



March 12

President's Note March 2012

February wasn't a real great month for flying light aircraft. I really wanted to fly to the Valiant Air Command breakfast on Feb 11. I hadn't landed at a controlled airport in nearly 20 years, but I took the trusty Pietenpol up to TICO and shot two landings a few days prior to the breakfast. The weather forecast was for rain and high winds, so I called VAC to see if they could accommodate me as a drive-in, since I don't fly in rain or high winds. I was given a special waiver after mentioning I was Pres of Chapter 866. I just knew that being president would come in handy eventually. Sure enough the morning of Feb 11 dawned with clear skies, but winds about 15 mph gusting to 25. Their breakfast is quite different from ours, as it is catered by Chef Larry's restaurant. They even had two guys making omelets. The breakfast was \$8 each, and was pretty well attended considering the weather. Lots of our usual guests from Spruce Creek were there, and I met their president, Alan Norris.

The VAC museum tour was a lot more than I expected. They have one hangar full of just Vietnam era aircraft that was new since I'd been there last. Carol and I also got a nice tour of the maintenance hangar, including climbing inside "Tico Belle", their C-47. This aircraft actually took part in the Normandy Invasion during WWII. It was pretty awesome climbing up toward the cockpit holding onto the same handrails our GI's held on their way into battle.

You may have seen my Model A truck at the January breakfast. Its mostly finished now, and the last thing I added were some bed side rails with "Airplane Rides" painted on the sides. Tuesday after work, as I was leaving the hospital I got a text from my wife that she was off shopping with her mother. I could see the flag over at BCC hanging pretty limply, and the rains and clouds of the weekend had finally cleared. Looked like a perfect excuse to go flying, so I went home, changed clothes, and headed to the airport in the Model A. When I got there I ran into our past president, Alberto. He's been recovering from some surgery and hadn't flown in 8 weeks. I don't know if it was the "Airplane Rides" sign on the truck, or what, but he said some day you need to take me up. I said why not now, and off we went. He probably took 150 pictures with his phone while we were up, and I hope he will share some of them with me. Its always fun giving someone a ride in my plane for the first time.

Don't forget we have breakfast this Saturday March 4. I'll have the truck there to show off my new signs, and if I get a chance I'll pull the Pietenpol out to give a vintage display.

Ben

Medicals go paperless

Janice Wood | Associations, General Aviation News

Starting Oct. 1, all pilots will have to complete their applications for medicals online at [FAA MedXPress.com](http://FAA.MedXPress.com).

When MedXPress was introduced in 2007, it was the FAA's intention to "eventually make the entire process paperless," according to Federal Air Surgeon Fred Tilton.

"We wanted to offer a transition time to give pilots the opportunity to get accustomed to automating the process," he said in the latest Federal Air Surgeon's Medical Bulletin. "While MedXPress has proven to be an excellent tool, we need to significantly increase its use." While MedXPress is already used by "tens of thousands" of pilots each year, there are still some hold-outs. Tilton said it is important for these pilots to realize the many reasons behind the change.

"The paper system allows for too many errors, leads to storage problems and creates security risks," he said. "The paper form was the only way for pilots to provide us with their history in the 'non-electronic' age, but it was far from perfect. Poor handwriting, spelling errors, and items left blank gave us incomplete records and massive storage and retrieval issues. We corrected some of these problems when we introduced our first electronic system in 1992, but that system was voluntary for AMEs who were designated before its introduction, and we still had to contend with large amounts of paper records."

He noted that the paper 8500-8 form costs more than \$150,000 a year to print, store, distribute, and mail.

"On occasion, the paper forms have been lost in the mail, and we are concerned that this poses unnecessary risks that the documents could be used inappropriately," he noted.

The FAA plans some enhancements to the online process, including establishing a tracking program so that pilots and AMEs can go online to check the status of the applications.

"We also want to make the process easier on applicants by developing a feature that automatically transfers information that does not change so that the applicant is not required to re-enter information at subsequent examinations," Tilton said.

Officials at the Experimental Aircraft Association said they support the change, but are concerned that "a lack of education by the FAA to both pilots and AMEs will lead to confusion," said Sean Elliott, EAA vice president of industry and regulatory affairs.

EAA officials note that pilots may have some other concerns, including an unfamiliarity with online technology; worries about online security and access; and knowing at what point in time the online application becomes "official," and the applicant can no longer withdraw the application.

"EAA has resources that can help pilots who are not yet familiar with the MedXPress system, which is already used by tens of thousands of pilots each year," Elliott said.

A webinar, hosted by Dr. Greg Pinnell, who serves on the EAA Aeromedical Council, on how to use MedXPress, will be held Tuesday, Feb. 7, from 7-8 p.m. CST. You can register to attend [here](#).

For more information: MedXPress.FAA.gov, EAA.org

Driver License Medical on Track

AOPA and the Experimental Aircraft Association are on track to submit their request for an exemption allowing pilots flying recreationally to use the driver's license medical standard in the coming weeks--but there's still time to sign up online to receive email alerts on the progress of the request and when you can submit comments. [LINK TO FULL STORY](#)



The best thing about an EAA chapter is the friends we make there

Dan Hillman

A few years ago when I was president of the chapter Paul Poberezny wanted to meet with chapter officers at Sun n Fun. He talked to us about the benefits of belonging to a local chapter and how it is here that we meet some of our best friends. He talked about how we work together, help each other and share many experiences of life.

When I first came to 866 I was told “there is another fellow that comes over from Orlando, Bruce Hotz.” Shortly thereafter I met Bruce and we became friends. In recent months he has become more involved with the Orlando chapter, but still manages to come to many of our activities at Arthur Dunn.

After meeting Bruce I soon found out that he can fix anything. One time my riding lawn mower developed a bad knock that could be heard when I shut it down. I suspected a loose rod and figured it would cost big bucks to fix it. Bruce came over and listened to it and soon figured out that the bolts were loose that held the engine down. After tightening them up the problem was fixed.

That same mower developed an electrical problem, well, for me it was a problem. But not for Bruce, he knew exactly what was wrong. It was some sort of a switch that had either corroded or shorted out and rather than me buying a new one, he fixed it. That same day he fixed the recoil starter on my push mower. I had taken it apart and couldn't get it fixed, but it was no problem for Bruce.

June and I are blessed to have a swimming pool at our home. One day a few years ago I noticed that the water was looking bad. Further investigation revealed that the filter was shot. The experts assured me that because it was an old style filter it needed to be replaced. The man at the pool store said “when people take those things apart they can never get them back together.” When I told this to Bruce he said “I can get it back together, let's take it apart.” We did (I should say he did as I watched) and found worn out screens and a broken shaft. The shaft was made of bronze and this is what the screens are mounted on as well as the crank, which is on the end of the tank and is used to clean the filter. Another problem was that I could buy new main screens (about 5 of them as I recall) but not the end one which was smaller to fit the curvature of the tank. Not a problem for Bruce. We took the shaft over to his shop and he brazed that thing back together. Then he proceeded to fabricate a spacer to replace the end screen that wasn't available. He made it out of a piece of plastic that he had that was about the size of a Frisbee and an inch thick. Brazing the rod and fabricating the spacer was no small task. I could see why the guy at the pool store recommended a new filter. But for Bruce it was a challenge, something he excels at. So we took it back to my place and re-assembled it. When we turned on the pump-Whaa Haa- there were no leaks and the filter worked fine. It's still working to this day and the water looks nice and clear.

A few years ago we bought a second house. This house is less than a half mile from where Bruce lives. He has helped me more than once to move a washer or dryer in or out. On one occasion I had this big slab I needed to take to the dump. It was about 2 feet wide, 3 feet long and 3 inches thick and weighed about 350 pounds. It wasn't concrete so I couldn't bust it up and since I couldn't get it into my truck, I called Bruce for help. He arrived about 15 minutes later riding a bicycle and pulling a hoist he had made. It was on wheels and he had built it to lift and move around those Continental engines he has. The boom was about 6 feet high and the winch was from a boat trailer. The long handle that was used to maneuver the thing was attached under the seat of his bike, and therefore quite portable. I can't help wonder what people thought when they saw him riding that down the street, but it worked great for loading that heavy slab into my truck.

My beloved truck, the 1990 Ford Ranger, developed quite a grinding noise last fall. I decided that it was the right front wheel bearing and I would change it myself. I jacked it up and removed the wheel, but couldn't figure out how to get the brake caliper off. So after about an hour of examination and much head scratching with still no solution, I called Bruce to ask him. He said he would come over and take a look at it. He soon figured it out and we (me watching with him doing it) got it changed and put back together. The grinding noise wasn't as bad as before, but there was still some going on, so about 3 months later I decided to change the left one. No problem, I thought, I know how this thing comes apart now, so I can do it myself. When I took the brake caliper off a part fell on the driveway that I didn't recognize. After 45 minutes of scrutinizing the thing I determined I was in over my head, so I called Bruce. Fortunately he was home and available to come over. It didn't take him long to figure out what the part was and where it went. He took over the wheel bearing task and got it all back together. My truck drives much better now.

All this about Bruce and I haven't mentioned airplanes. When I had my Thorp T-18 Bruce was a big help. One time we re-packed the wheel bearings on the 2 mains. On another occasion my rudder was loose. A bolt (nut) on the top hinge needed to be tightened, but there was no way to get a wrench in there to tighten it. So Bruce took a wrench from his collection and heated it up and reshaped it to fit down into the small opening. It worked fine and we got the rudder snugged up real well.

When hurricane Charlie was headed for Orlando Bruce called me and said we needed to go to the airport and tie the Thorp down better. When I picked him up he came out with lots of rope, big nice heavy strong rope. So we better secured the Thorp, which was in a shade hangar, and he even secured other airplanes on the ramp. That night the hurricane made a direct hit on the airport. My Thorp had Divine protection and was not damaged, but the hangar was destroyed and there were destroyed airplanes all around. Unfortunately, when the FBO moved my airplane out to the ramp they took Bruce's rope and we were not able to get it back.

There have been many things that we have done together that didn't involve Bruce fixing something, like driving out to Groveland to visit the airplane salvage yard there. Or trips together to Sun n Fun and some to the Light Sport Expo at Sebring. I enjoyed watching him fly a model airplane at the RC field near Cedar Knoll. And believe it or not, he can bake. He makes an assortment of sweet breads that he brings over at Christmas time.

Bruce has a wonderful wife named Shelly. She lets him pursue all of his mechanical and culinary interests. He has 2 dogs, Spike and Pit Stop and they sound the alarm when you knock on his door. There is a lot more about hanging out with Bruce that I haven't mentioned and much that doesn't come to mind right now. But Paul Poberezny was right when he said that one of the best things about an EAA chapter is the friends we make there.

Dan

Valkaria Air Fest

Loretta and I rode the Harley down to Valkaria to attend the Airfest on Feb. 18. We left and stopped for lunch on the way and arrived at the airport just as the airshows were starting. Perfect day, temps in the high 70s with just a light wind blowing. We think this was an especially good airshow. There was Patty Wagstaff who did three performances, Roy Davis in a Gyrocopter demo, Mark Sorenson did an interesting show with a YAK – 55. Half of the Aeroshell team was there with the T6s and they even did a night light show along with John Black in his Decathlon. A spectacular show by Jeff Boerboon in an Extra 330C even more exciting than Patty's in the 300. Must be the extra power in the 330! Chris Avery did a couple of shows in a beautiful F4U Corsair also. After all of this they did a great fireworks display!

We fired the Harley up at about 8:00pm and left before the big crowd and enjoyed the ride back to Titusville a lot. Since I haven't done any night flying for the last seven years and out of currency, I thought that since we would be heading home after dark it would be better to take the bike. Of course I could have done the 3 take offs and landings at night a couple of days prior to that event and legally flown there and back and it is an easy flight but, at my age I'm not as comfortable flying at night as I used to be.

EAA Chapter 1288 has a nice facility there and we spent a little time off of our feet with a couple of the 1288 chapter members in comfortable chairs in their building. We had a real nice time!

Larry

Sun n Fun 2012

Sun N Fun is coming up starting on the 27th of this month and I am really looking forward to this event. We will be driving over and spending nights in our van. We've flown in quite a few times, especially when we came down from Pennsylvania with other planes. This was always a grand time! Since we've been living here I flown the Citabria over once and flew Jerry's Tripacer over once. My wife and I like to travel around the old haunts from when we were the "Alligator Flight" from PA. We had as many as 7 planes fly down here from the dirt strip called Blue Knob Valley airport located near Altoona. Great adventures those flights were!

Larry

February Breakfast

The monthly breakfast held in Feb. was another success. We served about 168 folks. Regular breakfast workers made it run like a well oiled machine! Good crew!

Chapter officers

Pres.	Charvet, Ben	3825 Cottonwood Drive Titusville 32780	321-961-5117	bencharvet@gmail.com
VP	Boatright, Les	3640 Fraizer Ct. Titusville, Fl 32780	269-1723 269	amyandles@juno.com kipapilot@cfl.rr.com
Secy	Anderson, Kip	5812 Deer Trail RD Titusville 32780	4564 773-1554 Emergency	chapter secretary
Treas.	Nagel, Herman	FL 32937 21425 Hobby Horse Lane Christmas, FL 32709	407-568-8980	bhnagel@earthlink.net
Nws Ltrr	Gilbert, Larry	2002 Malinda Lane Titusville 32796	591-8783	larryglbrt@gmail.com
		321-385-1908		

Chapter Breakfast
Sat. March 3, 2012
Dunn Airpark Bldg. 10
N Williams Ave
Titusville, Fl 32796
8:00am - 10:00

Monthly Chapter Meeting
Weds. March 7, 2012
Dunn Airpark Bldg. 10
N. Williams Ave
Titusville, Fl 32796
7:00 PM - ?