

EAA Chapter 866 Smilin Jack Newsletter

August 2012



Jeff Wilde arrives at July breakfast in style flying his newly built RV12 - photo by Lenny Duncil

President's notes August 2012



Every year the Pietenpol community has a fly-in the weekend before Oskosh, in a little town in southern Wisconsin called Brodhead. On any given year you will find between 10 and 15 Pietenpols from as far away as Texas. One year one came from California! This is quite a trip in an open-cockpit airplane that only cruises about 65-70 mph. The Pietenpol community also has a very active communication via the internet that was a great help to me while building my airplane. The first trip I made to Brodhead was the summer of 2008, when I was in the final preparations of covering my airplane. I spent most of the weekend taking pictures of what others had done and stealing ideas. My exhaust system and carburetor heat design was blatantly stolen from an airplane I saw there. Although I met most of the guys on the internet, when we get together it is like we are old friends. One such friend is Kevin Purtee. Kevin is a helicopter pilot in the military, currently stationed in Austin Tx. He built his Pietenpol over I believe a 10 year period. The project was actually started in Europe, and moved several times during its construction. He powered it with a Corvair engine and has several hundred hours in it. The first time I met Kevin in person was 2 years ago. He had just made a fantastic landing on a broken landing gear (a weld had failed on the

first attempted landing) He managed to set the aircraft down so gently the prop wasn't even damaged. He was lying under the aircraft making repairs when I introduced myself, and after all he had been through he greeted me with a big smile.

A few months ago, Kevin was in Orlando for some meetings and we were able to get together so he could see my airplane, and we shared dinner. At the time he was expecting to be deployed somewhere and not be able to attend Brodhead. As luck would have it, I was scheduled to work the weekend of Brodhead this year so I was unable to attend.

It was with great sadness that I learned last Monday that Kevin had had an accident with his Pietenpol when departing Brodhead for home. From what I've been told he experienced a loss of power shortly after leaving and returned to the airport to figure out what was wrong. After checking everything and a thorough second pre-flight, he did an engine run-up and everything seemed fine. He took off again and lost power at about 200 ft. The area around Brodhead airport is surrounded by cornfields, and that is where he ended up going down. He had to be airlifted to Madison WI, and spent several days in ICU. After a little over a week in the hospital he is expected to head for home. It is suspected that the engine failure was caused by water in his fuel, and perhaps a flaw in the fuel system design caused that not to be detected during the pre-flight.

The Pietenpol community has really rallied around Kevin with prayers, visits, and phone calls. They have even started a fund of both cash and spare parts to help jump-start the building of a replacement aircraft.

Hearing of such an accident initially made me extremely sad. To think that 10 years of building could end so quickly is hard to grasp. He had made the trip to Brodhead from Texas at least 3 times, and had over 200 hours on the airframe. Still, you have to remember what you have to be thankful for. He is expected to make a full recovery, and he will definitely build another airplane, and this one won't take nearly as long and have lots of improvements over the original. Situations like this make you appreciate the friends you have in the aviation hobby.

We have a special guest coming to visit our chapter for the meeting on August 1. SUN 'n FUN's President "Lites" Leenhouts will be flying in to Arthur Dunn to speak to us about improvements to the Sun-N-Fun organization. Bring a friend, and come on out to hear what he has to say.

July Chapter Meeting

Our meeting was held on Independence day in July so most of our members must have been out setting fireworks off and celebrating. Twelve of C866 members were in attendance. (must not have a life) It was a good meeting and short too. There were some progress reports: Deborah reported that while on their European trip they visited the UL engine factory in Belgium and had an interesting time with some nice people there. She and husband Richard are using this engine for power on the Twister project they are building. Bob Rychel reported that while in the process of flying the 40 hrs off the Zodiac, he broke a bungee on the nose wheel on one landing. Nothing serious, installed new bungee and is back in business. He has been having some radio problems and thinks his Garmin xponder is working right also. He said he may add some weight up front because when fully loaded and fuel is low the plane may be out of the cg range. Kip Anderson said that he's calibrating the instrument panel for fuel flow and electrical current readings. Les Boatright said that he is now #4 on the list for an authority hangar at Dunn so, he may be moving his RV 4 project to the airport soon.

Loretta made up a nice cake, home made ice cream and strawberry refreshment selection. Very nice!

July Breakfast

We served 110 eaters and all went well. Ben cooked up the bacon and discovered a neat fast way to put the bacon on the grill. The egg artiste (Deborah) worked her magic frying eggs., Loretta womanned the food table and served up her sausage gravy, cinnamon rolls, and biscuits and kept the coffee and orange juice service under control. Our regular crew set up and tore down chairs and tables. A good time was had by most.

Special guest speaker at August 1 meeting

Sun N Fun president Lites Leenhouts will be making a presentation at our chapter meeting. Got suggestions about certain things at the annual Sun N Fun event? Bring these up at the meeting. It looks as though the new president wants to have more activities at the SNF facility and make the annual fly-in event better.

This is a meeting you should attend!

For Your Information

**Moving Away From Paper - The use of MedXPress is mandatory beginning October 1, 2012
Notice Number: NOTC3897 FAA**

Effective October 1, 2012, pilots must use FAA MedXPress to complete an electronic application for an Airman Medical Certificate or Airman Medical and Student Pilot Certificate, FAA Form 8500-8.

As many of you know, the Federal Government is taking steps across the board to become more efficient and to reduce costs, and our move to electronic records is consistent with those initiatives.

One of the significant enhancements will establish a tracking program so that pilots and AMEs can query the system and electronically determine the status of applications.

Future enhancements will also transition air traffic control specialists (ATCSs) to MedXPress, after internal FAA coordination and some modifications to the ATCS certification system.

Why wait for the October 1, 2012 deadline? We encourage you to begin using MedXPress today. MedXPress is located at <https://medxpress.faa.gov/>

If applicants have any technical issues with MedXPress, they may reach MedXPress Support at 877-287-6731.

Note: If you're going for a medical you can have this form already filled out so that when you visit the AME, he has only to call up that form on their computer and fill in the Drs. Portion – they print this completed form and hand it to you, that's your medical. - lg

How about a Young Eagle event in October – say Saturday Oct. 20? Any ideas? Bring em up at the meeting. Larry

50th Anniversary of my first solo

Larry Gilbert

07 22 62 Piper J-3 N21609 1st supervised solo GMD 95275 1:00 solo.

This is the entry made by my flight instructor George M Donnelly on that day. I can remember our first flights in his J-3 Piper Cub manufactured in 1938. I was sitting in the back of course and in the front seat yelling at me almost constantly was this bald headed man who I considered to be very old. He was 43! George was a WWII Army Air Corps veteran pilot. To me it was amazing that someone who was this old could still do this.

Going through my log book the entries read, 06 15 62 stalls – turns, 06 22 spins – cord. Exercises , 06 23 accidental spins, 06 30 four forced landings, S turns, stalls, spins TO & lds, etc. The good old days lots of spins and stalls! Anyway lots of yelling and lots of action. Of course we had no radio or intercom and the only way he could instruct was to yell. It was'nt all friendly yelling either. In fact one time one of the people on the ground said they could hear George yelling at me as we flew around the airport.

Anyway crunch time came after about eleven hours of this abuse. So on July 22, 1962 we flew from our home base of Williamsburg, Pa. to Mount Union about 25 miles away. I made a couple of landings that George approved of so when we made our last landing he had me taxi up to the falling down old wooden building on this airport. There was no one else around and George said he had to take a leak and I was to take the Cub around the patch three

times and land to a full stop each time and taxi up to where he was and talk to him. He told me that the plane would feel different without him in it. His last words to me were “don’t you hurt my airplane.” So George headed off to go behind the old building to take care of business and I taxied out to the end of the runway. I lined up on the cinder (cinders from steam locomotive engines) runway which was approximately 20 ft wide and brought the 65 hp Franklin engine up to full growling power and was quite surprised at how quick we were flying and I was up to pattern altitude before I even got to the downwind leg. That had never happened before! Pulled the power off and carb heat abeam the touchdown spot on the runway as we always did and because the plane was so light I wound up a little high on final and just like George had taught me I slipped her down to the runway and made a great landing. I taxied up to where he was standing with the engine still running and he shook my hand and handed me his half smoked Camel cigarette for me to take a couple of drags from. In those days we all smoked cigarettes and George and I were no exceptions. After the couple of puffs on the cigarette I headed out for two more take offs and landings. I could have flown without the airplane if no one was watching I was so excited! After all of this was over we flew back to Williamsburg and hopped in my 53 Studebaker Champion and talked all of the way home about that morning. I was afraid I wouldn’t have enough money to pay George for that day because I was only making about \$50.00 per week. When I asked George how much I owed him he said “how does \$7.00 sound?” I was relieved because I happened to have enough money to pay him. We probably put close to two hours on the Cub.

In approximately 1994 one summer evening, I had a student fly me to Mt. Union in a C152 as part of his XC training and he found the place. This was not that easy to do! The airport hadn’t changed that much in the 31 years that had past. There was a Beech Sundowner and a C152 tied out there with tall weeds growing around the wheels. No one was there so I asked Rick if he wanted to fly around the patch solo a couple of times and he said yes. It was a beautiful evening and it gave me a warm fuzzy feeling watching him take off and fly over the hills on the down wind leg and land on the cinder runway. He taxied up and there were no cigarettes this time because we are all a little wiser now! I climbed back in the 152 and we departed for our home airport, Blue Knob Valley (7G4), Duncansville, Pa.

Today I looked online at the sectional where the Mt. Union airport was and was saddened to see it is no longer on the map. Blue Knob is still shown but it hasn’t much life left in it either. Sad!
Below are those airports viewed in Google Earth.





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Question... How do you suppose that bldg. 10 and the meeting room stay clean?

Chapter Meeting

Weds. Aug 1, 7:00 pm
Dunn Airpark Bldg. 10
Titusville, Fl

Monthly Breakfast
Sat. Aug 4, 8:00 – 10:00
Dunn Airpark Bldg. 10
Titusville, Fl