/>

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**Chapter Breakfast Saturday  
May 2, Dunn Airpark, (X21)**

**Chapter Meeting Weds.  
May 6, 2009, 7:30pm  
Bldg. 10 Dunn Airpark,  
Titusville, Fl**