



Chapter Breakfast March 2012

The cover picture is of Stu Sammis and Les Boatright raising the flag at sunrise the day of the March breakfast.

We had a good turnout (179) for our breakfast and most arrived by car, motorcycle, and on foot. There were some airplanes but not as many as usually show. Some of the planes were quite interesting. There was a turbine powered Maule, an Avion lightening, and the beautiful RVs that show up often.

The chapter workers were there bright and early and the aroma from the bacon cooking before daylight wafted through the neighborhood and brought some of the residents over to eat shortly after sunrise. The cooking crew comprised of Ed Brennan, Ray Thomas, Deb VanTreuren and Kip Anderson moved the eaters through in good fashion and entertained as they worked. Once through that part of the process it is on to the fare being served by Donna and Loretta, stuff like cinnamon rolls, peach cobbler sweet breakfast bars, grits, biscuits, gravy, orange juice and coffee. A feast!! A good time was had by most!

March Meeting

The meeting was well attended once again. I counted 28 people at this one. Pres. Ben started on time with the pledge to our flag. He then discussed the upcoming event Sun n Fun at Lakeland beginning on Mar. 27 and suggested that maybe some members could travel together from Titusville to the show. There was some discussion about the Warbird show at TICO and the fact that the last flying B29 (Fi Fi) would be there offering rides for a few hundred dollars each.

Bruce Hotz brought four nice model airplanes that he built complete with motors. He explained that he takes these to Sun n Fun and when he sees a child who seems interested in airplanes he gives them one of these. He said it is his way of trying to generate enthusiasm for flying in them. He said that maybe some of us could do similar things with other items.

Project Reports:

Les Boatright - RV4 said he has been working on fitting up the fiberglass cowling to his plane and this is a new experience for him. The top half fits pretty well but he is having some issues with the bottom which requires installing cheeks on it to accommodate the cylinders of the engine. He said he is also starting to cut holes in the panel for the instruments. He explained that he has actually been planning the panel layout for years. Has made paper templates and hand drawings and all that. He has finally found a website where he can draw and change things easily and has a finalized plan and is now cutting holes in the metal. He started by using a hole saw but found an article in Sport Aviation about cutting these with a fly cutter and has been doing it that way. He said that can be dangerous!

Les also told our members about our chapter making the national EAA magazine, Sport Aviation, he had submitted an article about our Young Eagle flights out to the Kennedy Space Center and down the Shuttle Landing Facility. There were pictures of Fred Burgess and Larry Gilbert with their planes and new Young Eagle candidates. Les did an excellent job with this article!

Mitch Matheny – Glastar Also working on cowling issues said he spent 7 hours just fitting the top cowl to the spinner. This is a nice two place, side by side tail wheel airplane expects the airplane to weigh in at about 1,100lbs which will leave 750lbs for useful load.

Kip Anderson – Sonex has been working diligently on the wiring. He said he had spent a lot of time on the fuel tank installing fuel quantity sender in the tank and the tank is in an inaccessible place. He was testing the sender with an ohmmeter and not getting any readings... not good! He had visions of tearing the metal apart to gain access to the tank but before getting into that he tried another meter and found the sender to be functioning like it is supposed to. Smart man!

Deborah VanTreuren - Twister has been making the holes for the fuel fillers in the wings of this plane. She recently attended a composite training Sportair course in Orlando.

Bob Rychel – CH 650XL has done the wt. and bal and the plane weighs in at 670lbs. This will allow for lots of gas, two passengers and luggage. The gestation period for this baby was 9 mos and 3 days.

Jeff Wilde – RV12 Jeff said the plane is almost registered! He's been painting it. Will be flying in 6-8wks.
Refreshments: six pies baked by Donna Thomas. Good eatin!!

President's Note April 2012

It has been my dream for over 10 years to build my own airplane and fly it to Sun-N-Fun. I've shared my frustrations at meetings for the last 2 years, that I finally got the airplane finished in early 2010, but hadn't finished flying off the Phase 1 of my test phase prior to SNF that year. Last year weather prevented me from getting there, and I ended up driving. A tornado at the event would have destroyed my airplane had I gone, so that ended up being a good thing.

This year I planned to try again. I had been camping with Jim Garrison in the past, but Jim decided not to go this year. I contacted some friends in the Pietenpol world that would be staffing the woodworking forum, and they made room for me to camp with them. Somehow I was able to load a tent, lawn chair, tie-downs, and my duffel bag all into the airplane. I wanted to beat the crowd over there, so I was at Dunn before the sun came up. The weather was perfect on the flight over, with a nice tailwind. Landing is always an exciting event at SNF and mine was too. It was a real relief to get the airplane parked and tied down. Beautiful weather has its drawbacks, in that the dry ground creates lots of dust when airplanes taxi around. I tried to keep the airplane dusted off, but by the time I headed for home it was filthy. Again, the weather on the trip home was perfect also, as the wind had nearly died. The airplane performed beautifully and was the only Pietenpol at the show.

Attendance at SNF seemed very light. I know for sure fewer airplanes flew in. Probably a combination of the tornado last year and the price of AV-gas. Volunteering in the wood shop was fun. Two Pietenpol builders were building tail feathers for their projects, and I was able to give a few pointers. It looks like I'm signed up to be a volunteer for next year.

I was contacted right after our last meeting my Ryan Farrington, a young man in the CAP requesting help in attending Airventure in Oshkosh this summer. I will be bringing a proposal for helping him out to the meeting.

We have Michael Powell from the airport authority coming to talk to us this meeting about plans for the airports in North Brevard. Hope to see you all there.

Ben



Proposal Letter:

From: C/2ndLt Ryan Farrington

To: Experimental Aircraft Association Chapter 866

Dear Experimental Aircraft Association Chapter 866,

For those members who do not know me my name is Ryan Farrington; I am currently serving in the United States Air Force Auxiliary the Civil Air Patrol as a Cadet Second Lieutenant. I am also a member of the EAA since 2008, member number 855346 The Civil Air Patrol is a program that has opened many doors for me that all lead to my serving in the armed forces of the United States of America. I am writing you to tell you a little bit about myself, what I plan to do in my life and the military, and about a current predicament that I am in. I am currently a junior at Viera High School and have high hopes for myself and do plan to join the military. Ever since I can remember I have loved being an American and have always wanted to give back to the nation that has given so much to me and my family. Four years ago I joined the Civil Air Patrol because I could not wait to join the military and wanted to join into a program that would provide me the leadership qualities necessary to be successful in the greatest military in the world. Civil Air Patrol has provided countless opportunities to me to better myself as a leader and as a citizen overall.

When I graduate high school I plan to join the Air Force or Army and earn my 4 year degree in Electrical Engineering then become a pilot for my chosen department. I have had family in the military all the way back to World War II where my Great Grandfather was a pilot over the Mediterranean Sea with the 33rd Fighter Group, whom has been a member of the EAA since the mid 1960's. My aspirations for joining the military are high and only achievable with the support of good people and a lot of hard work. For me serving as a pilot would be a dream come true and would continue the tradition of military aviation in my family. While traveling down my current pathway in life, Civil Air Patrol has presented me with an opportunity of a life time. Just recently I was accepted to the National Blue Beret academy in Oshkosh, Wisconsin where I will be able to work at the largest air show in the world, EAA's Airventure 2012. For this is a chance to do something that I have always dreamed about doing and something that would help me complete my journey to becoming a leader. This is where my predicament comes in, for me traveling to Wisconsin is a little on the pricey side and might not be able to happen with me supporting my trip all by myself. This letter is mainly a formal request for a scholarship to help offset some of the personal cost of the trip to me and my family. Due to the \$800 cost of the trip itself I am not requesting consideration for a 100% scholarship, but consideration for a any scholarship to help me cover my expenses. Thank you for your time and considering me for a scholarship to "*the world's greatest aviation celebration*".

Sincerely,

C/2ndLt Ryan R. Farrington

Sun N Fun

Loretta and I decided to spend two days at the show so like the past couple of years we took all of the seats out of the back of our van and put a foam mattress in there to sleep on. We had planned to just stay in the parking lot at Sun n Fun but that didn't work out. When we entered the lot and stopped to pay the parking fine (fee), I asked the person who collected the money for parking for two days. He said he only had tickets for one day. I asked what if I was staying for two or more days and wanted to leave the car there. He said he didn't know what to tell me, so I asked do I have to drive out and park the thing somewhere else and come back and buy a second days' parking. He said he didn't know and I asked him how I could find out and he said he didn't know. I asked the ticket sales lady who I could talk to about the parking situation and she said she didn't know so I asked a lady with an official looking name tag if she knew anything about the

parking situation and she didn't but she did find someone who did. He said they tow any car left in the lot overnight. Finally an answer! We spent the day there and left the lot and came back next day and paid the second fine (fee). End of that story.

This year I spent all of the two days on the infield and never ventured out to the flight line to see the special planes. Most of the time was spent looking at new LSA stuff and checking out all of the new stuff in the exhibit areas. Bought some stuff too, new tail brace wires made of stainless steel for Fancy cause I can't stop the painted ones from rusting. Also bought a GPS that I can throw up on the glare shield and it connects wirelessly to the iPhone or iPad and using Foreflight with the paperless charts (legal too) I have a great moving map w/wx and all of the information you should have (required to have) to travel XC. Hope I can figure out how to use it right. I accused the guy in the Foreflight booth of doing sleight of hand tricks when he demonstrated the program to me. In other words, he moved so fast I couldn't tell how he was getting all of the info out of his iPad. After all I'm 73 and lucky to even know what an iPad is and that dude in his 30s needs to know that he needs to adjust his sales technique when dealing with a geezer.

Next year if there is a Sun n Fun we're going to take peanut butter and jelly sandwiches because the food is way too expensive there. I was standing in line at the seafood tent and the guy in front of me got a piece of fish and a salad and maybe a drink, when he said how much the reply.....\$30.00!! Dang, that's 5 gal of avgas. I didn't buy anything there. Speaking of avgas, maybe one reason for the poor fly-in attendance is the price of avgas, what do you think? The lack of attendance sure makes it easier to get waited on in the exhibit booths, this year I didn't walk away from vendors because it took too long to get to talk with someone.

Pictured here Chapter member Deborah VanTreuren was demonstrating rib stitching to folks at Sun n Fun.



Don Garrison (on his back) while brother Jim does the outside part of fastening a part on the inside of Don's RV8. Don said he had the "crap job" being on the inside while bro was outside. The crap job would have been trying to get Jim out of that inside position, I think.



MEMBERCENTRAL

CHAPTER 866 YOUNG EAGLES RALLY
By Les Boatright, EAA 563003

EAA CHAPTER 866 HOSTED a Young Eagles Rally at the Arthur Dunn Air Park in Titusville, Florida, on October 15, 2011. Six different member pilots volunteered their time and airplanes to provide free airplane rides to 35 boys and girls, many of whom had never flown in an airplane of any kind, much less a small general aviation aircraft. Several other members of EAA Chapter 866 volunteered their time conducting ground school orientation sessions using a Cessna 152, taking photos, registering the kids and printing their certificates, helping to safely coordinate




Fred Burgess, EAA 816886, and two happy Young Eagles after their flight over the Kennedy Space Center in Fred's C-172.

(Continued on page 114)

MEMBERCENTRAL
MEMBERS/CHAPTERS IN ACTION

ground movements, and providing plenty of coffee and light snacks for everyone.

This year's event was all the more special in that the pilots were permitted to fly a low approach fly-by of NASA's nearby Shuttle Landing Facility. This gave the Young Eagles the very rare opportunity to get an up-close aerial view of the space center as well as the surrounding wildlife refuge. It's safe to say that these young people, and their parents, had a most memorable experience and came away with a very positive impression of general aviation. There were plenty of smiles all around from both the Young Eagles and the pilots.



Larry Gilbert, EAA 415507, congratulates a new Young Eagle after a ride over the Space Shuttle runway in Larry's orange Citabria.

Above article was copied out of the EAA's March edition of Sport Aviation – written and submitted by our VP Les Boatright

April Meeting Guest Speaker

You don't want to miss our April chapter meeting. Michael Powell, Executive Director of the Titusville/Cocoa Airport Authority will be speaking about Dunn Airpark and the future plans for this airport. If you're interested in Dunn Airpark as a potential tenant or if you are a tenant and you have questions about the airport you will have an opportunity to ask Mr. Powell about this at our meeting this month. Besides all of that, Mr. Powell is an ATP rated pilot who knows aviation and airports and is an interesting speaker.



Mr. Michael Powell, Executive Director, TICO

Chapter Officers

President - Ben Charvet	3825 Cottonwood Drive Titusville, Fl 32780	321 961 5117	bencharvet@gmail.com
VP – Les Boatright	3640 Fraizer Ct. Titusville, Fl 32780	321 269 1723	amyandles@juno.com
Secretary – Kip Anderson	5812 Deer Trail road Titusville, Fl 32780	321 269 4564	kipapilot@cfl.rr.com
Treasurer – Herman Nagle	21425 Hobby Horse Lane Christmas, Fl 32709	407 568 8980	bhnagle@earthlink.net
Newsletter – Larry Gilbert	2002 Malinda lane Titusville, Fl 32796	321 385 1908	larryglbrt@gmail.com

Chapter Meeting
Weds. April 4, 7:00 pm
Dunn Airpark Bldg. 10
Titusville, Fl

Monthly Breakfast
Sat. April 7, 8:00 – 10:00
Dunn Airpark Bldg. 10
Titusville, Fl