



EAA Chapter 866

Titusville, Florida

Smilin Jack Newsletter

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

October 09



Sept. Meeting

Alberto opened the meeting with a pledge to the flag at 7:30pm. He then asked for any new or old business to be discussed and there was none.

Alberto told of his experience of flying into Nashville, Tn. a couple of weeks ago. He happened to arrive at the peak time and he said that the tower controller sounded like an auctioneer because he was so busy. On final approach and as he landed there were three airliners lined up and waiting for takeoff. Imagine them holding those planes while a slow little old C172 has the airport.

The passing of Robert Decatur was mentioned by Stu Sammis who attended the memorial.

Ray Thomas told the story of the trip he made with his son from Titusville, Fl to Hillman Michigan in their J3 Cub last June. Ray was in the front seat using the original J3 nav. System, a compass, and Jay was in the back seat with his GPS steering ray around the towers which were protruding into their airspace. It took four days to get there and the vis was marginal all of the way. They laded at Saginaw, Mi in winds

gusting to 28kts straight down runway 28. He said that that was Jay's best landing. The final leg of the trip they had to steer around t-storms to get to destination, Hillman, Mi. They logged 19.5 hrs in the Cub. Good story!

Presidents' Report

Last week I got a call from Steve Borowski, the airport manager at Valkaria, to invite us to a luncheon at Valkaria on Oct. 24th. He was calling around to make sure that there were no previously planned activites for that fourth Saturday. Below is the invite that he sent on e-mail. We will talk about this at the meeting as he is asking for a count no later than October 15th. If you are interested in attending, please let me know at the meeting.

***JUST WANTED TO LET YOU KNOW ----
YOU ARE INVITED!!!!!!***

***IN APPRECIATION OF YOUR PARTICIPATION IN
THE 2009 VALKARIA AIR FEST YOUR ARE***

**CORDIALLY INVITED TO OUR APPRECIATION
BBQ LUNCHEON!**

WHERE: THE VALKARIA AIRPORT

**WHEN: SATURDAY OCTOBER 24TH, 2009 TIME: 11:00
AM TIL 3:00 PM**

**WHAT'S HAPPENING: ALL THE BBQ, SIDE DISHES,
SOFT DRINKS, ICED TEA AND DESSERT THAT YOU
CARE TO CONSUME. MUSIC, MEET AND GREET AND A
BRIEF OF THE "EXPANDED" 2010 AIR FEST (SHOW
DATE SATURDAY FEBRUARY 20TH.)**

**THE ONLY THING YOU NEED TO BRING IS YOURSELF
HOWEVER YOUR SIGNIFICANT OTHER, YOUR
BUSINESS PARTNER AND YOUR CHILDREN ARE ALSO
INVITED "IF YOU WANT TO TELL THEM".**

**FLY, DRIVE OR WALK BUT COME JOIN US FOR A
BELLY BUSTER OF A TIME.***

**THIS IS A CATERED EVENT SO PLEASE RSVP VIA
EMAIL NO LATER THAN OCTOBER 15TH!**

**WE LOOK FORWARD TO SEEING YOU AGAIN AND
ENJOYING SOME GOOD FOOD, PLEASANT
CONVERSATION AND A RELAXING ATMOSPHERE!**

Thanks and Gby: Steve Borowski Airport Director

I also received a call from the airport authority to let us know that there is someone interested in offering ultralight instruction. They just wanted to engage us as a group and make us aware and get some of our ideas. I preliminarily told them that if it helps the airport, we will support any operations. Unfortunately, there is always a little something else. The person does not want to use the runways. He wants to be able to take off and land in the field where the skydivers land sometimes, south of 04/22. We can probably discuss this at the next meeting as well but, in my opinion, if the instructor is looking for a field and not a runway, he can go to any number of places where he can find a field. We have two very good runways; one of them perfectly matched for ultralight operations. I don't want to have to be looking to random places to see if anyone else is coming. That would be very unsafe. If someone is taking off or landing, it should be on one of the two runways. More to come....

I have not been doing a lot of flying this month. Even though my annual inspection was not done, I am in the middle of one at this time. I wanted to shift the due date so that the inspection is due in the not-so-fun flying weather of hurricane season instead of the prime flying season (for me) of the first quarter of the year. In addition, I am doing some maintenance that I had been wanted to do since I bought the airplane. I changed all the fuel and hydraulic hoses. The existing ones were at least ten years old and had no fire sleeves. I continue to be amazed at the prices we pay for some of this stuff. The fire sleeve was about \$9.50 per foot! We have a job at KSC that was using essentially the same material, fire sleeve for one-inch lines at the pad. When I looked at the material, the only difference was the outside cover. The price for that material was \$3.00 per foot. Obviously the difference has nothing to do with flammability, as both products are made to be fire resistant. Additionally, we don't use any of the cheap stuff at the pad. Someone is making very good money when they sell us the "special" stuff. Now that I have preached (cried) to the choir, I feel much better.

I was reading one of the aviation magazines the other night and came across an article of the joy of flying people who are not pilots. It was a pretty good article on how other people look at our routine flights. It reminded me of two kid-parents and their children that I flew a few weeks ago. They were all so excited that it was truly contagious. The mother took some of the best pictures I have seen of the whole event. I may bring the article to the meeting and show some of the pictures. It may be interesting just to realize what flying means for some other people and to remind us to not take it for granted.

See you at the next breakfast on the 3rd. Remember that in October, the first Saturday comes before our meeting that will be on the 7th.

Hand Propping Incident at TICO

Don Poppino who is a Dunn Airpark pilot but not a chapter 866 member had a harrowing experience. On Sept. 15 he was at TICO where he was hand propping his C152 due to a starting problem. According to the news report he was by himself and had one wing tied. The engine did start and it seems that the throttle was open and after spinning around on the tie down for a while, according to the news then it broke loose and ran across the airport and into the Bristow training center bldg. Fortunately no one was hurt but, the nice C152 was destroyed. Don has to be very depressed about this.

There are several chapter members who own airplanes that have to be hand propped to start the engine. Those of us who are involved in this have a strict system and a process that always involves two people. There is a set of communication that goes something like this. The pilot in the airplane sets or holds the brakes, closes the throttle and then cracks it slightly. At this time the magneto switches are off. The person swinging the prop pushes back against the plane to be sure the brakes are holding and announces "switch off" and gets a response of switch off from the person in the plane. The hand prop sometimes involves pulling a few blades to prime the engine. After this it is usually time to actually swing the prop to start the engine. Once again it is "brakes on and throttle closed and cracked" and the pilot confirms verbally. Then it is announced by the person swinging In speaking with him, I realized that he was partially correct. A lot of people with a kit in their garage, or a giant stack of aircraft brochures on their desk, have approached homebuilding as a form of motor sport, different and perhaps more challenging, but they look at it in the same vein, within the same paradigm. I have a lot of good evidence, I recently the prop "switch on." At this time the person in the plane switches the mag(s) on and confirms "switch on." Now the person swinging the prop knows that he is dealing with a live system and having been trained to swing the prop while getting away from it he does the deed. Hopefully the engine starts on the first or second pull. If it doesn't start, then it is time to go through the process again with the concise communication between the two people involved. Even with all of this the whole process is dangerous!

Once in a while we'll be stuck somewhere with no one to help. When this happens it is unlikely you're going to walk back to your home airport so you may be tempted to try starting the

plane by yourself. It's been done! If you have a rope or chain and can tie the tail down and even if when the engine starts if the power goes to full the tied tail should hold the plane hopefully, until you can get to the controls at least. Then with the brake on and maybe wheels chocked with the engine idling you can untie the tail, kick the chocks out and get in and go. This is not a recommended practice though.

Piet progress

Had the vinyl graphics installed on the Pietenpol today. I'm really pleased how they turned out and motivated to get this thing finished!

Ben Charvet



A Philosophy of Homebuilding

By William Wynne

I recently tried to explain to a person outside of aviation what was at the core of homebuilding, and why it was any different than boating, motorcycling or any other form of motorized recreation. He initially focused on that it was allegedly less expensive than factory built aircraft, and a good form of efficient transportation. The guy was from Ireland and married to an American, and it was fairly obvious that he had spent some time trying to understand American perspectives with an open mind.

gathered over 20 years of speaking with homebuilders, that this perspective not only cheats would be builders out of the most rewarding aspects of experimental aviation, it also is the root cause of the very low completion rate of experimental projects.

If you are yet to complete a homebuilt, you may harbor the common misconception that success is dependent on money, tools, experience and skill. Let me offer the testimony that builders with the above four alleged keys in abundance fail at roughly the same rate as builders who start with only trace amounts. Successful homebuilders all have one thing in common: They are persistent. A builder who has persistence, and little else, will, over time, acquire or develop every other element he needs. Conversely, you can buy everything you need and put it next to the greatest tools in the nicest hangar, and

know how to do all the work, but nothing will happen until the builder picks up the tool, puts it in contact with the work, and persistently keeps doing this.

Persistence is really just the visible symptom of a person's motivation. So it is really a question of sustained motivation. Read the next sentence slowly: If you view experimental aviation as an advanced motorsport, or another series of consumer products, or even a cheap way to get into aviation, you have a philosophy that nearly assures that your motivation will give out before the plane is done. I have known this to be true for a long time, said so, and have had plenty of people tell me I was wrong. But I have never had one of these people SHOW me I was wrong by finishing and flying their plane. The completion rate on planes is way below 20%. I always assumed that this alone would assure a lot of interest on the subject of success. But it doesn't. There are three reasons for this: People who are blowing money and time working with a failure prone perspective don't know it yet, and won't until it is too late. Second, few writers in experimental aviation have built a homebuilt, and thus have no idea what it takes. Third, the industry sells consumer goods like kits, materials and tools. Until they figure out how to put motivation in bags and sell it by the pound, they are going to keep telling you success is dependent on purchasing every bit of their stuff now. We sell parts as well, but in the absence of motivation and information, even our helpful, flight-proven parts will not advance your project.

Here is the real truth: Flying as a motorsport is a tough sell. It is hard to enter, expensive and heavily regulated, and let's not forget, dangerous. I often hear talk about aviation's need to attract younger builders and pilots. Perhaps, finding them among the legions of young people attracted to other sports like motorcycles, Jet Skis and fast cars. Consider my own example of why aviation, when sold as a motorsport, will never compete: When I was 19, I had a job that paid barely above minimum wage, and I decided to get serious about competing with off-road motorcycles. Within months, I had enough money for a competitive bike, had joined the AMA, and was competing in district and national events. I found the senior members of the sport friendly, welcoming and without a trace of attitude about paying dues, or ego-driven pecking order. By comparison, my entry into aviation took cubic yards of money, calendars of time, and an endless requirement for the tolerance of aviator egos. No normal 19-year-old looking for a challenging and fun motorsport is going to choose aviation.

Aircraft are often billed as efficient and cool transportation. Truth be told, it takes a very sophisticated airplane and pilot to challenge any kind of weather. Anyone entering aviation with the sole motivation of creating a high utility form of transportation is headed for a rude awakening when they discover that most light planes within people's grasp cannot fulfill this mission. New homebuilders often ignore it, but people who understand the real transportation potential know the saying, "Time to spare? Go by air."

Fortunately, airplanes, especially experimentals, have a lot more going for them other than being a motorized toy or potential transportation. The real reward of homebuilding and

the common thread that all people who have completed an airplane understand is hidden inside their basic problem: Yes, completing a homebuilt airplane is an exceedingly difficult challenge, so difficult and so demanding, in fact, that the task virtually assures that anyone who drifts in looking for a cheap thrill will later exit frustrated and alleviated of excess wealth. People who do find success will be joining an exclusive club. This achievement is held in very high regard in our Arena of aviation. It is the fundamental mark that says you have found within yourself the motivation to succeed where the vast majority of people looked but could not find in themselves what it took. Anyone with a thick wallet can buy their way into any motor sport, and the only thing they will discover about themselves is their credit rating. A homebuilt project has a thousand places to quit. A completed homebuilt says the builder worked his way through all 1000 of them. In this process, you will find out a lot about yourself, and find out if you're willing to put in the real effort required to learn and improve. Nothing I have ever done in any other motor sport or form of transportation holds a candle to the inner satisfaction of successful homebuilding.

Don't get me wrong. Experimentals are fun and they do make good transportation. I have seen Dan Weseman fly the Wicked Cleanex with the same agility and gusto with which he pilots his Yamaha YZ450F around the motocross track. It's pure fun. Mark Langford has traveled the equivalent distance of 5 1/2 trips around the Earth at the Equator in his KR-2S. Certainly, your homebuilt can take you places. But my point is that Dan and Mark were sustained through countless evenings working in the shop by something other than the thought of future fun or travel. The Fun and Travel are by-products and additional perks.

I honestly believe that the two of them were attracted to the challenge, and the fact that it is widely known that the odds are against anyone finishing. While they each were at times certainly frustrated, by and large they enjoyed the learning, the building and the exercise of the basic human need to create. While everyone would identify with these values on paper, our consumer society keeps most people very well insulated from their practice. It can be a very humbling experience to be in the shop and discover that even if you espouse these values and even once possessed the skills, it is a serious challenge to rediscover their exercise and learn to enjoy the process.

Every homebuilt is made of thousands of small, bite-size tasks. Selecting any one of these tasks and approaching it with the goal of simply accomplishing that task, being satisfied with it and simply enjoying the process is the only proven route to finishing your plane. It is a self-sustaining chain that increases in strength over time, whereas all the means to an end motivation is invariably exhausted before the project is completed.

Our work over the years has always been to help builders find their path to success. If you have followed our work for several years, you know I often return to the subject of philosophy. Philosophy and motivation are one leg of the triangle of support we provide to homebuilders. It is just as important as the other two legs of the triangle: flight proven parts and the information gained through rigorous

testing.

This year, like previous years, we will bring all three elements to Wisconsin and spend more than a week sharing them with homebuilders from near and far. It is my sincerest wish that Corvair builders will utilize all three and their own personal will to claim their place among those who have succeeded in building and flying their own aircraft.

We're here to help you - Wynne.
The above was submitted by Ben Charvet

Remember that silence is sometimes the best answer

Almost Bitten

Bill Mitchell used to come to our hangar a lot and many times he'd look at the plane and say "Look at that innocent looking airplane." "Just sitting there waiting to try and kill you."

Here's what happened to me:

Just when you think you've got emergency stuff down pretty good, sometimes something new tries to bite you. Here's what happened to me in Sept.

One Friday afternoon I took the Citabria out for fun. On the second t/o when it got rolling well I pushed the stick full forward to raise the tail and at this point things were going well but, when the speed came up and it was time to start w/ back pressure and I started to pull the stick felt heavy. I pulled harder and harder as the speed built and it came off the ground 10 or so feet but, still the stick wouldn't budge. The end of the runway and the fence was coming up fast so I cut the power. The stick wouldn't come back at all so without power and all the way forward on the stick it settled back on in a wheel landing configuration. Not much runway left so I got on the brakes. It started to the right so I eased off the right brake and it started left. By this time the tail came down and we came to a screeching halt, kinda sideways close to the fence. Whew!

When I started the take off run and pushed the stick forward the rear control stick had gotten into my shoulder harness that crosses behind the front seat and wouldn't move back.

One of my friends said "don't you check controls free and smooth?" Yep, I do that check and they worked good before the take off run and the stick got entangled in my shoulder harness.

I posted this story on the Citabria/Champ group site and was advised of an AD concerning re-routing the shoulder harness for this very reason. Must have happened to someone else too!

Larry

Pietenpol Fund Is In Good Shape!!

For those of us who have been chapter members for at least the last ten years know that when the chapter took on the building of the Pietenpol. There was always the question about where we

were going to get the money for the next order of materials because our chapter didn't have much money. I think Wayne even bought some of the stuff himself and I remember a donation from Sam Beddingfield to buy an engine for it. For this reason Loretta started to make refreshments for our meetings, she was later joined by Donna Thomas and they alternated months to furnish these. This was all done at their own expense. The idea was to put a donation can out and pitch the idea of helping yourself to the goodies and make a little donation to the can called the 'Pietenpol Fund. Since we have been holding our monthly breakfasts we have made enough money to complete the project so, we are discontinuing the refreshments at the meetings.

The good news is that we no longer need to raise money this way!

Old Pilot Stuff

An old pilot is one who can remember when flying was dangerous and sex was safe.

Both optimists and pessimists contribute to the society. The optimist invents the airplane, the pessimist the parachute.

If helicopters are so safe, how come there are no vintage/classic helicopter fly-ins.

Death is just nature's way of telling you to watch your airspeed.

The scientific theory I like best is that the rings of Saturn are composed entirely of lost airline baggage.

Real planes use only a single stick to fly. This is why bulldozers & helicopters -- in that order -- need two.

There are only three things the copilot should always say:

1. Nice landing, Sir.
2. I'll buy the first round.
3. I'll take the ugly one.

As a pilot, only two bad things can happen to you:

- a. One day you will walk out to the aircraft knowing that it is your last flight.
- b. One day you will walk out to the aircraft not knowing that it is your last flight.

There are Rules and there are Laws.

The Rules are made by men who think that they know better how to fly your airplane than you. Laws (of Physics) were made by the Great One. You can, and sometimes should, suspend the Rules, but you can never suspend the Laws.

About Rules:

- a. The rules are a good place to hide if you don't have a better idea and the talent to execute it.
- b. If you deviate from a rule, it must be a flawless performance. (e.g., if you fly under a bridge, don't hit the bridge.)

The ideal pilot is the perfect blend of discipline and aggressiveness.

The medical profession is the natural enemy of the aviation profession.

Ever notice that the only experts who decree that the age of the pilot is over are people who have never flown anything? Also, in spite of the intensity of their feelings that the pilot's day is over, I know of no expert who has volunteered to be a passenger in a non-piloted aircraft.

Before each flight, make sure that your bladder is empty and your fuel tanks are full.

He who demands everything that his aircraft can give him is a pilot; he who demands one iota more is a fool.

There are certain aircraft sounds that can only be heard at night.

The aircraft limits are only there in case there is another flight by that particular aircraft. If subsequent flights do not appear likely, there are no limits.

Flying is a great way of life for men who want to feel like boys, but not for those who still are.

Flying is a hard way to earn an easy living. Forget all that stuff about lift, gravity, thrust and drag. An airplane flies because of money. If God had meant man to fly, He'd have given him more money.

If black boxes survive air crashes -- why don't they make the whole plane out of that stuff?

If the Wright brothers were alive today, Wilbur would have to fire Orville to reduce costs. ---/ President, DELTA Airlines/

In the Alaska bush, I'd rather have a two-hour bladder and three hours of gas than vice versa.

It's not that all airplane pilots are good-looking. Just that good-looking people seem more capable of flying airplanes, or so seasoned observers contend. A matter of self-confidence? No doubt, no doubt.

I've flown in both pilot seats; can someone tell me why the other one is always occupied by an idiot?

Son, you're going to have to make up your mind about growing up and becoming a pilot. You can't do both.

There are only two types of aircraft -- fighters and targets.

You define a good flight by negatives: you didn't get hijacked, you didn't crash, you didn't throw up, you weren't late, you weren't nauseated by the food. So you're grateful.

You know they invented wheelbarrows to teach FAA inspectors to walk on their hind legs.

New FAA Motto: We're not happy 'till you're not happy

The above was submitted by Kip Anderson

It looked like an ant farm the wk of 09 21as the paving Crews were out there with their equip. and men. By the close of business Sept 24, half the runway and taxiway has been paved and the airport was open for the weekend. We rolled Fancy to a take off Friday morning. Smooth! The crews will go to work again on Mon. Sept. 28 and hopefully be done by Thurs. Oct 1. Looking good!

We're halfway Done at Dunn



**Found: 1 pr tri focal glasses found after last chapter bkfst
These glasses are in our chapter meeting room and may be claimed there.**

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Young Eagle

**Monthly Chapter breakfast
Sat Oct 3 Dunn Airpark
Bldg. 10 Titusville, Fl (X21)**

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