

EAA Chapter 866 Smilin Jack Newsletter April 2013



L to R Herman Nagel, Les Boatright and Deborah Van Treuren with spaceman, Smilin Jack. Look closely in the helmet. There he is! He showed up at the Celebration of 50 years of Women in Space event held at Dunn Airpark on March 9.

President's Address

We had a terrific breakfast on the 2nd with 146 eaters joining us for the event. Thanks to all who helped make it such a success!

Our last meeting featured two speakers. Mike Arman spoke to us about the incredible journey of G-AWAW, a Cessna 150 that made the trip from London to Darwin, Australia in 1980 as a memorial flight to Amy Johnson who had made nearly the same flight - 50 years before. Janet's 8 We had a terrific breakfast on the 2nd with 146 eaters joining us for the event. Thanks to all who helped make it such a success!

week odyssey through some unfriendly territories, illness, weather difficulties and politics made for a harrowing tale. Mike spoke about how G-AWAW came to be in his hangar and made a request for hands on restoration help. For those interested, Mike's email is armanmike@earthlink.net

Our second presenter was Barbara Ganson, also an EAA member, and Nicole- PR from NASA. Barbara talked about the 50 years of Women in Space Event to be held at Arthur Dunn on March 8-9.

The Event was interesting with many accomplished lady pilots- several airline captains, one lady flyer had circumnavigated the globe, touching on 6 continents, a retired ATC, Janet Petro- Deputy Director at KSC, herself a West Point grad and helicopter pilot. The CAP also came in to help with airplane traffic and parking. NASA had a booth with hand-outs and a paper airplane contest. Chili's in Orlando donated a nice lunch for volunteers. Many thanks to Les and Herman who were real troopers and got there early, set up tables and chairs, opened the hangar, arranged the site, hauled away garbage, manned our EAA table and I know they talked up a storm about our EAA Chapter! The three of us broke down the site, tidied up and stayed until the last of the 110 girls and women had gotten their discovery flight from one of the 8 pilots who gave their time and use of their airplanes. Thanks also to our other members who came out to the field on such a beautiful day to enjoy the activities on offer. It seemed like everyone there had a good time.

We had a good crowd for our Meeting on the 6th. There was some talk about Sun N Fun April 9-14 and the Valkaria Airshow on April 20th. Anyone wishing to volunteer for Sun N Fun who has not made a connection, yet, please go to www.sun-n-fun.org and click on "Volunteer" enter your data and someone should make contact with you. I have sent in a few names from our chapter, with their email addresses..

Going around the room:

Les showed off the new chapter patches and Herman did a Land Office business collecting \$4 apiece. They came out real nice. After everyone has the number of patches they want, we'll sell them at breakfast.

Kip made an announcement for updates to our Roster. Please see him if you think your info might need to be updated. This is important- we forward this info to EAA, so it's a good idea to have it up to date. Kip's second announcement concerned the Jabiru engine he has installed in his Sonex. It runs, he gets it up to 2000 rpm then it dies at 1800; #6 doesn't fire, he suspects leaks. He made an adapter and pressurized the induction system- still getting leakage in the push rod tubes. Cheryl King did his FAA inspection- a very thorough one, with only minor squawks, Bill Blitsky offered to help out with the engine problem.

Bill B. mentioned that he now has his helicopter in his hangar.

Eddie Brennan updated us on his progress with the Fit Fox- Horizontal stabilizers, rudder and ailerons are now covered. He has been working with paint samples and keeping them cool. Fuel pump will go into the baggage compartment- maybe he will build a shelf.

Bill B. offered a suggestion to use braided steel fuel lines through the fuselage.

Steve Camlin says he is still having problems with weight and balance on the Thunder Gull. Still tail heavy. Steve also asked about a compass rose for Dunn.

(The 99s will do a compass rose if asked but they have some requirements- the rose must be 300' from any buildings. The slightest magnetic anomaly will produce an inaccurate reading...if there is enough interest, we could ask them.)

My Twister continues to show progress- we have attached the aileron guide tubes from outer fuselage to the safety cell, finished the horizontal stabilizers, elevators and rudder/tail wheel. Many parts have arrived from Germany and Aircraft Spruce, including several instruments, the landing gear wiring harness and other hardware. We are in process of laying out the instrument panel and have attached the shock mounts for same, after fabricating them from carbon fiber,

fiberglass cloth and resin. Interesting process. The next part of the project will be the retractable gear. I will have an update on that at the meeting. On March the 4th, I earned my Complex Aircraft Endorsement in a Piper Arrow, then soloed it the next morning. What a rush! Now I can fly my own plane!

We all missed Larry and Loretta at the meeting and some were not sure we could have a meeting without them....

After the meeting, there was cheesecake, carrot cake and coffee.

Please don't forget the FAASTEAM Safety Seminar at Daytona Beach International Airport on the last Tuesday of the month in the Airline Room on the first level. It is free and worth your time to make the effort. The February presentation was excellent and featured Fred Kaiser from the FAA. He had a lot of good pointers about weather, flying in Alaska and good aeronautical decision making. If you go, be sure to ask for a parking voucher for free parking. These Seminars will earn your credits in the Wings Program. Which can be likened to continuing ed for pilots.

Thank you all for coming. Next meeting is April the 3rd at 7pm. The breakfast will be on the 6th.

Deborah Van Treuren, President

March Breakfast

Cold! It was in the 40s + wind the morning of our breakfast. While cooking pancakes I noticed an open cockpit Waco taxi into a parking spot on the ramp and really didn't think too much about it until I saw one of the folks in line who looked red faced and cold soaked to me, it dawned on me that it was Dave Whitley, the Waco pilot who had flown in from Merritt Island airport. He was the coldest looking person I saw that morning. Dave's son had flown with him but didn't appear to be as affected by the cold as Dave did. I suspect he had ducked down in the front cockpit to stay out of the wind or maybe because he's young he's more cold tolerant. Reminds me of my friend Denny Beecher in Pa., he had an Aercoupe and he flew around with the window open, his dog Hershell, flew with him often. Hershell would be up on the seat with his head sticking out the canopy when Denny taxied up and it was very comical because he looked kind of goofy with the wind blowing his ears straight back as they came by. The funniest thing was that when they flew, Hershell would pull in and crawl under the seat as soon as the wheels left the ground and he'd stay there until he heard the wheels rolling on the ground again.

We fed about 140 eaters this morning. Nothing like Feb when we were jammed with about 200 and we had to find parking for 50+ airplanes.

Ben has bacon cooking down to a science now. He kept ahead of the demand for the stuff which is hard to do. Deborah did the break em two at a time with one hand routine while womanning the egg side of the grill.

Loretta and Donna had their usual fare of wonderful breakfast coffee cakes etc. and kept up with the coffee making and other chores necessary to make the thing run smoothly.

The set up, take down and clean up crews did a bang up job too.

A good time was had by most!

Hey, where in the world are we?



Do you know where this airport is? Let me know in reply to this newsletter if you think you have it. Last month was Trade winds Aerodrome (Scotsmoor International) First correct response was Deborah Van Treuren.

I'm sure all of you have been hearing about tower closures Our chapter member Jim Brewer responds to an article by AOPA pres., Mr Fuller , in an e-brief newsletter put out by AOPA. Jim is the ASN volunteer for the Deland Airport. lg



James M Brewer

Mar 27

to aopahq, AOPA, Roy, Thomas, van

I understand your desire to appeal to your subscribers, but I disagree with "Fuller: Tower closures..." I live and fly in central Florida and often use the airports that are being closed in this area and can assure you that these airports functioned safely and with out incident before the towers were activated. The surveys to get approval were enhanced to qualify for the FAA funding and the estimates were inflated to lessen the costs to the local governments. These towers were unnecessary from the onset and have not even come close to having the projected traffic. I keep my plane at KDED who wisely declined the proposed tower due to the efforts of several airport tenants. Including myself as AOPA's ASN and our local EAA Chapter 635 along with other users including Emery Riddle University, DAB campus. Most of the few remaining taxpayers in this country realize that the government cannot continue to borrow and spend money that it does not have. We all want the gov't to spend less, just don't take it away from me. This is a good example of one group not wanting to give up their funding even though it is not

justified. The claim that "jobs will be lost" is inaccurate, as these are contract towers that created the jobs that were filled by fabricating a "need" that did not exist and then filled these jobs with "retired controllers" that are already collecting gov't pensions. I am a firm supporter of the "sequester" approach to cutting gov't spending. I fly about 200 hrs per year, evenly divided between local "Young Eagle" flights and cross country pleasure flights. Thank you for the great job that AOPA does for GA.
James M Brewer 01174085



Joe Pires and friend Ed from Southerland airstrip stopped by at our hangar at Dunn for coffee one Sat. in March
Fun People!

Valkaria Breakfast

Third Saturday of ea month is the EAA breakfast at Valkaria so, Bob and Jan, (CH650) Ben and his son Courtney, (Pietenpol Air Camper) and Loretta and I (7ECA) made the journey down there. Beautiful morning but just a little chilly. Ben left about 10 – 15 minutes ahead of me and he had his Go Pro camera attached to the wing strut on the Piet. I'd hoped to catch him on the way down so we'd show up on his video. We'd almost caught him when it was time to set up for the traffic pattern there. There was quite a bit of traffic converging on the airport so we slowed to allow for spacing to land.

Note: you have to stay especially alert and look in ALL directions on arrival at events like these breakfasts. A Carbon Cub and we arrived crosswind at the same time for rwy 28 so I slowed to give him space, don't

think he ever saw us! There was a Skylane reporting right dwind – base and final at the same time Bob was and they were both giving position reports except that the Skylane was using a right hand pattern for a runway that was a left hand. Look everywhere, even if everyone is giving position reports, they may be mistaken about the established TP at the airport! Don't argue on the CTAF either, it creates hard feelings and is a distraction to everyone on the freq. Also, don't expect every plane to have a radio. BE ALERT!

Enough lecturing, we had a great breakfast and met up with some old friends there and got to look at some nice airplanes. The trip back was made using the standard Dunn patrol formation, that is, more than one airplane going in the same direction on the same day.

TICO Warbird Show

Loretta and I went to the Warbird Airshow at TICO, I saw some interesting exhibits and it was a good show.. It might have been the last the US Air Force Thunderbirds ever do! Being involved with helicopters many years ago I particularly enjoyed watching the UH1 and Cobra helicopters taking off and landing 100' away and had a nice conversation with one of the pilots during a break in the action

Be sure to take a look at the attached pictures of the show that member Lenny Dunc

Bill Bilsky's New Hughes 269A Helicopter



Bill got a great deal on this helo and has it hangared at Dunn he said he'll be flying this soon.

We found an ear ring while cleaning up after the Feb. breakfast, if you recognize this as yours claim this at the



May breakfast.

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Chapter Meeting

Weds. April 3, 2013, 7 PM

Building 10 – Dunn Airpark

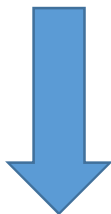
Titusville, Fl

Chapter Breakfast

Sat. March 2, 2013 8:00 am

Building 10 – Dunn Airpark





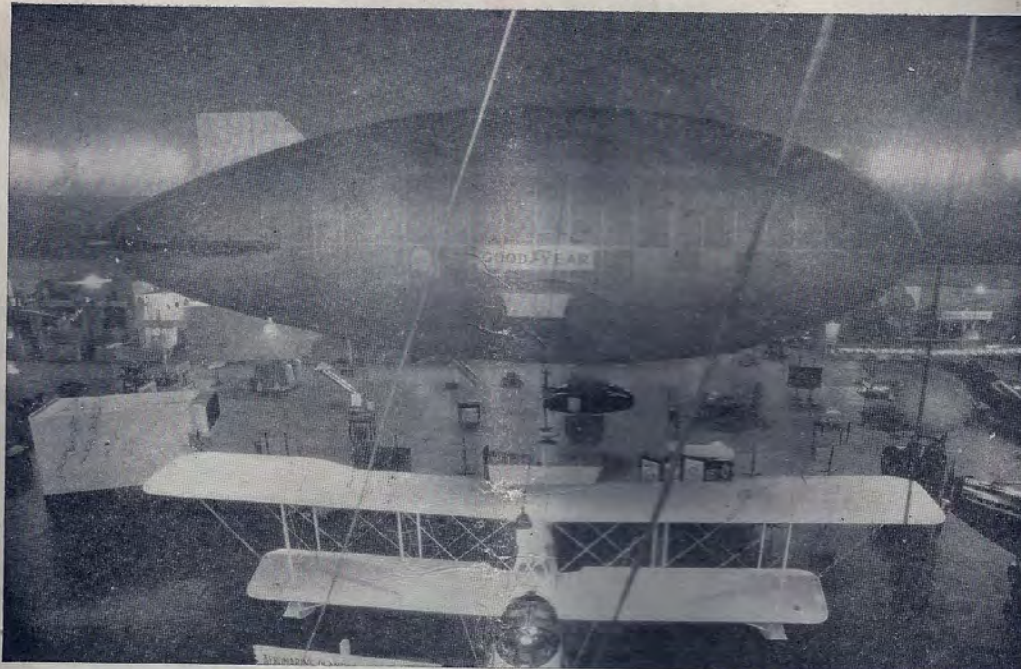
This was scanned from a publication that chapter member Dick house found. It's called

AVIATION

And

AERONAUTICAL ENGINEERING

The date, June 1, 1920



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