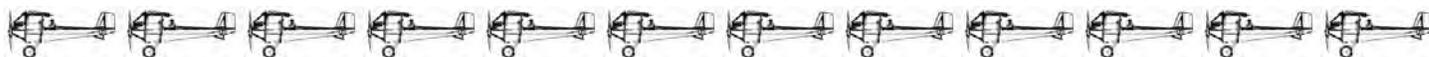




December 09



## *Flying Fancy*

Our little airplane that we call “Fancy” took us to Gilbert Field (GIF) to the annual fly-in there in Winter Haven one day in November. The day was one of the nicest ever and visibility was forever. Over Orlando you could see the VAB to the East and Tampa Bay Bridge on the other side.

We slid the doors of our hangar open at around 8:15 am. I dug out the chart and the A/FD and checked things out. Then dumped 10 gals of motion lotion in the tanks and did the preflight. We were off of rwy 22 at 8:36, the GPS had not aquired our position so I decided to turn South some to avoid nicking the class B airspace South of Orlando (MCO). We turned West and crossed Lake X from there we could head direct to GIF without getting too close to MCO. About half way between Lake X and GIF the GPS came alive and made things a little easier. The winds were light too and the ASOS at GIF called it 320@7. The CTAF at GIF sounded hectic and some arrivals were not happy with some of the other arrivals but everyone remained civil and it all worked out. We entered down

wind for 29 following an amphibian that looked like a Sea Rey to me. The amphib flew so far out on downwind that I thought he was going somewhere else. Fancy wanted to turn base before he did but we didn’t and after what seemed like too long he finally turned base. The plane behind me took advantage and turned base before we did and was landed and clear of the active while the amphib was still on a one mile final. He finally got down and then we landed.

After taxiing in and parking we walked around looking at airplanes (lots of em) and stuff for a while and then had lunch. The ladies of the organization that does the event bring all of this homemade stuff in and serve to the people for five bucks!

We departed around 1:30pm and headed back on more or less the back course that we used to get there. At 1,500 out there over the unpopulated area there were a lot of buzzards to dodge and a couple of them did their best to get us but they chickened out in the last second. About five miles out from Dunn we heard the radio call from the jump plane that the jumpers would be out in two minutes so we put the brakes on and slowed up and did a buzzard type maneuver around South Lake. As soon as

the jumpers were down and their chariot landed we were rolling out on the turf on rway 4. My stopwatch said the round trip was 2hrs and 5 mins.

Every now and then after a little excursion like that I stop and reflect about how fortunate we are to be free enough and able enough to get in our own little airplane and do this. Sometimes I have to pinch myself to be sure it's all real! *Larry Gilbert*

## *November Meeting*

The meeting on Nov. 4 was started on time with the pledge of allegiance to our flag, led by Pres. Alberto. There were 16 people in attendance.

Pres. Alberto announced that he would begin doing the Fly – Out newsletter again starting with the Winter Haven event. Alberto said that he hasn't been writing this for a while because no one had been commenting on it and since he discontinued it for a while no one said they missed it until Ben Charvet asked about it. He said since someone has asked, he will do this again. Good! (*The newsletter ed knows how you feel Alberto*) Under old business, the chapter Pietenpol project was discussed and again decided to not sell until Wayne came back from his summer stay in Iowa and says he can't finish this.

Project reports kind of went like this, I think. Les Boatwright said that he has the engine mounted on his RV and has the canopy clecoed on the frame. Harry Teal said that his Sonerai is complete but due to low oil pressure he is going to install a new oil pump in the VW engine. Ben said he has his Pietenpol complete and is making arrangements about getting the inspection done on this. He was doing compression checks on the C75 and the readings were low, mostly low thirties so he decided to pull a cylinder and discovered that the rod bearings are so worn out that he is going to do a complete overhaul on the engine. This will probably set the first flight back till about January. He said it was a blessing though because that engine could have decided to throw one of those rods out through he crankcase at the most inopportune time if he attempted to fly it that way. He said it's a wonder that it didn't come apart when he was doing full power static run ups.

Alberto asked about the winter Party this year and it has been decided by the membership that we'll be doing this again in January 2010.

## *Valkaria Airport Report*

First, the Brevard Commission unanimously approved the item yesterday with no debate or drama... the anti-airport group was strangely absent, but we remain vigilant as you never know what they're plotting. This item added language to the county's policy concerning Valkaria Airport which authorizes the airport manager to issue event permits, bringing the airport more in line with other county departments.

Finally, to wrap up another loose end... the Grant-Valkaria town council held a special meeting last Wednesday for the second reading of the anti-flight training ordinance, which has garnered worldwide negative attention and heaped ridicule

upon the town. Though they moved the meeting to a larger space, only about 4 people showed up! After one public comment (whereby they were read the riot act by a pilot/citizen who was highly upset at the colossal waste of money and time by the town), the council unanimously voted to kill the ordinance, thus officially putting this particularly sorry (and highly expensive episode to rest. In the end, it cost the town's citizens over \$25,000 in legal fees! While we won this round in a big way, it's highly doubtful that this will be the end of their attempts to harass and attack the airport.

Russ Minton AOPA ASNV X59 (FL)

*A mouse trap, placed on top of your alarm clock, will prevent you from rolling over and going back to sleep after you hit the snooze button.*

There's funny stuff that happens around Dunn Airpark from time to time. A couple of weeks ago, Ben brought Sport, his golden lab/small pony mix dog to the airport. Ben and Sport were sitting just inside Patti's hangar and Jim called Sport over to his chair. Ben let him go, after all, Jim called him over. After clearing the small table of all that was sitting on top of it, including Jim's coffee with his wagging tail, Ben thought it would be smart to keep the dog occupied for a while. It was time to play fetch with Sport. The game was going real well until Ben got tired of fetching the ball. Sport has him almost trained though except he wears out too fast.



Ben is doing run up and checking new prop warping device he invented

## *Big Winter Party!!*

When? Jan. 23. Where? Royal Oak Country Club (we think) We're gathering up door prizes, lining up entertainment, and putting together a fun event for our EAA chapter.

We'll be discussing the details and selling tickets starting with the Dec. chapter meeting. Hope you're there.

## Dunn Airpark

Hey, how bout that smooth runway at Dunn? Have you ever rolled out on such a nice surface as rwy 33/15? Have you noticed that the trees at the approach end of 22 are shorter? If you're concerned about the lip when crossing 33/15 as you roll out on 22 the engineers say that as long as they keep putting sand along that edge the grass and ground will eventually come up and conform to that edge. OK, just so it is before the wheels get knocked off of some ones' flyin machine! Right? All in all, we have an airport to be proud of at X21, Home of the Smilin 'Jack chapter 866 of the EAA!



## Curtis's Murphy Rebel

Chapter member Curtis Langholz is well underway with the construction of his Murphy Rebel airplane. The Rebel is an all metal plane nailed together with over 20,000 pull rivets. His hangar is row T3 on the South side east end hangar. The fuselage is just about complete and he is working on the cabin

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section right now. The Wings and tail feathers are complete also. He has an O300 continental which will power the plane. Curtis said he thinks he'll be able to get over 160hp out of this engine when he makes it easier for it to breathe by polishing the intake air tunnels and fine tuning some other stuff on it. Stop in and see his project, it's impressive!

## Do You Believe This?

One of the three effects that mark a wheel first landing is the effect of *ground friction*. A rather startling demonstration of this effect can be put on with an ordinary trainer on a grassy runway. You can glide it into the ground without any attempt to set it down carefully, three point, two point, or by any other system: simply let it hit, and at the moment of ground contact, take your hand off the stick altogether. The plane will not bounce, nor will it nose over. It will hug the ground nicely while it rolls tail high across the field at high speed. As the speed slackens, it will drop its tail and from then on will decelerate rapidly in the usual manner. On a grassy runway, this will work whether you hit slow or fast – up to cruising speed-----whether you hit power on or power off, steeply or shallow. All that is necessary when trying the maneuver is to break the glide once so that the plane glides to the ground at about half the angle of its normal glide; then without any further manipulation of the stick, let it hit. The breaking of the glide angle is necessary not because the plane would jump or bounce upon steeper impact, but merely because the impact itself becomes rather severe on the planes structure when it takes place at too steep an angle. **Don't try this on pavement!**

*That reading is part of the book, "Stick and Rudder," by Wolfgang Langewiesche, published in 1944. do you dare try this technique?*

## Nov. Bkfst.

*We served 130 at the Nov. Breakfast and a good time was had by all, I think.*

***Chapter Meeting Weds. Dec. 2,  
Dunn Airpark Bldg. 10, 7:30pm***

***Chapter Breakfast Sat. Dec. 5  
Dunn Airpark, Bldg. 10, 8:00 am -  
Titusville, Fl***

*Below are some pictures of Ben and his recently completed Pietenpol*



*Prop tricks*



*Ya think we're far enough away if she blows ?*



*Lets sneak up on it*



Looks like a mean bugger doesn't it?