



Carol Charvet, Ben's wife first ride in the new Pietenpol 04 28 10

EAA Chapter 866 Smilin 'Jack Newsletter

May 2010



April Breakfast

It all started before sunrise. Some of the crew was there to fire up the grills and start the bacon while others set up tables and chairs. By daylight everything was ready to go. The bean counter showed up and set up his podium and a couple of members got their airplanes out for display. Then it started, slowly at first building as the morning wore on. Then at about 8:30 hoards of Smilin Jack breakfast fans lined up from bean counters podium almost to the flight line. Pancakes and fried eggs were flying off of the grills. All of the tables were filled, planes were landing and sky divers grabbing a quick bite before going on their first mission. We fed 167 folks this fine Saturday morning. A good day and a good time was had by most!

April Meeting

VP Ben Charvet conducted the April meetin. There were 20 members and friends in attendance. Our new secretary, Gene McCoy had copies of the chapter roster that he continues to update. He asked us that if we see something in the roster that is not accurate or not flattering, submit a change to Gene. "A work in progress" says Gene.

Project reports; Curtis Langholz said that he's still drilling holes and installing rivets on his Murphy Rebel fuselage. It is now to the point where he has the firewall done and motor mounts installed. Les Boatwright said he made no progress On his RV this month. Kip Anderson is in the final stages of building his Sonex. He is finishing the cowling. Mark Oriza said that somehow the landing geeasr on his SE5 had been bent but he fixed stuff and it is flying again. Ben said that he strapped 200lb in the front seat of his Pietenpol to see how it will handle with a passenger in that seat. The tests went well and since he has flown off the 25 hrs and can now carry a passenger he has asked his wife to be the first to ride with him. He says she is always too busy to go flying. Member Ray Thomas said that this meeting night is the 63rd anniversary of his first solo. He still owns the J3 he soloed in 63 years ago. Amazing! Ray also announced that at the last QB meeting they toured the restoration facility at New Smyrna and the are restoring an A36 and a P51. The A 36 was the precursor to the P51.

Baby Ace Club?

There is a rugged experimental tail dragger airplane that has been regularly flown and is based at Dunn and has been for about 12 years. This airplane is the "Baby Ace presently owned by Ben Charvet and formerly owned by Bill Furnholm. Both of these guys had a ball with this plane! Ben recently completed his beautiful Pietenpol and flies it regularly. It's very difficult to keep two airplanes going so, he wants to sell the Baby Ace. This little steel tube frame fabric covered airplane with a clipped Piper Cub wing and a powerful Continental 75 hp engine (low time since MOH) is for sale !! It fits the ELSA category too! The price is very reasonable too. Wouldn't it make sense for a few people who are interested in staying in the flying game to form a Baby Ace ELSA Club and share this beautiful flying machine? I don't think you could keep flying for less money than it will take to do this. In my opinion, someone should step up and say "I'm interested, who else is?" Then get the ball rolling. It shouldn't be that hard to do. AOPA and EAA have great advice about forming these arrangements too. Just sayin!

Larry Gilbert

This Month's Flyin



April was a good month for me as Fancy has been acting nice and together we flew around 11 hrs. Time for another oil change already! Wanted to go to Sun n Fun with her but the days I wanted to fly there it was too windy and like Ben says sometimes discretion is the best part of valor. Or something like that. Went to X50 a couple of times and over to TICO once and just bored a lot of holes in the Florida skies with friends and wifey.

Typically we use the turf runways at Dunn just cause Fancy (and I) like to. Mickey keeps the grass in nice condition and mows so that there is distinction between the runway and the edges of the runway. The Airport authority recently made an effort to make the runway more identifiable from the air. When on final for either 04 or 22 depending on the lighting conditions it is hard to identify exactly where the runway actually is. The new markers don't make much difference and are a lot bulkier than the old ones because instead of one 2" PVC stake there are now a cluster of three with a white plate about 12' x 6 mounted across the three stakes. This makes striking one of them three times scarier than hitting just one of these because this much mass is likely to do a lot more damage than the single stake. Solution; aim straight when landing or risk a lot of damage if you stray from the center line. I've noticed that the problem of finding the runway is a lot harder for someone who is landing on 04/22 for the first time. Once you get used to using 04/22 it is easier because you just know where the runway is. Still, those of us in nose high tail dragger types while in the flare for a three point conventional landing are looking above the runway picking a point ahead and trying to keep the nose on that point to avoid exiting the runway. Throw in a strong crosswind it can be challenging!

Passenger NX866BC

Another milestone for Ben Charvet! His first passenger, Carol Charvet, his wife flew in the front seat of the recently completed Pietenpol. All of the hours had been flown off a few days before and April 28 when conditions were just right Ben flew around for a while himself and then called Carol and asked her to go for a ride with him. She gladly accepted and when they landed she said that it was a very enjoyable experience. I think Ben let her land the plane because I've never seen him do a better landing than that one.



ENERGY REQUIREMENTS FOR SPACE TRAVEL

The following was written by retired NASA Engineer Gene McCoy. Gene and chapter member Sam Beddingfield, an aeronautical engineer, who retired as Deputy Director of the Space Center worked together on the manned space program from the very beginning and were very involved in figuring out how to travel into space. Gene asked me to be sure and mention that Sam came up with the idea of stating the speed as miles per second so as to make this more understandable for us. .. Larry

President Obama and Senator Nelson have recently stated that NASA will begin the development of a heavy lift launch vehicle that will be needed for travel beyond Low Earth Orbit (LEO). With all due respect for great political minds, this is not the way to do it. For perspective let us look at some numbers and some simple logic:

>To insert a payload into LEO (Space Station Orbit) we must first lift it to about 250 miles above the earth. Think about hauling it up a mountain 45 times the height of Mount Everest (250miles/5.5 miles). Then it must be accelerated to a speed of

about 4.9 miles per second in a direction parallel to earth surface. In practice these two jobs overlap in time. This delivery to LEO is the major portion of the energy required to go anywhere in the solar system as further acceleration to a total speed of about 6.9 miles per second (earth gravity escape speed) will put it on a trajectory to Moon or Mars. From a propulsion perspective, Leo is very expensive and Mars is cheap! Everything man has ever delivered to LEO has required the throw away of a lot of very sophisticated, expensive, single use hardware. What is sorely needed by anyone and anything going to LEO or beyond is a reusable "Earth to LEO machine" or "Earth to LEO Shuttle". This was the original intent of our current Shuttle Program until the Carter administration budget cuts forced NASA to cancel the "Fly Back and Land" totally reusable first stage.

>We now have the technology to assemble very complicated stuff at LEO. Missions to Mars, other planets and asteroids should be delivered to LEO by reusable hardware, in relatively small pieces, assembled, and re-launched from LEO. The Obama/Nelson heavy lift vehicle is another high waste government make work program. (Gene McCoy – 25 April 2010)

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***Chapter Monthly Breakfast
Sat. May 1, 2010
Dunn Airpark
Titusville, Fl***

***Monthly Meeting
Weds. May 5, 2010
Bldg. 10 Dunn airpark
Titusville, Fl***



1955 Baby Ace For Sale

**Light Sport eligible, Continental A-75 with 320 SMOH,
COMPLETE PIETENPOL PROJECT FOR SALE
recent annual flown regularly. ~~\$7900~~ **\$7,250** trades?
Ben Charvet 961-5117**

Pietenpol **PRICE REDUCED!!!**

We have decided to sell our chapter project and this could be your lucky find! Stop in and see this beautifully crafted plane at our chapter building. May be seen by contacting Wayne Bullington (321 268 0382) or Ben Charvet (321 961 5117)

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