

# *EAA Chapter 866 Smilin Jack Newsletter*

December 2010



People gather to admire Ben's Pietenpol at the annual Winter Haven Fly-in Nov 13th

## *November Meeting*

The meeting was presided over by VP Ben Charvet, he brought the meeting to order promptly at 7:30pm with the recitation of the pledge to the American flag. There were 19 people in attendance for the November meeting. We had two visitors, Brad Jones from Blue Ridge Airpark and Don White who is president of the Merritt Island chapter of EAA. Don announced that they were having a Y-E day on Nov. 20 and the annual Toys for Tots fly-in is scheduled for Dec. 11.

We talked about the annual Winter Party to be held in January 2011. The venue we had last year was popular so we decided that we'd look into using the Royal Oak Country Club again. Someone made a suggestion that we have no live entertainment this year and if we want to dance we'll have some canned music to dance by. In lieu of the traditional live entertainment we'll be holding a watermelon seed spitting contest at the swimming pool.

Member Curtis Langholz said he stopped at the TICO admin. Bldg. to pay his hangar rent and Mr. Michael Powell invited him

into his office for a conversation. He said Mr. Powell informed him of intentions to make repairs on building 10, our chapter meeting room, The authority has plans to repair/replace any rotted wood and make sure that the roof is sound and not leaking. Curtis asked if we could make our own improvements such as painting etc. Mr Powell said that is OK to do too.

Member Ray Thomas, premiere flight instructor gave a talk on flight reviews and things we as pilots should be doing to keep ourselves safe while flying. Ray said that we should practice our flying skills and not just bore holes in the sky. We should be practicing stalls including crossed control stalls as well as side and forward slips. He had just read an article in a magazine about stall spin accidents that involve a lot of experimental airplanes and that practice about what to do to prevent the stall/spin is good.

**Project reports:**

Curtis, no progress to report on about his Murphy Rebel.

Kip has the electric locks working for his Sonex canopy. Says the drill motors are very powerful. He has these hooked up on the bench and the wiring looks like a spider web. He will have remote unlock with a switch operation as well as a manual way to open the canopy. He is getting ready to paint his plane also.

Les RV4 working on a prop shaft extension to move the prop forward so the cowling can be more streamlined. He said he is having fun making and locating the battery box also.

Ben says that he is about 2 yrs away from completing his Nieuport 11.

Donna Thomas provided some delicious desserts and a good time was had by most.

## *November Breakfast*

Windy and cold on Nov. 6 in Florida? It sure was and as a result the breakfast was not as well attended as usual. The temps were in the 40s and a pretty strong wind out of the North. In order to get the pancake grill hot enough to cook pancakes we had to wheel it inside. Once out of the wind it worked quite well. Steve Miller and Ray manned the bacon and egg cooking operation, Larry did pancakes and Loretta and Donna worked the serving line. We managed to do 50 or 60 breakfasts and everyone was able to find a table inside and out of the wind. Surprisingly, there were several airplanes flown in. Another successful morning!

## *December is Chapter Officers Election*

It might be a really good meeting to attend this Weds. Dec. 1<sup>st</sup> because elections will be held and if you ain't there you could be nominated and elected as the new chapter disgronificator for the next couple of years.

## *Big Winter Party!!*

Yep, Jan 22, 2011 is the date for our annual awards party. Keep that date open cause it's going to be a fun time at the Royal Oaks Country Club this year.



## *Winter Haven Annual Fly-in*

Nov. 13 was the annual fly-in at winter Haven and two of the Dunn Patrol airplanes made it there. Ben and Carol Charvet arrived in style in their classy Pietenpol and Loretta and I flew Fancy over there too. There were a number of planes there that regularly fly in to our monthly breakfast also.

Loretta and I got to Dunn Airpark at around 7:30 am and were kind of expecting to see Ben and Carol there at that time too. They were a little smarter and decided that since the main event at GIF is lunch, why get there at 8:30? My thinking was to get there early and beat the traffic. That part worked out well because we were the second plane to land for the fly-in and it was only 8:45. They had coffee and doughnuts waiting for us to snack on so, we spent 5 minutes drinking coffee and eating a doughnut and the flight line had two planes on it and one of them was ours. It was kind of chilly and Loretta climbed back in the plane and closed the door to get warm while I watched the landing planes come in. By 10:00 the traffic pattern had a steady flow to rwy 5 and a very interesting variety of airplanes arrived. The \$5.00 lunch was worth at least \$10.00 and was mostly home made stuff. Eating is done on picnic tables. While we were eating with Dan and June Hillman two other couples showed up and sat with us. Sitting next to me was Betty Williston and her husband Everett. We were exchanging flying stories and we were very impressed with the stories Betty was telling. She said she ran an airport and towed gliders and also was a glider pilot and holds many records here in Florida for distance and endurance in gliders. When we finally got around to telling them where we were from Titusville Betty asked, "which airport?" When we told her Dunn she said "that's the airport I ran for Taylor Dunn many years ago." She said that Everett and she had a rather large hangar and said it was made largely of early space surplus.

The weather flying back to Dunn was gorgeous and my passenger fell asleep on the way home. I drank in the scenery at 1,500' as we crossed the earth at a blistering 100mph! Couple of miles out of Dunn we passed Ben and Carol in their Pietenpol. A beautiful sight! Pretty good wind blowing out of 070 (13k) according to Mr.AWOS and this made for a nice slow landing on runway 4 at Dunn. As we were exiting the runway Ben announced short final for 4 and he taxied in right behind us. We pushed the faithful flyin machines in the barn and headed home. **Has anyone else noticed the 67 missing pine trees rwy 4?** Life is good!

## *Really Good Advice!*

*The following article was forwarded to me by Ben Charvet and is advice given by a Pietenpol builder to other Piet. Builders. Hope you enjoy this article as much as I do.*

*The ed. lg*

--> Pietenpol-List message posted by: "Cuy, Michael D. (GRC-RXD0)[ASRC AEROSPACE CORP]"

Hello Kim and thanks for speaking up and posting after reading our postings over the past year.

For me there were several stages I went thru during the building process and preconceived notions I had upon going into it that I'll try to relate as they come to mind.

1) Building an airplane isn't for everyone. We have some Phd researchers here where I work than understand nanotechnology almost to sub-atomic levels yet I wouldn't let some of them even try to help me duct tape two pieces of wood together because they just don't have a mechanical mind or hands.

2)When you get frustrated, take a break, step back, do some



doodling, sketch out some of your ideas, read the Tony Bingelis books (if you don't buy them I will push pins into some voodoo doll:) (thanks for mentioning those books Jack Phillips--you're right !) and take your time.

3) Don't overthink things. Just buy aircraft grade wood, glue, 4130 steel, and real AN hardware. If you must substitute non-aircraft grade materials really make sure you're not doing it on something super critical like your wing strut attachment bolts or propeller bolts.

4) Every time you try to go cheap or cut corners, think of who you might kill because you needed to save \$25 that week. Just wait until you have enough money to buy something you know is of good quality.

5) Being thrifty is a great thing about homebuilding-- do scrounge, do look for discarded project wood bundles, instruments, hardware, and used motors, wheels, and brakes but don't pull a Sanford and Son if only for the Young Eagle rides you might give or that ride to your loving wife or children.

6) Some like to pontificate, yack, do multi-year research projects on exactly what is the best widget to use to glue a gusset to a capstrip and some like to build a good solid to-the-plans airplane and enjoy flying it. Every day you waste reinventing the wheel is that many more days you don't have on this earth to enjoy flying your completed airplane. If you're a thinker and love to do that kind of research, have at it, enjoy it, and you'll learn more than any of the rest of us and I'd love to be the one to listen to hear what you've learned but if you want to build, finish, and enjoy flying it, all the power to your type of personality as well. Both types are ALWAYS welcomed here. We are all different and whatever suites you best--you do it.

7) don't listen to old wives tales about construction techniques. Unless you're talking with an A&P mechanic, a guy or gal who has actually built and flown an airplane successfully, or someone that you really trust who has outstanding aircraft knowledge, just believe what methods and techniques for building that are contained in the Tony Bingelis books. I believe that Tony built and flew 7 airplanes over his lifetime and his books were the final word for me, the bible if you will of helping me make my decisions when I got wishy-washy unsure and conflicting answers to my questions to the list or the guys out at the airport.

8) There are a zillion ways to do just about every part of the airplane but generally speaking, unless you are making a cosmetic change (like I did by raising my firewall, instrument panels, and turtle deck 1" higher than the plans show) you'll save yourself lots of headaches by using the design that has proven to fly good as blueprinted over 80 years ago now. Not to say that there are many great mods that folks have come up with because they have and some of them are BETTER than how the plane was designed in the first place but the fact remains that if you are not comfortable with redesigning the wheel and your gut gives you a lousy feeling about this part or that-- don't do it.

9) There are some REALLY great mods I love that I wish I would have incorporated into my plane. Make the wing longer--- your plane will be able to LIFT more weight on the same power. Aeronca Champs and Cubs have what, 35 foot long wings and they can lift TONS of weight but the Piet wing is only 29 feet

long. Bill Rewey, Jack Phillips and others have longer wings than plans or wider center sections to make the effective overall wing longer which is a GREAT move to make ! If I had to do it over again I would add probably 2 or 3 feet to my overall wingspan. Probably 3.

10) Don't worry about setting a time table. I foolishly proclaimed I would finish my plane in 2 years and experienced builders upon hearing this would have to visibly suppress their laughter and it made me frustrated because I was going to prove them wrong. Yeah right. See 11 for answer)

11) Mike Cuy's Builder's Rule of Thumb for Task Completion Prediction Time Frames: Whatever amount of time you think it will take you to complete a task, multiply it by 2 for the realistic time it will take you. Your mileage may vary but my fantasy-to-reality conversion time factor was 2.

12) You will learn an enormous amount of really enjoyable new skills and talents by the time you finish your airplane. Perhaps you'll learn how to weld, to lace wire wheels, to cut Lexan or form Plexiglass, to orient wood grain properly, how to correctly install bolts and why they go in this way and not that way, you'll learn how to apply fabric, how to rib stitch, how to spray paint and put the finishing layers of paint on your plane, you might learn how to rebuild a nice used Continental A-65 run-out Piper Cub or Luscombe engine or how to overhaul a set of magnetos. You'll learn how to choose what length and pitch prop to use and how tight to make the bolts and what bolts and nuts are acceptable on metal vs. wood props. You'll learn maybe how to cut leather and lace it around your cockpit areas or maybe you'll learn how to swage nicopress sleeves on aircraft grade cable to make up all of your various control systems. You'll learn to avoid negative people who might say "you're never going to finish this are you let alone FLY in it are you ?" Think of the money you'll save by taking all of those naysayers off of your Christmas card list then never giving their kids a ride because they were such butt holes when you were in the thick of building the dream of your lifetime. (okay....you can take them off your Christmas card list but at least give their kids rides---they can't help it they have ignorant and negative parents:)

13) Don't GIVE UP ! Do NOT SELL your project EVER !!!!!!! Don't go to your sick bed or nursing home saying "gosh, I wish I would have kept that Piet project instead of selling it because we needed to buy little Johnny a used car." You can always shelve your project for a few years til kids are thru college or you get thru your divorce or your illness but don't ever give up your bucket list DREAM of a lifetime. How many people out there can actually say "YES-- I had this dream since I was about 18 and the Good Lord gave me the opportunity and skills and finances to see fit that I could do it now at this point in my life and my dream upon a star has come true and now I can give rides, have fun flying it on smooth summer nights, and share what I learned with new Pietenpol builders following that very same dream. You sure will sleep good knowing you accomplished building and flying your own airplane. I can't think of a better bucket list checkmark to have for a person who can't shake that burning desire to someday build and fly their own airplane.

14) Lastly and most importantly-- I used to think that building and flying my Piet was the MOST important thing I would do for myself and I knew I wanted to share it, to give rides, and to infect

others with how much fun and inexpensive open cockpit low and slow flying really is but you know what I found was an even MORE important joy that continues to be far and above the most rewarding part of my building and flying days ? The incredibly fond friendships I have formed with fellow Pietenpol builders, enthusiasts, and retired Pietenpol flyers and up and coming Pietenpol builders.

I have been blessed by getting to know so amazing people with amazing talents, skills, and even some who can't even cut a piece of paper straight but they can make me laugh until the tears are streaming down my face or they will listen to me on the phone about my personal life's issues good or bad, or they will e-mail me off list and ask me how I am doing. They will share that they just lost a Mom or Dad and I will hurt for them and pray for them. They will do the same for me. Those Pietenpol friends will meet me halfway enroute to Brodhead to share a good meal at a local pub or restaurant, they will let me know when they will be passing thru Cleveland so I can try to make them buy me dinner, they will listen to me complain about stupid stuff that I shouldn't even be complaining about and I will do the same for them because they are REALLY special people in my life now and even if I didn't own the airplane anymore or I lost my medical

ability to fly, I would still have those incredible friendships that all came about, much to my surprise, just because I decided to build and fly one of these wood crates with wings.

Carry on,  
Mike C.

**Hi EAA Smilin' Jack,**

I recently put together a website on the experimental airplane, the [Rich-Twin](#), that my father, Nelson B. Rich (Bud), built and flew in 1939 from East Boston (now Logan) Airport. Thought you might find the story and some of the pictures interesting. My mother, Alberta L. Rich, your member "through eternity," is his wife and my dad.

Best wishes, Dave

Chapter 866 members, check out the above website on the Rich-twin & see picture below of Alberta Rich – now 94 yrs old. Pic below is around 1939

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		Chapter Officers			
President	Vice Pres.	Secy/	Treasurer	Newsletter editor	
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**Alberta Rich, EAA Chapter 866 member on her Indian when she met Bud.**







Golden Eagle Bill Furnholm



Golden Eagle Jerry Russell

## *December Meeting*

*We have a guest speaker lined up for our meeting this month, Richard Van Treuren, editor of The 'Noon Balloon, the official newsletter of The Naval Airship Association will have the program portion of our meeting and will be telling us about airships and may tell us about a documentary type movie that he is working on that involves a blimp in a combat situation in the Pacific theater during the 2<sup>nd</sup> World War. Should be very interesting!*

### *Learning opportunity*

**Chapter Member Curtis Langholz has offered to do a training session for anyone who is interested on soldering and making electrical connections in wiring your aircraft. He has been certified by Boeing aircraft and NASA in this craft. If you're interested in learning this contact Curtis.**

## **Chapter Meeting**

**Weds. Dec 1, 2010 7:30pm**

**Bldg. 10 Dunn Airpark, Titusville, Fl 32796**

## **Monthly Breakfast**

**Sat. Dec. 4, 2010 8:00am**

**Bldg. 10 Dunn Airpark, Titusville, Fl 32796**