

EAA Smilin 'Jack Chapter 866 Newsletter
Sept., 2013



Jeff Wilde and new Young Eagle -- 2012 Young Eagle Rally



Bob Rychel and new Young Eagle – 2012 rally



President's Message

Our August Meeting had a very full agenda and a special guest- Roy Shannon brought his *Quickie* down from Edgewater to show everyone. This airplane was featured this year at Oshkosh. It generated a lot of interest, not only because of the age and number of hours flown (ten years and nearly 500), but especially the reasonable cost to build and operate- under \$10,000 including the trailer he built, and 3.4 gph fuel burn. Roy did a beautiful job on the build-out. He is part of the Spruce Creek EAA Chapter. Through several technical counselors in the chapter, he was able to build his airplane better with their expertise. The value of using a Tech Counselor can never be underestimated. That second or third or more set of eyes catches things that might go unnoticed by a novice builder. Many of the members present got a chance to take a good look at this nice single seater and ask a lot of questions. Thanks to everyone for making Roy and his co-builder so welcome at our gathering.

We passed a few motions at the August meeting and Les will give a recap of what went on with suggestions for implementing them. Thanks, Les, for stepping in to do this...

We also have an official address- PO Box 656, Titusville, FL 32781. All official mail will be routed through the main PO, except the bank business which goes directly to Herman for convenience. I hope this will avoid future misdirection of mail that we have experienced in the past.

Many thanks to Kip and Eddie who stepped in to cook eggs at our August Breakfast and hopefully, they will consider doing that for the September Breakfast. Hint, hint! I will be back at the podium on October 2nd and the grill on October the 5th!

Blue Skies...

Deborah Van Treuren, President

This beautiful picture was taken at over my campsite after the airshow. *Fifi* the B-29, leads the followed by three B-25s and other

Photo credit: Eric Brothers



Oshkosh
Thursday
pack
Warbirds.

55 Years Ago: Connecticut's Submarine Nautilus Crosses the North Pole

Philip R. Devlin, The Haddams-Killingworth.Patch.com, Jul 30

Given the enduring popularity of Jules Verne's classic novel *20,000 Leagues Under The Sea*, it should come as no surprise that no fewer than six vessels in the Navy have been named the Nautilus — two ships and four submarines.

But the last submarine named Nautilus (SSN-571) was a game-changer. Built during the Cold War in the 1950s, this version of the Nautilus was the first sub ever to be powered by a nuclear reactor. As such, its ability to stay submerged for extremely long periods of time was unprecedented. At 319 feet in length, the Nautilus was much larger than diesel-powered subs, and weighed more than 3,000 tons. It rewrote the submarine record book for durability and distance.

Built in Groton, CT, in 1951, the sub was christened there by First Lady Mamie Eisenhower on January 21, 1954. Its home port was the Naval Submarine Base in Groton as well, the home, too, for many of its crew.

By the time it was decommissioned in 1980, it had roamed the seas of the world for more than 25 years and had traveled an incredible 500,000 miles! Today, it is the centerpiece exhibit at the Submarine Force Library, Museum, and Gift Shop on 1 Crystal Lake Road in Groton. More than 250,000 visitors tour the Nautilus annually. The submarine was declared a National Historic Landmark in 1982.

Its most famous voyage happened 55 years ago this week. Having left New London on July 23, 1958, the Nautilus headed to Pearl Harbor. After a layover in Pearl, SSN-571 then headed north on a secret mission called "Operation Sunshine."

As the sub headed north, a water leak developed in the engine room in one of the condensers and threatened the safety of the mission. Commander William Anderson had the Nautilus berth in Seattle while he devised a solution for the leaking condenser. His ingenious solution was to have his crew go out into the city of Seattle to purchase "Bar's Leak" — the tried-and-true solution for fixing a car's leaking radiator. (More than 100 million have been sold to date.)

He ordered the crew to don civilian clothes and to buy as much "Bar's Leak" as they could find at service stations and automotive supply stores in Seattle. They returned with 140 bottles! Half of that supply was dumped into the system, and it worked! The leak was fixed. Next stop: the North Pole.

As the Nautilus approached the North Pole, it had to submerge to pass under the ice. While submerged and traveling at about 500 feet in depth, the 116 man crew became the first known human beings to say that they had literally been "on top of the world."

They were the first mariners to say that they had reached 90 degrees North. As the submarine passed 90 degrees North, Commander Anderson uttered these famous words: "For the world, our country, and the Navy—the North Pole." The sub was under the ice for 96 straight hours and covered 1,830 miles before surfacing off the northeast coast of Greenland. The Nautilus then headed to port in England

briefly before returning to New London. The entire crew received a Presidential Unit Citation—the first



one ever given to servicemen not at war.

The importance of the polar exploration in 1958 cannot be overestimated. It was a major morale booster for the country, as just one year before the Soviet Union had put the first ever satellite into space—the Sputnik. The Soviets did not have a nuclear submarine in their arsenal. We did. It was superb, and it was made in and stationed in Connecticut!

Note: Long time chapter member Bill Furnholm was crew on this boat when this feat was



accomplished!

Big Chapter 866 Event Coming up!

October 19 which is the 3rd Sat we will be holding our annual Young Eagle event at Dunn Airpark. Things are coming together for this as we have the literature and formal paperwork required to hold this event with insurance coverage from EAA and I'm working on the permit with the airport authority.

This is the most fun we can have with airplanes legally, in my opinion! It is a good time for all whether you're flying the youth, working registration, escorting the candidates to and from the airplanes or anything else while this is going on. Take pictures, meet and greet the parents and their children. . Make everyone feel welcome! There's so much satisfaction when you're around the youth who get the rides and express the excitement of their first airplane ride. Then just listen to the pilots who are lucky enough to fly them. They all have happy stories to tell about the youth they fly.

At our meeting we'll have literature to hand out with the event information on it. Take some of the literature and invite folks and their young ones to come out to this.

July 27, 2013 Saturday

By Kip Anderson (builder/owner/test pilot Sonex)



DURING 40 HOUR OF TEST FLIGHTS TEST EVERYTHING

During my initial flight tests my radio had excessive noise above 3200 RPM and the GPS in my Voyager glass panel dropped in and out and was totally unreliable. I had added ferrite beads to all wires in and out of the Voyager and radio, but on the ground I did not notice any difference. I replaced all wires passing through the fire wall with shielded wire all grounded to the engine. On the previous flight I had noticed carbon monoxide symptoms after a 30 min flight so I sealed off the wings to the cabin and purchased a carbon monoxide detector and installed near the floor. There were enough changes to make a test flight even though the radio problem persisted.

Friday morning Space Coast Regional was IFR and I decided not to fly, but Saturday cleared up by 8:00 AM and I was ready to fly. Taxiing out to runway 27 at idle turned on the ELT and ran the self-check, checked the GPS and radio, all worked fine. The tower asked where I was headed and said I was headed over the Indian River, then north and out to the ocean for flight testing. Sonex 809SX was given clearance and was airborne seconds after applying full throttle with the radio noise and the GPS dropping out. Heading East toward the Indian River I looked over at my iPad with Foreflight up and Stratus GPS tracking I flew to the edge of restricted area R-2934 then headed north up the river at 3500ft to Oak Hill then east to the ocean. After a few minutes I reversed course and headed to Dunn at 4500ft, dodging clouds and greased in a landing at Dunn, and then I taxied back and took off ahead of the jump plane. I was climbing up to 3500 ft headed for Merritt Island when I hit a pot hole in the sky. It was a really violent bump. When everything landed back in position (iPad, Stratus), I was glad my seat belt was fastened tight. I looked out to check the wings and they were still there without any wrinkles. After that I was feeling a little nausea but after a few minutes decided to continue on to Merritt Island. As at Dunn I throttled back and checked for traffic and announced my position. I made a poor landing at Merritt Island, taxied back and took off. I headed for Space Coast Airport

at 1200ft. I was about to call the tower when a buzzard flew by in the opposite direction at 1200ft and I now remember why I don't fly at low altitudes. At the power company towers I called in to Space Coast for landing and was cleared for landing on 27 and asked to IDENT, which I did and proceeded. As I turned final I was asked again to IDENT which I did and landed without incident. As I cleared the runway the tower said "do you know your ELT is on?" I did not, but I reached back and turned it off and taxied toward the hangar.

As I approached my hangar I knew I was in trouble, my wife was coming through the security gate and totally unexpected. I taxied up to my hangar and shut down and my wife pulled up behind me. "Do you know everybody is looking for you". "I have been getting calls from Home Land Security, Miami Search and Rescue and the Coast guard has sent out a launch from Ponce Inlet looking for you". My slight nausea now was getting worse and I proceeded to lose by breakfast. Even though I said I was fine, my wife proceeded to call 911 for EMT's to check me out. I was getting ready to put the plane back in the hangar when the EMT's and ambulance arrived and I got a cell phone call from Miami Search and Rescue Center asking me if I was ok. I said I was and told them I think the ELT was set off in rough air and because of the bright sun did not see the indicator and I would relocate it so I wouldn't miss it even in bright light. Then I had to deal with the EMT's to answer their questions to verify I was of sound mind and body. My son-in-law who was in Washington, DC visiting his brother (3rd on my call list) had also got a call from Puerto Rico Search and rescue asking if he knew where I was. Now I had to deal with my wife's concerns, she has been out on the porch reading when she came in she got the message on the phone. Miami Search and Rescue called a few minutes later confirming the ELT distress alert. She went to the airport and everybody was very helpful until I finally showed up. Now I had to convince her that I could fix things so it wouldn't happen again so I have relocated the ELT light and test switch so if it comes on even in bright light I can see it. I need to get a new cell phone that I can plug into my head set and receive calls in flight.

That is more than enough excitement for one short test flight.

Lessons Learned

Make sure you have good ground and air communications.

I did have a backup hand held radio and I should have plugged it in and used it.

Make sure someone other than the tower knows your intended flight plan.

Make sure everyone on your call list is aware of it every 6 months, they will forget.

Give your primary alternate the number of the local FBO.

Next time you purchase a head set make sure it has a cell phone plug in so you can be the primary one called. My phone was on my belt and there was no way I could have heard it ring. I now have a new headset and cell phone that work together

Kip

Great story by Kip! Sure makes the Newsletter editors' job easier to have an interesting story like this for our readers.

Newsletter Ed.

Hey - Checkout [EAA Smilin 'Jack Chapter 866](#) page on Facebook (click like if you do like it)



X21 Cats

The cat population at Dunn Airpark is growing and even our chapter meeting room has been invaded by these animals! We've taken some measures and some hangar tenants at Dunn have managed to cat proof their hangars but most have not done this and as a result kittens are being born and damage is being done to valuable stuff. If you want to know what you can do to keep the cats out of your hangar you can look at ours to see what we've done. Maybe, if we take these measures, the cats will live and breed in the hangars where they are being fed.

Larry

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 too!!)**

\$24, 500



Contact Gordon Olsen

1785 N. Lilac Circle Titusville, Fl 32796

1947 Cessna 140 For Sale:



2800 TTAF, C-85 400 SMOH, Good airframe, paint ok, good interior, fabric wings, King KY-97 flip flop com radio, Cessna Transponder, Scott 3200 tailwheel, simple, fun plane. Annual Due 8/2014. Asking \$21000.



Contact Lenny Duncil 321 385 9023

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Chapter 866 Officers

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Meeting
Weds. Sept 4, 2013, 7 PM
Building 10 – Dunn Airpark
Titusville, Fl

Chapter Breakfast
Sat. Sept 7, 2013 8:00 am
Building 10 – Dunn Airpark Chapter

Young Eagle Rally
Sat. Oct. 19, 2013