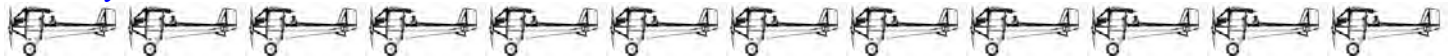


EAA Smilin 'Jack Chapter 866 newsletter



February 2010



January Breakfast

Jan. 2 was the day that temps dove for the lower 30s and the wind was blowing at least 10mph. Not our idea of Florida weather but stuff happens! We were set up and ready for the rush by 7:00am and there was about ½ hr of dead time. Ample amounts of bacon and sausage had been cooked and the girls had the food line set up in the meeting room. The eating tables were set up in the meeting room as well because it was not comfortable enough to be outside. Finally around 7:30 a couple of chapter workers decided it was time to eat and we fired up the pancake and egg operation. When these guys had eaten and were still OK and not sick by 8:00 we were ready for the customers and they started to show up. We served bout 65 breakfasts and only had about 4 fly-ins. Ray Thomas has become quite the egg chef. He was offering eggs cooked to order and I heard no complaints about this. Gil Jones manned the bacon and sausage operation like an old pro also. We had a good time with it all once again.

January Meeting

Eighteen people braved the cold temperatures to attend the chapter meeting in our unheated meeting room. No problem though, in about 10 minutes there was enough hot air in there to heat the VAB! Pres. Alberto brought

the meeting to order on time at 7:30 with the pledge to our flag. There was some discussion concerning a new secretary for the chapter. The treasurer said we have enough money for the power bill and rent on our facility and maybe some left over for an emergency. The party was discussed and ticket sales are up to 45 as of Jan.6. We need to sell at least 60 of these. Visitor Pete Burris-Meyer became a member of the chapter. He is a retired navy pilot, retired Airline pilot, currently flying corporate out of Maryland. He owns two airplanes, an RV6 and a recently restored J3. His wife also flies.

Project reports: Gene McCoy said that he is getting his 3rd class medical back so he's considering donating his Kolb Firefly ultralight to a museum. He wants to get back to flying certified airplanes that he can go places in. Kip Anderson has been fitting his cowling for the last month. Someone said, "I know how that works, you keep cutting a 16th of an inch off four or five times and the thing is still too short!" Ben said he has assembled his C75 and has it running now. Inspection by the FAA is on Feb. 12 and after that is out of the way it's time to fly!!

Thanks For attending the 10th annual Chapter 866 Winter Party

On the 23rd of Jan we had our party and from the reports Loretta and I got, it was a great success. The most important thing is that our members and spouses had a good time. The Royal Oak Country club is a great venue for this and hopefully we can use them again. The food was good, service was good, and the entertainment was good too. Fantastic pies for dessert too! New member, John Godfrey told the story of his harrowing encounter with every law enforcement agency in the US after busting a TFR in Pittsburgh, Pa several moths ago. He had the place spellbound as he told of this experience! The story had a good ending because he had been given bad information by FSS about the in effect times of the TFR and there were records of this.

Larry Bierman rec'd the top award, the chapter trophy. Larry stepped up to the plate when the treasurers position needed filled and has diligently kept track of our funds for the past several years. It is well deserved! After the meal and awards etc. Ray and Carla, a duo from the cruise industry where they entertained on cruise ship for quite a few years sang and played for our enjoyment. A few of our chapter members managed to hit the dance floor too.



The Pies!



Most dignified looking table



Rug cutters Ben and Carol



John and Paula



Big Trophy winner Larry Bierman



Entertainment by Ray and Carla



Ray and Donna dancing



The good lookin Orizas



Kip and Barb Anderson



Pres. Alberto



How to fly in TFR by John Godfrey



Dan and June



Nancy Gunter – Gene McCoy



Amy – Les Boatwright

Flyin Fancy

We have our little airplane, ‘Fancy, flying again and it is the same sweet flying machine after she had a couple of months rest. She went through her annual and we had to correct a couple of little things. One of the aileron bellcrank bushings was found to be worn causing excess play there. There isn’t much room to work on that in the wing so we had to cut a hole in the top of the wing to make the repair then, patch the hole. We changed the U bolts that hold the gear legs to the frame of the plane. The replacement parts are a little different and it is no longer a U bolt but a bar that goes on the bottom of the gear leg and bolts through the bar and through the frame. The bar has to be ground to fit around a tubular piece that fabric attaches to. This appears to be a much stronger attachment. We never had any problems with the U bolt though



Member Steve Camlin’s Thunder Gull.

At our chapter meetings when the pres. Asks for project reports, Steve would often talk about his project the ‘Thunder Gull. I finally got to see this plane. She’s a beaut!!! Steve has her in a hangar at Dunn at Dunn now. Jerry and I helped him put the wings on





See and be Seen

By Mark Oriza

Five minutes after engine start and Sally and I are busting through 1,500'! Truly amazing performance considering taxi and warm up time. Of course this colder air is helping – I love the winter. Bringing the throttle back from 4600 RPM's to 4000 – will result in a prop speed of about 1700, and a much gentler climb. I'm in no rush, and it's always nice to have a reserve of power – in case I meet an E. A. (enemy aircraft). The CHT stabilizes at 460 degrees F. which is a comfortable 75 degrees below redline, and the engine sounds defiantly unloaded. With engine management well in hand its time to focus on the job every pilot in the air which is see and be seen!

Flying a biplane is fun! Twice as much fun as a monoplane. If I've learned one thing in this flying business it is this – if you get one thing you must pay for it somewhere else. So, the downside to having two wings is having twice the blind zones. I've also learned that how you approach a problem is important in finding the best solution. Instead of whining and crying about the difficulty in keeping my situational awareness – I look at it from the plus side.

Swiveling my head smoothly from side to side, tilting the plane 45 degrees along its longitudinal axis and scanning again. Over on the opposite side and scan again. Nose down and check that blind spot around the muffler. Nose up and head all the way back and scan the tail area, a little rudder action and I'm quite sure no one is sneaking up on my six! Did I forget to tell you what the plus side was in all this extra effort? Well, it's just this – I've got the neck muscles of a man half my age!

I know I hear the coffee comments around the coffee machine at the airport – My God! He's got the neck of an ox! "is as usual and unsolicited remark. Followed by, "he need it with his over inflated head of his! I take it all in stride, not only was I once a 97 pound weakling, I was a pencil neck geek! This will probably shock you, but alas tis true. That was then before I started flying Sally – my squadron aviation SE-5A. As a matter of fact, right next to the Charles Atlas physical fitness ad in the old comic books there should have been another ad that went like this: Tired of not getting enough respect at the airport? Do YOU crave taxiing like a blind slightly tipsy elephant? Do you meekly push your push to talk button at tower controlled airports? Well, no more! Fly a biplane! Just 40 minutes a day in a biplane for two weeks and you'll be holding your head higher than you ever thought possible. That's right; fear of collision is a wonderful adrenalin tapping resource that is only now being studied by science! Order your biplane today! Rush – supplies are limited – don't be left behind.*

Ten minutes from engine start and we are at 2,500' patrol altitude. Time to stay serious here on the east coast I know that I95 is a natural aviation highway. So, I always look both ways before crossing. Extra vigilance is called for and delivered. One of my pet peeves is pilots who don't get their heads outside the cockpit. It is a basic primary job that never goes out of style.

Aa-ha! Traffic ten o'clock low. I'm on his passenger side – so I maneuver to his left – utilizing some rudder swing my tail about. If you can't see a red and brown biplane yawing across a blue sky with the sun behind you – you're not looking! I glance about knowing where one plane is doesn't mean there might not be another, or more about. The other aircraft is getting closer. I've got a good 500' height advantage – so we'll pass quite safely, but why doesn't he/she dip a wing or slew the tail a bit? The human eye seeks movement – if you want to be seen you need to 'rock the boat'.

Looking into the E.A.s cabin I can see the pilot tapping away at some electronic device. It is probably designed to make flying easier which should free up the pilot to do other important tasks. Completely unaware of me, he passes below in bliss. I might just as well have been the Goodyear blimp. I'm not. I perform an easy wingover and settle high above his tail in perfect firing position. Bang! Bang! Then Sally and I roll off to look for fresher meat.

We are not machines - we are human – and so we err from time to time. I hope you're looking for me with the same effort I look for you. If you do, you might have a slightly sore neck at the end of your flight but, we'll at least both still have necks.

*note: while in a biplane flying – you'll often be left behind.

Be careful up there..... Regards Mark Oriza

Newsletter Contribution by Mark Oriza

Isn't this a great writing by Mark? Mark has already written another story for the March issue.

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Chapter Meeting Weds. Feb. 3, 7:30pm

Chapter Breakfast Sat. Feb. 6, 8:00am
Dunn Airpark Bldg. 10
Titusville, Fl

SONERAI NEWSLETTER

JAN-FEB-MARCH 2010

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HARRY TEAL AND HIS SONERAI ILS

One of the truths about experimental amateur-built airplanes is that they are all different, with each one taking on the wants, needs, and aspirations of its builder. This is certainly true of scratch-built airplanes like the Sonerai, and is particularly true of the Sonerai ILS that you see here. The most obvious difference with Harry's airplane is the P-51-style scoop mounted on the bottom of the fuselage. Harry has installed a 2180 VW with liquid-cooled heads from Great Plains Aircraft Supply, requiring the installation of a cooling radiator, thus the scoop.

Other, less obvious (at first glance) differences are the metallized fuselage, and the all-aluminum tail surfaces. The fuselage structure is a Greg Klemp-welded ILS fuselage to which Harry added light-weight formers, and the skin. The tail surfaces use RV-6 type construction and are fully balanced. The wings have Hoerner tips.

As this is written, the airplane has not yet flown, but has been taxi tested to 40 mph, and has shown no cooling problems so far.

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Chapter Meeting Weds. Feb. 3, 7:30pm

**Chapter Monthly Breakfast
Sat. Feb. 6, 8:00am
Dunn Airpark (X21)
Titusville, Fl**