

EAA Chapt. 866 Smilin Jack Newsletter



Ben Charvet, Bill Furnholm w/Ben's
Pietenpol

October 2010

Sept. Meeting

There were 22 members and friends at this meeting. VP Ben Charvet presided over the meeting. The main discussion was about our up coming Young Eagles event. It seems that we have enough airplanes and pilots and ground crew to do this too. The local CAP squadron of cadets has volunteered to help with line safety on this day also. A more lengthy and detailed discussion will be held at our October meeting.

Project progress reports: Curtis Langholz said that he hasn't been working on the Rebel due to the high temperatures lately. Harry Teal still tweaking the flight characteristics of his VW powered Sonerai. He said it has a tendency to go right and down so some minor adjustments have to be made. Ben Charvet said he has taken the Niupoet project home to work on and has built a new rudder. Bruce Hotz as usual had something different. He found a leather couch along side of the road so he stopped and picked it up and took it home to strip the leather from it. There are many uses for leather on a homebuilt project

and not just for upholstery he said. He's right! He also showed us a fuel tank that he built from a tomato juice can. I think this was for his weed whacker motor that he is using for an engine on his little fishing boat. Interesting!

The meeting adjourned around midnight after refreshments (ice cream, strawberries, and cake) provided by the lovely Loretta.

Sept. Breakfast

About 150 people were served at the Sept. 2nd breakfast. Pretty good turnout for a hot summer day. Loretta and Donna made some delightful treats as well as our regular staples, grits, gravy, and biscuits. They served this stuff inside bdg 10 so we could set up more tables in the shade outside. This seemed to make a big difference because more people didn't have to sit in the hot sun and eat. The grills were manned by Ben Charvet, Ray Thomas, and Larry. That operation is fun to watch. Larry

Bierman collected the cash at his usual station. A good time was had by most!

Young Eagle Event

October 23 is the scheduled Young Eagle event for our chapter. We have rec'd the necessary forms and certificates and have people in place to make this happen. Biggest item is getting some kids to take the rides. We have enough planes and pilots to fly 30 to 50 kids on this morning so, get us some customers. IT'S FREE!!

This Month's Flying

By Larry Gilbert

Fancy has 14hrs on the new cylinders and all seems well with her. Several of my friends have been up with me just kickin around the patch more or less. I can feel the difference in power on take off and in climb and my imagination tells me we're faster now too. It must be imagination because at the same cruise rpm settings I don't see how it's possible that we go any faster. Right? Each revolution of the prop can only screw us through the air so far the way I see it. Am I wrong?? Splain it to me if you think I'm wrong.

Golden Eagles Flights

By Ben Charvet

The Young Eagles program has been around in the EAA for quite a few years, and does a great job of promoting aviation to the next generation. In fact our chapter has an event planned for October 23, with several of our more active pilots providing the flight.

In my hanging out in the chapter and in various hangars in the past 5 or 6 years I've noticed that although I'll soon turn 56 years old, I'm still one of the younger members of the chapter. A few years ago I got to thinking about some of our more seasoned members, who for one reason or another aren't flying anymore. At the time I was flying a single seat Baby Ace and was unable to take passengers. With the completion of my Pietenpol this year I'm now able to take passengers, and have given a few "Golden Eagle" flights.

I'm not sure if Jerry Russell is old enough to qualify as a "Golden" eagle, but he hadn't been flying in a while and we went up in the Pietenpol. He was actually my second passenger ever, with my wife being the first. Jerry has been a great help, both as a technical counselor on the Pietenpol, and with maintenance

and inspections on the Baby Ace.



The second Golden Eagle was my mother.



When I started building the Pietenpol she was not too thrilled that I would be flying around in something I built. My father told her back then not to worry because she'd probably never live to see it fly. Well, she is still going strong at 76, and she climbed into the Piet just like a teenager. Larry gave me a prop, and off we went. I hadn't flown with mom since the 80's and that was in a 152. We flew up over New Smyrna Beach at an altitude of around 600 ft at my blistering cruise speed of 65 mph. After a so-so landing on runway 22 she said she was "ready to go again"



Pietenpol Aircamper NX866BC
"Low and slow since 1929"



Overheard in *IFR Magazine's* "On the Air"

I heard this on the air between a Bonanza and Kansas City Center:

Center:

"Bonanza One Alpha Bravo, turn right 20 degrees, vector for MOA."

Bonanza:

"Sorry. I didn't know it was hot tonight. How low does it go? Maybe I could just go under it."

Center:

"Well, it's a military bombing range. If they drop one, I guess it will go all the way to the ground."

Bill Furnholm has been one of my mentors since I bought his Baby Ace nearly 4 years ago. He taught me how to hand-prop a small continental, and gave me lots of pointers on the taming of a tail dragger. Climbing into the front seat of my Pietenpol isn't easy. There is only 23 inches of clearance between the sides of the cockpit and the bottom of the wing, and there is no door. It took the help of Larry Gilbert and Gil Jones to get him strapped in. The Pietenpol was designed in 1929, which makes the design 81 years old. As it happens Bill is 81 years old too! He wanted to fly out over the St. Johns River. As we approached, he told me it reminded him of his flying as a forward air controller in Viet Nam. Bill had quite a military career, serving on the submarine Nautilus during the first under the pole crossing, as a pilot, and serving on a fast-boat in Viet Nam. I considered it an honor to take him up in my little Pietenpol.



I'm sure that Young Eagles will be fun, and I'm looking forward to my first event as a pilot. For one thing they weigh a lot less than a Golden Eagle (I have a 200 pound passenger limit). They probably fit into my cramped passenger seat better too. I have been flying solo for 3 years, so taking any passenger is a lot of fun for me. Those of you with airplanes, next time you are going to a pancake breakfast, or just up sightseeing, think about how much joy that empty seat could give someone.

Ben Charvet

Volunteer Needed

We need someone to see that the propane bottles are fill prior to our monthly breakfasts. See me if you're willing.

Larry

Chapter Breakfast

Sat. Oct 2, 2010

8:00am – 10:30

Bldg. 10 Dunn Airpark

Titusville, Fl

Chapter Meeting

Weds. Oct. 6, 7:30pm

Bldg. 10 Meeting room

Dunn Airpark

Titusville, Fl

Young Eagle Rally

Sat. Oct 23, 2010

8:00am till it's over

Bldg. 10 Dunn Airpark

Titusville, Fl