

# EAA Chapter 866 Smilin' Jack Newsletter



## *Presidents note Aug 2011*

Lots of density altitude out there last month, making it harder and harder for 65 hp to get two people up into the cooler air. In spite of that Carol and I flew over to Cedar Knoll for their breakfast on July 16. The weather looked great at Dunn when we took off, but there was a layer of fog over Lake Harney that we had to avoid. There were also spotty areas of low clouds or fog down in the trees as we continued west. I called ahead on the radio and they assured me that the runway was clear, and it's a good thing because I didn't see the runway until I turned final. This place is under the Class C airspace for Sanford and you have to stay under 700 feet to stay legal. There are 50 ft trees on the approach end and down the both sides of the runway. It really helps if you've been there before and know where to turn final, because its hard to find on a clear day.

Anyway, we landed uneventfully and were parked right up front next to a beautiful Great Lakes biplane. I had invited Carol to a "pancake breakfast", but to call it that is really selling it short. They have every breakfast food under the sun except cornflakes. There were probably 80 or so people there and about 20

whose airplane is now on display at the museum at Sun-N-Fun. He reminisced about flying his airplane to Brodhead Wisconsin for the annual Pietenpol fly-in 3 times. I've been wanting to do the same since I visited Brodhead in 2008. I'm lucky that my wife Carol loves to fly around with me, and she has been doing so pretty regularly. Looks like the Cedar Knoll breakfast is on our list of things to do.

Our meeting room is finally complete and powered up. The airport authority donated their old furniture so we have new chairs, a new podium, and some beautiful aviation art prints. It really looks nice, and that is where we will be meeting Wednesday Aug 3. I'll be doing a short program on how I decided to build a Pietenpol, and show some slides of the build process. Hope to see you all there.

Ben

## *July Breakfast*

We had a great breakfast on July 2! Some of the regulars from Valkaria and Spruce Creek are showing up again and that is a good feeling. Just as we thought, the crowd would be smaller for a while after we had to cancel two monthly breakfasts in a row. This is not necessarily a bad thing as we were nearing our saturation point there for a while when we were approaching 200 or so during the peak months when the Snowbirds are around. Anyway another successful breakfast in July!

The workers showed early and we were set up and ready to serve at 7:00 am. Since we don't officially begin serving until 8:00 it made for a nice time for us to fellowship until eaters started rolling in. We are breaking in a new bacon and sausage cooker and although he hasn't attended the two week baconsausagerater course he did a very good job. We think he has prior experience but he doesn't admit it. He is Jeff Wilde and he flies in from where he lives at Southerland Airstrip, in Geneva, Fl. with his nice little Sky Ranger. Next to Jeff on one side is Deborah Vantreuren deftly custom frying eggs. On the other side Larry was flipping pancakes. Loretta has been up since 3:00am making biscuits and gravy and grits and is on the line serving. Pres. Ben has been on site since 6:00 am also and has already cooked several pounds of bacon and sausage to get a head start on things by 7:00. Bob Rychel and crew have the tables and chairs set up and cleaned to be ready for people. We finally got to use the temporary electric power that we bought and paid for a month before. Anyway, by the time it was over we had served between 90 and 100 folks. A good time was had by most!

The July Smilin' Jack is online:  
<http://nbbd.com/npr/smilinjack/> .

### First Solo



Deborah Vantreuren soloed a C172 at Massey Ranch Airport this month. When you see Deborah, be sure to congratulate her. She flew with me for a while in the Citabria and it was a pleasure to fly with someone so enthused about flying. ....Larry

### Sales Brochure 1966 Cessna 172

We used to own a 1966 Cessna 172 and I kept the sales brochure that Cessna produced that year. They are at the end of this newsletter. Check out the price for a new 172 in 66.

Larry

### This Months Flying

We put another 12 or so hours on Fancy this month without going anywhere. A few of my friends are teaching me about the art of flying. We did lots of Lazy 8s, some really tight turns and some stalls that get your attention all of this done out over the swamps and at the North end of IR Lagoon.

Took Fancy over to Merritt Island for transponder re cert and they had to do some adjustments on the encoder cause what we were sending out was a lot higher than we actually were. This can cause problems when you are trying to fly under Class B and C airspace and they read you as being in that space even though you're not. Not a problem anymore!

### Company for Final Shuttle Launch

A man sent me an e-mail asking if he and his son flew in would it be possible for them to camp under their wing on the field overnight so he and his 9 yr old could watch the final launch. I answered his mail by stating that since there have been planes flying in and people camping out for the last few launches it shouldn't be a problem. The next mail he sent was that his Comanche was in the shop and wouldn't be ready in time and he couldn't fly in but would drive down if he had a place to camp

rather have the camping experience with his son and could he camp on the airport. I said call me when you get to town and if it's raining you can camp in our hangar for the night. He then sent me a reply and said "by the way, I'm flying the lead jet opening the NASCAR race in Daytona and We'll be at Sanford on that Friday if you want to come and see the fighters. Turns out he is a Lt Col Jim Worley Director of Operations 122nd Fighter Squadron NAS JRB New Orleans. He showed up with his son the night before the launch and they camped in our hangar. They got to see the launch and then spent some time with us at the airport in the afternoon. He is a very interesting person. We had a fun conversation.

Larry

## Great News, Building 10 Meeting Room is Ready For People!!

Our monthly meeting will be held in the refurbished meeting room in building 10 at Dunn Airpark. The room has a new ceiling and has been repainted too. New comfortable seating too, thanks to the airport authority for the donation of chairs, podium, movie screen, and art work out of the old administration building. The room hasn't been useable since the wind damage done during a storm on March 31.

There will probably be a work detail to get all of our stuff in order before the next breakfast.

## 7/8<sup>th</sup> Scale NIEUPORT PROJECT

Over 80% completed.

Includes most parts and materials:

Lower wings, all parts for upper wings

MLG, wheels and brakes, tail wheel

Horizontal stabilizer, vertical fin, and elevator

Instruments and switches

Engine cowling

TEC - 4 cyl VW complete,

Intake exhaust, dual ignition, oil filter,

Scat heads etc.,etc., etc.

Set up for AC use.

Info, call Gil [407-349-9383](tel:407-349-9383)



## *Kolb Firefly For Sale*

My Kolb Firefly was a 1995 model (See Google for Firefly photo) kit originally purchased by man in Arizona who passed away before he could complete construction. The project was purchased from his estate/granddaughter by a young man in Hayti,SD who was a part of an ultra light flying family which owned several homebuilt airplanes and had their own airfield and hanger complex. He is Aaron VanSchoiack (arvans1@yahoo.com). He completed the construction and flew it for the first time in Jan 2007.

I purchased it from this gentleman in about May of 2007 and was told that the airframe had less than 5 hours. The engine was a rebuilt with uncertain hours. I drove to SD, purchased it with its trailer for \$9600. That price was his out of pocket cost for "the project" and materials with no charge for his labor hours. After a demo flight by the owner, we loaded it onto his trailer and bolted the total assembly onto my flat bed trailer. I then drove it to Titusville/Dunn where it is now based in Hanger 4i.

During the first hours of operation, I experienced several engine failures during taxi and landing (idle power). I lost confidence in the engine and ordered a new Rotax 447 (about \$4500 installed) from the factory via Jim Ratte who is the local Rotax dealer. I helped Jim take it out of the box from Austria and install it onto the airplane on 3 Oct 2007. This engine has been perfect and usually starts with the first pull. If it fails to start with the first pull it is almost always because of inadequate prime or the master switch inadvertently being in the off position. A new mini-tach was installed with the engine and now shows about 50 hours. I fly it about twice per month in the local area only and my flights are 20 to 45 minutes. Engine maintenance to date has been a new set of plugs at about 30 hours.

In May 2010, Jim Garrison installed a new BRS Recovery System onto this airplane. The direct factory cost for brakes and parachute kits was \$3423. The airplane has a lightweight trailer that was custom built by the airplane builder.

I share a hanger at Dunn with Jim Dickenson who has a Firefly that he has flown for about 800 hours. He has helped me care for my airplane and he installed the brake system on my Firefly. He is a wonderful hanger partner. The hanger is a month to month rental with rent paid (for a discount) through Dec 2011. I have committed that Jim Dickenson can share this hanger through Dec 2011. If the airplane is sold out of town, Jim will have the entire hanger and the remainder of 2011 to find a new hanger partner.

This airplane can be seen by appointment. We have to plan a couple of days ahead as the airplane is 47 miles from my home. The first Wed of each month is a great time to see it as I travel to Titusville for the monthly EAA meeting on those days.

I offer it for my original cost of \$9600 (firm for 1 year) which will include hanger rent paid through Dec 2011.

Options available include:

- 1 – Misc special tools and spares
- 2 – The hand held radio
- 3 – The headset
- 4 – The helmet
- 5 - The automatic,(water activated) life jacket

If you still have questions or wish to see the airplane, please e mail me at ([hemccoy@earthlink.net](mailto:hemccoy@earthlink.net)) or call any time @ 321-427-4882. - Gene McCoy

### *Chapter officers*

|               |                |  |                          |   |
|---------------|----------------|--|--------------------------|---|
| <b>Pres.</b>  | Charvet, Ben   | 3825 Cottonwood Drive<br>Titusville 32780          | 321-961-5117             | <a href="mailto:bencharvet@gmail.com">bencharvet@gmail.com</a>                        |
| <b>VP</b>     | Boatright, Les | 3640 Fraizer Ct.<br>Titusville, FL 32780           | 269-1723<br>321-427-4882 | <a href="mailto:amyandles@juno.com">amyandles@juno.com</a>                            |
| <b>Secy</b>   | McCoy, Gene    | 523 Bahama Dr.<br>Indian Harbour Beach<br>FL 32937 | 773-1554 Emergency       | <a href="mailto:hemccoy@earthlink.net">hemccoy@earthlink.net</a><br>chapter secretary |
| <b>Treas.</b> | Nagel, Herman  | 21425 Hobby Horse Lane<br>Christmas, FL 32709      | 407-568-8980             | <a href="mailto:bhnagel@earthlink.net">bhnagel@earthlink.net</a>                      |
| <b>Nws</b>    |                | 2002 Malinda Lane<br>Titusville 32796              |                          |   |
| <b>Lttr</b>   | Gilbert, Larry |  | 591-8783                 | <a href="mailto:gillcfi@aol.com">gillcfi@aol.com</a>                                  |
|               |                | 321-385-1908                                       |                          |   |

**Meeting Weds. Aug. 3, 7:00pm**  
**Building 10 Meeting Room Dunn Airpark**

**Monthly Breakfast Sat. Aug 6, 8:00am Building 10**  
**Dunn Airpark, Titusville, FL**

*airplane*



Shouldn't YOU fly  
the world's fastest selling,  
4-place airplane TOO?



*to the famous 172*



**THE 172** *top-value, low-cost, luxury in a four-place airplane*

# 1966 MODELS 172 & SKYHAWK

FAF WICHITA, KANSAS



**CESSNA 172 \$10,500.00**



**CESSNA SKYHAWK \$12,450.00**

## AIRCRAFT & ACCESSORY PRICE LIST