

# EAA Chapter 866 Smilin Jack Newsletter June 2013



Steve Quickel gets a ride from Ben in his Pietenpol



## ***President's Address June 2013***

Our May meeting was well attended in spite of the dreary conditions.

We had just 46 guests for breakfast, a new membership, ten patches were sold and a tip. Not our usual robust crowd, but wx conditions that prevailed kept all but the hardiest from flying in. Still, it was nice, unhurried and fun.

Kip Anderson gave a run down (or should that be *run up*?) on the journey to his airworthiness certificate for his Sonex. Congratulations, again, Kip, for a job well done!

Les Boatright brought in his RV-4 instrument panel for show and tell. Some pretty fancy metal work went into those curves.

Rich Van Treuren talked a little about the Twister's landing gear and later brought it in for some help with one of the instructions in the assembly manual. He also passed around a new book on Aerodynamics which went around the room.

Jim and Barbara Longley announced that they had sold their Rans and were in process of cleaning out their hangar. They brought in a number of VHS tapes about aviation; Richard has transferred those to DVD format and a copy of all of them will be available for anyone to borrow. A big thank you for that! Jim also mentioned that he has a set of Sonex plans he would like to make available. Kip mentioned that the plans are transferrable for a small fee. If you ever wanted to build a Sonex, here is a terrific opportunity! Contact Jim at [longaire@gmail.com](mailto:longaire@gmail.com)

Many thanks to Larry and Loretta for the very nice desserts and birthday card for Ray Thomas who celebrated his birthday with us. (Age is unimportant unless you are a cheese!)

May 28<sup>th</sup> will be the FAASTEAM Seminar in Daytona, from 7pm to 9pm in the Airline Room. Always a good topic. April's topic was Seasonal WX Changes. It was a very interesting program. Free parking at the airport, too!

Our June breakfast is on the 1<sup>st</sup>. The June meeting will follow on the 5<sup>th</sup>.

Our speaker for June will be: Jon Eggenfellner from Viking Aircraft in Edgewater. He will present info about a new Brazilian offering designed to pair with his Viking Engine. I am looking forward to welcoming our speaker and hearing more about this new aircraft.

Hope to see everyone at the breakfast.

Keep 'en flying!

Deborah Van Treuren, President

Just Aircraft Highlander



Wes Whitley stopped by Dunn with Mitch Matheny in Wes's newly built Just Aircraft Highlander. Wes is a Merritt Island pilot and keeps his Highlander at COI. One of the prettiest light sport airplanes around! Powered by Rotax 912. Their mission this day - - find a stretch of land out on the St.Johns River that they can land and take off from. Mission was a success!!!

## ***May Breakfast***

Weather pretty much washed the breakfast out. Fact is, this is probably the first breakfast that we've lost money on in a number of years. Only about 45 or so eaters this time. It was still fun though!

**Where are we?**



**OK, Where in the world (Florida) are we??**

Last month Les Boatright was the first to correctly identify GIF ( Winter Haven) as the airport depicted.

### ***Tower Closings***

The following is a reply from Les Boatright over the article in the May newsletter about tower closings

Just wanted to say, I agree with your piece about the towers, many are simply not needed. I did almost all of my PPL training at a non-towered airport, many times there were 3 or 4 aircraft in the pattern at once. We just talked, listened, looked and avoided each other.

Almost Every weekend there's a fly-in event somewhere in Florida with dozens of arrivals & departures in the span of 2-3 hours, with no tower. It is very rare that there's any problem at these events.

The fact is that the pilot population continues to decline; so it stands to reason that small General Aviation operations would be declining as well. Thus, the need for towers today is less than it was 15-20 years ago, and we didn't need those towers then when we had lots more pilots.

### From an AOPA article:

The pilot population is declining. There were 827,000 active certificated pilots in 1980, but just 624,000 in 2009 (~ 25% drop in 29 years). The numbers of incoming student pilots are even more alarming with a decline from 200,000 to 73,000 (~ 63% drop) in the same timeframe. Additionally, 70 to 80 percent of those student pilots will drop out prior to earning their certificates. This has critical implications for all segments of the aviation community.

Les

### *Author*

EAA Chapter member 866 Greg Smith is an author and has published a fictional book called *Assassin Awaken*. I've read the book and enjoyed it a lot. It is pure fiction and interesting reading. Greg is now working on a second book that will involve some flying, he says. Interested? I think these are available on Amazon.

*Larry*

### FAA: Towers Stay Open Until November

The 149 federal contract air traffic control towers previously targeted for closure beginning June 15 will remain open through Sept. 30 the FAA said Friday, as other programs also found funding. The Department of Transportation said Friday it would fund air traffic technology and maintenance programs with \$21 million by moving funds within its budget. The FAA was required by sequestration to cut \$637 million from its budget. As drafted, the agency was granted little latitude in how it applied the cuts. That changed when controller furloughs correlated with commercial flight delays, and more changes soon followed.



On April 26, a new law adjusted sequestration cuts, specifically for the FAA, allowing the agency to shift money within its own accounts. The following day, the FAA announced it would end furloughs. Now, other services may be affected by the cuts while some that had originally been targeted may be spared. The agency said Wednesday that it would reverse its plan to shut down night operations at 69 towers, two regional approach control facilities and one tower that also provided approach control services. And on May

2, the FAA said it would not move ahead with plans to eliminate airport weather observers -- the original March 15 plan would have started shifting the task to air traffic controllers this month.

### *Fly out to Valkaria*

On Friday May 17, Loretta and I decided that it would be nice to once again fly down to the Valkaria breakfast the next day. (3rd Sat. is their monthly bkfst(EAA Chpt 1288)) Ben said that he was going to do fly the Piet down also, weather permitting. We were to meet around 7am at Dunn Airpark. Loretta and I showed up around 7:30 and Ben was taxiing out already. We'd already checked the wx and showing on the Foreflight map were some T-storms near our East coast and they appeared to be going North and not threatening to our planned flight. So we pulled Fancy out of the barn and Headed out. We departed 15 at Dunn and I immediately called TICO to transition the D airspace to the South they granted this and we were soon past their airspace at 1,500'. As soon as we were clear of this I called Patrick tower to go through their airspace, I got an answer from the tower that they didn't open for another 5 minutes -- call back. OK, well that's a new one for me and we're almost to their class D. So, when the tower opens and I'm in the class D before communications are established? Do we want to wallow around for a few minutes to wait for the tower to open? Naw, we'll just climb over it at 2,600 feet or so, so, we climb up only to find a wall of clouds ahead topping out at about 3,000'. Decided to go over the top and hopefully after a few miles we'd be past that and sure enough just S of Melbourne we had ground contact again. We started our descent and heard Ben on Valkaria's frequency and he was setting up for landing on 14 there so, we widened our approach so that we could do the FAA's favorite way of pattern entry, a 45° entry to down wind for 14. We made an easy landing and found that NOW there are taxi ways off of that runway! Didn't used to be any and this is a huge improvement for that airport.

We were about the **third plane** to fly in for the breakfast and the **4th fly-in** to arrive. See picture.



One of the first fly ins to arrive and Spot landing contest winner at monthly Chapter 1288 breakfast in Valkaria.

Had a nice breakfast and met our Chapter 1288 friends once again and headed out for X21. The flight home was nice, we climbed to around 2,800' and just stayed there until we passed Merritt Island COI and started down talking to TICO again and made a landing on rwy 4. Nice trip!

*Larry*

# Government Advocacy

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## FAA's plan for AirVenture ATC user fees 'troubling'

By AOPA Communications staff

AOPA on May 22 denounced an FAA plan to charge the Experimental Aircraft Association for the travel costs, per diem expenses, and overtime pay of the air traffic controllers it deploys to staff EAA AirVenture, the association's annual aviation fly-in, expo, and airshow, which is also the largest gathering of civil aircraft in the world.

"This is extremely troubling news," said AOPA President Craig Fuller. "We've warned that the Obama administration wants to hit general aviation with user fees, and that's exactly what it's doing to the EAA and AirVenture. To depart from previous practice suggests that the FAA has entered a new, pay-as-you-go era with little regard for safety. **General aviation already pays for FAA services through substantial fuel taxes. These user fees—there is no other word for them—are a double taxation.**"

The FAA has traditionally incurred the costs of deploying controllers to EAA AirVenture, which attracts more than 10,000 aircraft. The new charges were announced after the administration and FAA recently attempted to [close some of its most efficient control towers](#) as part of budget sequestration. [Congress objected](#) and provided additional funding for the towers.

"These sorts of user fees will stymie a vibrant, innovative general aviation industry that is just starting to realize economic recovery," Fuller said. "This administration seems to feel that it can tax and impose additional fees without consequence. But these tactics will ground dozens of pilots and planes, eliminate jobs, and diminish GA's contribution to our economy."

AOPA has successfully fought a number of previous attempts to impose user fees against its nearly 400,000 members. User fees have again been included in the [Obama administration's latest proposed annual budget](#), and AOPA is already working to defeat that proposal.

A bipartisan group of 223 members of Congress recently [signed a letter](#) to the president opposing such fees. Congress has repeatedly defeated previous user fee proposals.

## **For Sale**

**1940 J4A Cub Coupe ground up restoration 2006**

**105 hrs since total restoration 2079TT**

**A65 -8, engine – 474 hr. SMOH. 110 hr since top overhaul. New Slick Mags and ignition harness. Grove DISC BRAKES! Sealed lift struts, McCauley metal prop., six yrs on new Polyfiber cover. #143 Pottytone paint ( cub yellow) Original style instruments (overhauled by Keystone) . Original wheel pants, two fuel tanks (new) one behind seat and the other in the nose. Hand held Sporty's radio and Sigtronics intercom. 2 head sets. New windshield **(Light Sport compliant !!)****

**\$24, 500**



**Contact Gordon Olsen**

**1785 N. Lilac Circle**

**Titusville, Fl 32796**

**Cell ph. 321 693 6519**



**Home 321 267 9096**

*Here's a question for you....*

Those who have flown with me may already know the answer to this because during slow flight training we usually discuss this. Here's the question: What is the power setting for the slowest possible flight in an airplane?? Follow up: What is this flight region called?

Larry

Answer in next month's newsletter

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If you know of a service available that you've had good luck with involving aircraft let me know so we can list for others in this newsletter

Here's a few

A1 Locksmith Titusville. Jim Longley had a pleasant experience with them when he lost keys to his plane.

*Need Transponder cert.?* Mr. Coffee located on Spacecoast Regional Airport 321 427 5239

*Need Rib Stitchin?* see the pres., Deborah

Sebastian radio shop located at Merritt Island airport has always given me good service on xponders and radios. lg

## Sebastian Communication Inc

Sebastian Communication Inc  
Merritt Island, FL 32953

Phone Number: (321) 453-6894  
Web Address: [www.sebcomm.com](http://www.sebcomm.com)

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### *Chapter 866 Officers*

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Chapter Breakfast  
Sat. June 1, 2013 8:00 am  
Building 10 – Dunn Airpark Chapter

Meeting  
Weds. June 5, 2013, 7 PM  
Building 10 – Dunn Airpark  
Titusville, Fl

