



### *June Meeting*

Meeting was brought to order promptly at 7:30pm with the pledge to our flag.

Pres Alberto announced that the chapter awards and certificates had finally arrived after being hung up in the USPS for 6 months. He decided to present these at the meeting. Awards were presented to Larry Bierman for surviving the year 2009 with enough money for another chapter party. Ben Charvet was awarded with a certificate for his service as VP.

Larry Gilbert awarded a certificate for not being fired as newsletter editor for the year. Jerry Russell and Gil Jones awarded certificates for their services as tech counselors. Larry Gilbert got an award for Y-E co ordinator. Alberto presented himself the certificate of appreciation for his service as President of the year 2009.

Alberto told a story about a bill he rec'd for landing at Hanscom Field in Massachusetts on his last trip to New England. He said he did not land there. The govt. figured he had landed somewhere and since last time they talked to him he

was near that airport to they decided to issue the landing fine from there. Alberto said "I ain't paying it!"

Ben Charvet announced that he had sold the Baby Ace to a man in N.C. The man has called several times to tell Ben how much fun he's having with the plane.

Sec'y Gene McCoy announced that the chapter roster is a lively document now.

The program was a safety presentation about communications at non controlled airports. This prompted a lively discussion about the radio communications that occur around Dunn Airpark. Interesting!

We couldn't wait to get the meeting over with so we could get some of Loretta's home made ice cream with cake and strawberries. There was 19 of us at the meeting.

## *June Breakfast*

We started early again with Loretta and Larry arriving at about 6:00am to fire the grills (no explosions this time) and get the hot food containers connected to electrical power. Stu Sammis showed about 6:15 and started setting up tables and chairs. Ray and Donna and Gil and Claire showed bright and early too. Claire was put in charge of money and collecting for the breakfast. By 8:00am egg shells were flying everywhere as Ray was trying to keep up with demand. Gil was cooking bacon 10 lbs at a time and ythe pancake operation was cranking out the hotcakes. Donna and Loretta were serving the biscuits and gravy and home made pastries. The turnout for this was good. Twenty or so aircraft flew in and we served 130 breakfasts, according to Claire. A good time was had by most.

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

### **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.)

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

*Another Fly -in Breakfast* June 19 at around 8:00am several Dunn Patrol /C866 members gathered at Dunn to head out to far away places for breakfast. Gil Jones had already done his pre flight on his Adventura and Ben was looking over the Pietenpol when Loretta and I showed to get 'Fancy out of the barn. We had some discussion about the correct frequency to use when we arrive there. I had been told that the right freq. to use is 122.9 the last time I was there but. The website says 122.8 is the one to use. We decided to monitor 122.9. Gil asked how fast "fancy is and I told him that we cruise about 100mph. He said that he'd better get going then cause he wasn't quite that fast so, he left for Cedar Knoll. Ben had changed his mind about going to Cedar Knoll and said he was going to fly down to the Valkaria breakfast this day so he propped his Pietenpol and then departed. Loretta and I started our plane and took off for Cedar Knoll which is about 20 miles as the Citabria flies to the Northwest. About half way across Lake Harney tuned to 122.9 and heard a Cessna using that freq to land at Cedar Knoll so I felt good about using this freq. Somewhere out there we had passed Gil and the Adventura and arrived about mid field for a downwind to land on 36. Shortly thereafter we heard Gil announce his downwind and he landed right after we did. Dan Hillman was already there and eating when we arrived. Curtis Langholz was there also. They had driven in. We got our food and were all sitting at the table when small arms fire broke out on the East side of the runway! It was time to leave!! One after another the fly-in planes departed. A Stinson took off followed by a C140 and a Luscombe. Then the gyros sped away. Gil Jones in the Adventura made a stealthy take off then Loretta and I departed with 'Fancy. Oh. The small arms fire, several people were shooting clay pigeons and a boy was firing a 22 rifle off of the East side of the runway. This is a fun event!

They invented wheelbarrows to teach FAA inspectors to walk

## *Dry Run*

*Larry Gilbert*

One Saturday during the month Ben Charvet pulled his plane out and said he was going over to see if he could locate the Cedar Knoll airport. We had talked previously about flying over there with Fancy just to familiarize him with the place. You see, this airport is located below a very small sector of class C airspace that has a 700' floor. No 1000' traffic pattern here! The airport is surrounded by trees which are 70'+ tall and this makes it impossible to see until you are right on top of it. Immediately on the West side of the airport, the class C airspace starts at the surface because you are only about 2 miles from the end of the runways at Orlando/Sanford International. So, we don't plan to overfly the airport to find out where the runway is.

Ben and I talked about and decided we'd both fly over, Ben with his Pietenpol and me with Fancy and we'd land there. We

would rendezvous over Lake Harney and then he'd follow me to the airport with his plane. This worked out well and I landed 1<sup>st</sup> and tried to taxi fast on the remaining runway to allow plenty of room for Ben to land the Pietenpol. As I was pulling off the runway Ben announced on the radio that he was aborting the landing and instead was heading to New Smyrna. I was so disappointed that I didn't answer him. Well, he changed his mind and turned back and did a downwind leg close enough to the runway that he could see it and proceeded to make a beautiful landing on the 3,600' runway with about 3,000' to spare! The airport owner Bill Lowry came out to greet us and we had a nice conversation with him. He is an interesting person and he's building a Murphy Rebel and has a souped up C182 (IO470 engine) there. Coming home, Ben took off first and was above the trees before he was halfway down the strip. I took off and caught up with him near Lake Harney watched him do the low and slow thing over alligator country out there on the St. Johns river. After he landed he stopped at our hangar

he told Jerry and me that "that was a hoot, and was like landing in a tunnel with all those trees." Fun!



Fancy at Cedar Knoll

*Chapter officers*

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***Monthly Breakfast***

***Sat. July 3, 2010, 8:00 – 10:30am***

***Dunn Airpark (X21)***

***Titusville, Fl 32796 Chapter Meeting 7:30pm***

***Weds. July 7, 2010***

***Bldg. 10 Dunn Airpark***

***Titusville, Fl 32796***

***Mostly finished Pietenpol for sale contact Ben Charvet***

***321 267 6262***

# Longtime dream of flying now a reality in an experimental aircraft

BY GEORGE WHITE

Building and flying a small aircraft had always been a dream deferred in Ben Charvet's childhood household, but when his father turned ill, he started aiming toward the sky.

Charvet, of Mims, a pharmacist at Parrish Medical Center in Titusville, now flies regularly in his home-built plane. He also serves as vice president of the 50-member Chapter 866 of the Experimental Aircraft Association.

"I grew up building model airplanes with my dad because he always had an interest in aviation, but he was never allowed to fly. Once he was diagnosed, I started building. He got to see the fuselage built. He would have really loved to have seen it fly. This is very much like the balsawood models you build, but on a much grander scale," Charvet said.

Based on a 1929 design, Charvet took more than five years to build a fabric-covered top-wing plane called a Pietenpol Aircamper. Weighing 700 pounds, its top speed is about 75 mph. Her first flight was Feb. 19, 2010.

"Experimental aircraft have to be built with the builder doing more than 51 percent. You can have friends do it, but you can't have commercial support. Only 10 percent of plans-built aircraft are completed by the first person that starts building them. I didn't farm anything out. I learned how to weld, I fine-tuned my carpentry skills, I learned how to work with metal and cover the frame with fabric," he said. "The nice thing about build-



SENIOR LIFE George White

*Ben Charvet flies the Pietenpol Aircamper he built following plans based on a 1929 design. Titusville, Fla. May 2010.*

ing an aircraft from plans is you don't ever have to put out a whole lot of money at one time. You're buying just enough stuff to work the next month and that can keep you busy enough to keep going. It's a very creative process to build from plans. I spent more time thinking about what I was going to do than doing it. There's no step-by-step instruction. It just shows you what it's supposed to look like."

Charvet doesn't like to talk about the total cost of the plane, but it is less than purchasing a plane new from the factory, not counting the time spent in construction.

"I did not keep track of how many hours I put into it. It's a very fulfilling process when you get finished," he said.

His hard work paid off.

"I picked the design for the type of flying I was going to

do: slow and low, just take off and sightsee. I usually go up to New Smyrna Beach and maybe back down on the St. Johns River flying somewhere between 500 and 1,500 feet," he said.

Regulations required him to fly it 25 hours before he could carry a passenger but now he's had his wife up three times.

"When you spend five and half years building something, you sure hope you're going to enjoy flying it and I've been very pleased with it," he said.

EAA Chapter 866 meets at 7:30 p.m. the first Wednesdays in Building 10 at Dunn Airpark in Titusville. The club also holds a pancake breakfast from 7:30 a.m. to 10 a.m. first Saturdays with about 30 visiting aircraft. For more information, visit [www.eaa-chapter-866.org](http://www.eaa-chapter-866.org). &

JUNE 2010 • SENIOR LIFE





**Jerry Russell Flashes the famous Pietenpol Smile after his ride with Ben**