

EAA Chapter 866 Smilin Jack Newsletter



August 2010

Chapter Meeting

Twenty three members and friends attended the July meeting. Pres Alberto called for a treasurers report nad Larry Bierman informed us that we have slightly less than \$10,000 in our treasury. This prompted a discussion about maybe we have too much money and that we could possibly put it to some good use. Alberto suggested that we might offer a scholarship to help sponsor a young person to become a pilot. Someone else suggested that we buy tools to have for any member to use on his project. Curtis suggested a kegerator for parties. ?? Kip suggested that we buy a chair dolly for moving and storing chairs at our breakfasts. Gene McCoy suggested that we buy gold, because at the way things are going that money we have isn't going to buy anything pretty soon. Another member questioned why we want to spend the money. We made no decisions about this.

Project reports: Curtis has attached the wings on his Rebel project and says it looks something like an airplane, finally. Jim Morgan had to add 1/4" bend to the rool bar for his RV6. He tried bending with ratcheting tie down straps and having some of his heavy friends apply pressure to bend this. Didn't work! He purchased a havy duty pipe bender to do this. Kip said he may have to re do his cowling for the Sonex he's building because there's no room for his landing light. Bill Bilsky has built a jig to build the motor mounts for the turbine he is installing in his helicopter. Harry Teal FIRST FLIGHT in the Soneri and he had video to prove it. He had a test pilot make the first flight and reported that some minor adjustments had to be done to the controls. The test flights took place in Deland where the plane is based. He has flown it himself several times since the initial test flight. Says he'll bring it to the breakfast next month..Maybe. Meeting endedd with refreshments served by Loretta. Ice cream (home made), strawberries, and cake.

Monthly Breakfast – July

We managed another successful first Sat. breakfast once again this month. We started early as usual setting up at around 6 am. By 8:00 we are ready and willing to serve! New egg cooker!! Who knew that lurking in the ranks of chapter 866 there was an expert egg chef. Yep, Curtis Langholz stepped up to the grill with the special silver spatula and cranked out custom cooked eggs till 10:30 or so. Along side Curtis, Gil Jones deftly and artistically managed the bacon and sausage frying. While he works, over and over he says, “you can’t cook too much bacon.” This may come as a result of the training he received from Ray Thomas. Ray and Donna are in sunny Michigan for the summer. The set and tear down of the tables and chairs was handled well by our crew too. We received quite a number of compliments from the eaters! Keith Phillips, who flew in from Spruce Creek, as he was walking back out to his plane said, “ good job, you guys are the best!” Quite a compliment for a guy who flies to breakfast somewhere almost every Saturday of the year.

Cedar Knoll Fly-In Breakfast

July 17 was the breakfast at the Cedar Knoll Airport near Geneva, Fl. Loretta and I took Fancy over there for breakfast. The air temperature was in the mid 90s (den. Alt at Dunn 1,900’) When we were half way there we tuned 122.8 which is the freq. they use there and heard several calls with position reports from planes flying in. The fact that there was more traffic than usual made me a little anxious because the airport is down between tall trees and can be hard to spot. We had been in several times and felt it safer to enter the pattern on the base leg and get down quickly. That worked fine and we didn’t inconvenience any of the rest of the arriving planes. It was after 9:00am and it appeared that there were as many as 30 planes in there. We parked and walked up to the serving area and met Dan and June Hillman there. We ate and I decided to look at airplanes. An AT6 from Kissimmee was there and at least one twin. Mostly it is a lot of tail draggers with a respectable amount of nose draggers and rotor craft. Nice breakfast and nice amount of interesting planes.



Chapter officers

President	Vice President	Secretary	Treasurer	Newsletter
Alberto Silva	Ben Charvet	Gene McCoy	Larry Bierman	Larry Gilbert
173 Windsong Way	3384 Lionel Rd	523 Bahama Dr	4570 US 1	2002 Malinda Lane
Titusville, Fl 32780	Mims, Fl 32754	Indian Harbor Bch, Fl 32937	Mims, Fl 32754	Titusville, Fl 32796
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silva500@yahoo.com	bcharvet@bellsouth.net	hemccoy@earthlink.net	nanlarbie@bellsouth.net	gillcfi@aol.com

Member Projects



Gene McCoy found a way to share his hgr with another Kolb



Don Garrison with his RV8



Curtis Langholz and Murphy Rebel



This Months Flying (Fancy)

Awaiting transplants

We were having a real good time flying Fancy around three or four times a week till one morning when we taxied out to 15 at Dunn and completed the pre takeoff list. After bringing the power back to idle we noticed a slight lope to the engine and since it was a little windy we attributed this to the wind blowing through the prop at an angle. We announced that we were departing 15 and taxied into position and with the prop into the wind, there was still this little lope. We decided to check this out before flying and taxied back to the hangar. Gene Day who is the master mechanic around Dunn told me to pull the bottom spark plugs and observe them. The second plug we pulled out of #3 cylinder didn't look very good so Gene said he'd do a differential compression check. We did this and #3 was down to around 20/80. Not good! Gene said pull that cylinder off and take it to Don George in Orlando and see what he says about it. Don George tested it and said "for one thing the rings are worn out and the intake valve is leaking also." Since the cylinder had been bored to +10 a ring set alone was \$700. and refurbishing the cylinder would bring the total for that to about \$1000.00. Since the rings on that piston are worn and the compressions on the other three is going down I decided to replace all of the cylinders. (ouch!!) Long story short Fancy is in intensive care for a while. We have the new jugs and are in the process of installing these now.



**Eddie Thompson, Dunn Airpark all around good guy was killed July 4, 2010 in the helicopter he built and learned to fly.
We are missing him!**

***Chapter Meeting 7:30pm
Weds. Aug 4, 2010
Bldg. 10 Dunn Airpark
Titusville, Fl 32796***

***Monthly Breakfast
Sat. Aug 7, 2010, 8:00 – 10:30am
Dunn Airpark (X21)***

***Mostly finished Pietenpol for sale contact Ben Charvet
321 267 6262***