

EAA Chapter 866 Smilin Jack Newsletter June 2010



At our May meeting Ray Thomas was celebrating his eighty third birthday. Look at that cake provided by Donna. Loretta supplied home made ice cream and we had a little party.



also said that they've noticed this and remarked that maybe food and drink prices are unreasonable and the parking fee imposed last year makes this look more like just another event to make someone a lot of money.

May Meeting

The May 5 meeting was another enjoyable chapter function attended by 25 members and friends. Pres. Alberto started promptly at 7:30 with the pledge of allegiance to our flag. There was no new or old business discussed. Alberto told of his recent trip to New England with his father in Alberto's C172. They logged 3,200 miles on this trip and even did the Hudson River NYC excursion twice. Alberto said that even since the accident between the Helo and the fixed wing plane the procedure hasn't changed much and it is still a pure joy to do this. He said the trip was almost trouble free except for one thing. They smelled an unusual odor in the plane while flying it and Alberto recognized right away what it was, a compass fluid leak. He said that has a distinct odor and he experienced this once before in another plane. Sure enough a look at the compass and there it was, ridged with evidence of a fluid leak. Not a big problem!

Member Pete Burris – Meyers said that as a vendor this was his worst year ever at Sun N Fun. Attendance for this event is falling every year and this was very evident. Other members

Ben Charvet told the story of taking his wife flying as the first passenger in his recently completed Pietenpol.

Les Boatwright brought pictures of his RV 4 project to show the membership. He said he has built the fuel selector twice now. He said he has enough discarded parts to build another plane.

Kip Anderson said that he was designing an electric locking system for his Sonex canopy and while testing this he let the smoke out of some wires and has to study that one a little more. He is also still working on fitting the cowling around the engine.

Jim Morgan reported that he is working on the turtle deck of the RV6. (I've helped him drill some holes and have seen first hand the good craftsmanship in this project)

Pete Burris – Meyers said that he has sold his clipped wing Cub and now when he looks in the empty hanger where it was he gets an empty feeling and wishes he had it back.

Harry Teal said that he has rec'd the airworthiness cert. for his Sonerai and has been doing high speed taxi testing. Next step high speed taxi into the flight regime!

May Breakfast!

What a time it was! Over 30 planes visited our airport and the pilots and passengers really seemed to enjoy themselves.

Greg Smith who manages the planes once on the ground was without his assistant for the May breakfast and must have been overwhelmed at times with all of that traffic. The fact that Greg is out there doing this great job is rarely mentioned.

No one gave me a count on the number of people we served but it seemed like a lot. Probably around 150 or so.

A good time was had by most!

THREE DAY PASS

By mark Oriza!

OUI LA LA! A trip to Paris, or paradise city! I don't know how I lucked out, but the C.O. said someone had to fly to the rear area and get a look at the latest equipment being demo'd at the Paris air show – and that someone was me! Maybe I had been looking a bit scruffy, but I soon spit and polished up. The ground crew did a bang up job on Sally – my SE-5A was straining against her chocks ready to go. Together we left X-21 at the crack of dawn on the 16th. APR. for a long leg to Chalet Suzeanne.

The weather was smooth and a steady tail wind pushed me further and further from the sound of the big guns. My early fears of getting jumped by some early bird enemy soon disappeared. Not that I'm afraid to fight mind you – its just the way Sally was loaded down she wasn't actually in fighting trim with all the extra gear aboard. I located Bok tower easy enough, but for some reason could not find X-25. Despite having landed there three times before! Not to worry Lake Wales stood out like a beacon and I soon settled down to a rather smooth landing there. Sally was thirsty taking 4 whole gallons!

In like a ghost and out the same way we climbed over Bartow and started picking up a fair bit of traffic. With all the planes buzzing about I was wondering just who was patrolling over our P.B.I.s back in the trenches. LAL was busy, but I never felt crowded or overly taxed keeping an eye out for the other guy. I guess our pancake scrambles at DUNN have the added benefit of sharpening our see and be seen skills to a fine pitch. Down at LAL and an easy taxi into Paris or paradise city if you catch my drift.

No sooner was Sally securely tied down then who should appear, why none other than Ron Thorstad an official Air Hog Trike driver, and Jim Nordbie that Pterodactyl terror – they always keeps the Huns guessing. With comrades in arms like these I was ready to storm the Bastille! Still wiping the two stroke out of my eyes we stumbled on to a photo shoot with one of Paris's finest young ladies posing quite provocatively over the nose of some monoplane. If you don't believe me then ask to see Jim's pictures. He easily used up half his film trying to get pictures of that most pretty little bird.

Like true pilots we made a beeline for the bar. Ron found a perfect nook that allowed a fine view of two of the most enchanting beer providing ladies that ever served suds. Thanks to my keen attention to detail that flying demands I soon spotted a pair of tattoos that just peeked out of the top of the more shapely of the two's rearside. (Always check their six!). I'd tell more except at heart I'm a gentleman. If you don't believe me then ask to see Jim's pictures as he easily used up the rest of his film right there, and it wasn't wasted!

Nicely relaxed we actually looked at airplanes, and there was plenty to see. First Jim disappeared probably telling some bird that his camera wasn't empty. Then Ron and I went separate ways there certainly were a lot of distractions about. I wandered back to Sally, set up camp, and watched some great flying.

Saturday was calm and a promise of great flying was in the air. Over 30 hot air balloons launched to keep a watchful eye on the other side. I decamped, stowed gear, and gave Sally a good look over. As always she is one tough little bird and I felt great climbing aboard. For some strange reason I was eager to get going. Maybe I was afraid if I stayed in the rear area too long – I'd miss the war, or it would miss me. Either way I wanted to fly "home". After some PR stuff with ABC news I got the wave from the ground controllers and soon had my tail up. We climbed hard to clear Bartows type D airspace. Unfortunately the upper level winds were not in the least helpful. In fact they were down right in my face.

My forward progress was a crawl. Directly over BOW I could just spot X25 just 15 miles more. Some rough math told me I could make it. The same math said I would not have anything like a 30 minute reserve in fuel when I got there. The urge to push on was strong. Looking at 4 empty runways and a fuel storage facility - just waiting to be tapped – was stronger. I swung down and made an unofficial landing and taxied to the fuel depot. Expecting to get royally chewed out by the C.O. I explained my rationale for intruding and was treated most civilly by all involved. The tower approved my midfield departure request, and fully fueled up I hopped quite successfully to that formerly elusive Chalet Suzeanne.

Sally's battery was indicating a low voltage so I requested a boost and a charger was soon found and plugged in. Suddenly I found myself with a lot of free time on my hands. So I indulged in the Chalet's most famous breakfast. If there is a place untouched by war it is there at X25. I enjoyed the hospitality of

Eric the property owner and dozed very comfortably in a shaded garden while my SE-5A's battery was stuffed with extra electrons.

Several hours before sunset – I finally climbed once more into my trusty steed and spurred her onward. A long low flight through one minor misting of a rain shower was all we had to contend with. That and a much milder headwind meant we arrived at X21 one hour and twenty minutes after take off. Sally performed outstandingly and I thanked her for giving me such a sweet ride. If you haven't flown to Lakeland - yet – you should seriously put it on your bucket list and DO IT!

Be careful up there! Mark Oriza

SHORT FINAL

This was g leaned (stolen) from an Avweb article

Years ago, my co-pilot and I were flying a Beech 90 at FL220 and encountered moderate icing. ATC granted our request for FL240, where we found lighter ice, but we decided to try FL200 in an attempt to exit the icing. The icing was again moderate at FL200. FL180 was not available due to the altimeter setting, and we did not have quick-donning oxygen masks to go above FL250, so we decided that the light icing at FL240 was our best option. My co-pilot prepared to radio the tower:

Me:

"The controller is going to be mad at you if you ask him to go back to where we were."

Co-Pilot:

"No, he won't be mad at me."

[Co-pilot calls ATC.]

Co-Pilot:

"Tower, the captain wants to go back to 240."

Is It Just Me?

Fancy and I have been making longer take off and landing runs and the ground speed seems higher making it look a little different and harder to keep going straight when on the ground. Is it just me or does the fact that density alt is hovering near 2,000' these days have something to do with it? Just asking you other tail dragger drivers! Let me know what you think.

Larry



Another Fly-in Breakfast Every Third Sat.

On Sat. May 15 Loretta and I arrived at Dunn Airpark with nothing particular in mind about what we were doing that day. Another Sat. at the airport just hangin out with Dunn pilots probably. One of the pilots stopped at our hangar and said that he was on his way to Cedar Knoll Airport to a fly-in breakfast. Cedar Knoll? Loretta and I decided that sounded like fun., you know a breakfast event where we weren't involved with cooking and serving and would actually be able to check out the fly-in aircraft. Oh yeah, Cedar Knoll, that's the airport where the Sanford class C airspace goes down to 700' instead of to the surface to accommodate this airport. I never had occasion to go there before and nipping at the edges of class C makes me a little uncomfortable but the lure was there and we strapped 'Fancy on and headed over there. Twenty minutes of flying got us there but, because we had to be below 700' and the runway is obscured by trees, we didn't see it until we were almost on top of it. What we found was a beautifully manicured 3,000'+ turf runway. (36/18) We landed and parked and then walked over to the nice facility where the breakfast was served. Food! There was scrambled eggs, ham, bacon,, sausage, grits, gravy, biscuits, Danish pastries, blueberry pancakes. Just help yourself and take what you want. They have a jar for donations with \$8.00 as the suggested amount. They also have soft drinks, OJ, and coffee. There were at least 20 planes that flew in. I saw everything from trikes, gyro copters to a T6 Texan. Our little Citabria really liked the place too! Loretta and I spent about an hour and a half there and then flew out. Twenty minutes and we were back at Dunn. Very satisfying!

Chapter officers

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For Sale

Chapter 866 Pietenpol project..... This is a first class nearly complete project just about everything you need to finish this is included. About the only major part missing is the engine. Contact Ben Charvet bcharvet@bellsouth.net

Chapter Meeting 7:30pm

Weds. June 2, 2010

Bldg. 10 Dunn Airpark

Titusville, Fl 32796

Monthly Breakfast

Sat. June 5, 2010, 8:00 – 10:30am

Dunn Airpark (X21)

Titusville, Fl 32796