

EAA Smilin 'Jack Newsletter October, 2013



**Sat. OCT 19 is Young Eagles day At Dunn Airpark!
Pictured above Ray Thomas and new Young Eagle**

President's Address October 2013:

I would like to extend my gratitude to Les for handling the September Meeting. Reviewing his report regarding the meeting: A lot was accomplished! You *all* rock! Moving forward, there is still much to be done in follow-up...

My travels were incredible and I even managed to snap a few pics of impossible airfields at the top of the world: One at a medium city of 3500 residents nestled at the end of a spectacular fjord, the other, alongside an "impossible" approach servicing a small city and surrounding areas boasting 1500 souls. Both approaches were between the mountains, but fairly well protected from too much wind unless you count the drafts coming off table flat massifs and roaring down the valleys! Both airports serve fishing communities and North Sea Oil Rig Ops.

I am anxious to get back into the cockpit and our activities with Chapter 866 including breakfast on Saturday and our Young Eagles Rally mid month, entry in the T'ville Christmas Parade, etc.

Our program on Wednesday will feature Jim Lee of PhoenixAir, USA. The new aircraft design from his company was brought to my attention by John Sepulveda, whom many of us know.

One of the things I would like to work through is the possibility of an FAASTeam program at Dunn. This has been offered to us by Joe Kemmerer, one of the pilots with Missions Made Possible. Please think about some topics that would be of interest and we'll see what will work. Air Safety can not ever be taken for granted.

Speaking of FAASTeam seminars. The Tuesday Sept 24th program on Air Traffic Control was especially enlightening. Two controllers from DAB gave the program. It was about working with ATC in high traffic areas. Daytona had 600,000 operations last year. That is pretty amazing for a Class C airport. The bulk of those ops came from flight training - three schools use DAB facilities, and they are busy. Rick and Rob talked about separation and sequencing issues, altitudes and IFR approaches. Rick Lovell and Rob Pierce are ATCs at DAB. Rick put his phone numbers on the screen so anyone may call and off the record ask if a suspected incursion might be an issue or not. He welcomed comments about the service at DAB. That surprised me. I have the number in case anyone would like to make that contact. Worth the drive and the time. Please consider coming up for one of these programs, you will be glad you did. You can also earn "Wings" credit for attendance. The FAA even pays for your parking-what a deal! I usually go each month and carpooling to Daytona would make the trip more fun. Anyone interested in doing that, please email me, we can meet at my home on US1 in Edgewater and have a carload.



We have a lot of projects to few months of the year. I am getting to them!

See you soon,

Deborah Van Treuren, President

What a day it was!!

Larry Gilbert

My wife Loretta and I spend a lot of time at Dunn Airpark where we keep our Citabria and there are several friends who come out on a regular basis to fly with me. One of these is Chapter member Dick House, who flies with me most Monday mornings. Dick trained cadets in BT 13s during WWII and can still fly very well.

You may remember a couple of month's back in the newsletter I wrote an article, with pictures about Dick having an item on his bucket list to fly a P51. He checked on the price of this at Stallion 51 on Kissimmee airport and found this to cost a little more than he wanted to spend. Loretta and I decided to help relieve

Hope to see everyone at the October Meeting. Larry will have instructions for us to make our Young Eagles Rally go as smoothly as possible.



Impossible RYs at Akureyri and Isafjordur, Iceland, and you thought the xwind at Massey (X50) was fun!

tackle in the remaining looking forward to

his disappointment by putting P51 ID on the Citabria and letting him fly and pretend it is a P51. This didn't satisfy his urge but we all had a good time with it. Well he sent copies of the newsletter to his family along with the pictures we took and most of relatives said it was nice and one nephew decided that that wasn't enough and surprised Dick with a gift certificate for the genuine P51 ride!!

Dick brought the papers out to Dunn to show Loretta and me and we were all excited for him and offered to take him over to Kissimmee and watch and take pictures. The flight was scheduled for Monday morning Sept. 23 at 9:00 am. Bill Furnholm was around when we were making the arrangements so we asked if he'd like to go with us and he said he would. We arrived at the Stallion 51 stable (there are 3 of these P51s in their hangar) on time and walked into the office of this immaculate hangar office on the second floor. We were greeted by the most gracious people I ever encountered in the aviation business!

Loretta, Bill, and I were standing at the counter watching Dick get ready for his adventure when the lady behind the counter said, "Larry, are you ready to go flying?" I told her that I wasn't the one flying today and that Dick was their customer. Again, she asked, "are you ready to go flying" and pushed a piece of paper in front of me for me to sign! I'm still dumbfounded and was groping for more words when Steve, the man standing next to her said to me, you're flying a North American T6 Texan today! It began to dawn on me that Dick had purchased for me a flight in the T6. WOW!!

Those people at Stallion P51 handled the surprise well. They made statements like "we're going to have fun today!"

Into the briefing room all four of us went. They treated all four of us like royalty! The briefing went well and Steve (dog) my pilot instructor, told me I'd be doing all of the flying of the T6 except the formation part. John (Homer) Black, Dick's instructor pilot, explained what our mission was and how we we're going to conduct it. First, Dog and I were to depart in the T6 then Homer and Dick in the P51 would take off and we'd rendezvous SW of the field over a lake and we'd fly in formation. We met up over the lake and flew so close that I thought that the prop on the P51 would surely cut our wing off if we got any closer!

Then we parted company with each other and it was time to have some real fun! Dog, who was sitting behind me in the T6 coached me through some aerobatics. First we started with wingovers which worked out OK, then it was time to barrel roll and on the third attempt with Dog's coaching I pulled one of these off without falling through it, then it was on to the loop this one went well on the first attempt, pretty aggressive though as we pulled 4Gs through this, my vision was a little out of focus for a second as we were coming back to level on the bottom. That airplane is a lot heavier than anything I've flown and for that reason there's a lot of momentum to deal with, for instance when you accelerate to 190 and pull, just the momentum carries the plane upwards quite a distance. It has a solid feel and is a smooth flying machine.

We headed back to the airport and Dog told me to enter the pattern on downwind for 15, fly the pattern at 1,000' and right down the runway to the intersecting runway and break right into the downwind and do the landing checklist, fly the plane at 100 all of the way to the runway and don't flare like you're used to doing but keep the nose down right to the runway and a little flare to roll the mains on then push a little until the tail comes down. The landing was one of the smoothest ever! Dog said I did it all! I wonder if that's so, but I'm going to take credit for it!

De briefing time, we watch the videos and Dick and Homer in the P51 are up. On the intercom, Homer asks Dick if he wants to try an aileron roll and Dick say yes. The airplane rolls around perfectly back to level, Homer is impressed with this and to prove that Dick was doing this with no help, he places his hands in the air touching the canopy while Dick does another one. He said to Dick, "you haven't forgotten much have

you?" They did some more aerobatics and then back to the airport flying the break as we did with the T6. Homer was impressed with 90 yr old Dick's flying.

While we were out flying the people at Stallion P51 were wonderful with Loretta and Bill. Wonderful people!!

If all of GA people were as nice with their customers as they are, there would be a lot less problems with this business, in my opinion.

What a day it was!



Dick getting prepared for flight in P51 (Crazy Horse)



That's me wearing the T6!



Ready for start



Dick and "Homer"



"Dog" and me

2013 Young Eagle Day for EAA Smilin 'Jack Chapter

Sat. Oct. 19 is our annual Young Eagle event. We do this in October because the weather is usually a little better this time of year. EAA National has set aside a Sat. in June and call this National Young Eagle day but fall seems better to us. Since we've been holding these in October things have been working out well for us.

Anyway, just about everything is in place for the event. We have the permit, insurance, ground crew and willing pilots and planes ready to fly.

At our Oct chapter meeting we'll have plenty of literature and flyers to post at different places. If you are a part of any organization that involves youth, please mention this and leave literature with them. This is a good way to give something to our community and is good PR even if there isn't a lot of publicity involved

Pilots

This year there has been some NOTAMS concerning the SLF and the airspace may not be available for our Y-E flights out there. No matter though because if we can't do that we can always do the St. Johns River tour. Let me know if you have any better ideas than these two possible trips. We can go west south and north for sure. Flying south just 2 mi. from Dunn we encounter Class D airspace at TIX so we have to be careful with that. Their airspace goes to 1,900' in the D area so it is possible to over fly at something over that altitude or if you're in it communicate with the tower and ask for approval to operate in the Class D and tell them what you want to do.

Ground crew

Since we have the same volunteers as the last couple of years you probably know the drill pretty well when it comes to registration, ground school, and flight line safety. You guys do an exemplary job with this.

Everyone else

If you don't have a job and are interested in helping out, bring a camera and take pictures and greet the folks and be as friendly as you can be. Believe it or not these things are just as important as anything else for this event. Loretta is baking some cookies and there will be coffee for adults and water for anyone who needs it. This ~~could~~ (WILL!!) be a lot of fun!

Larry

Sept. Breakfast

The breakfast was very nice. Not many customers, 65 eaters, I think. No airplanes this time because of a heavy fog that covered a lot of East central Florida until well after 10:00 am. Couple of motorcycles and that beautiful Corvette that belongs to the Manires of Titusville, plus some neighbors of the airport. Ron Thompson had his new CH701 there out for us to see. Nice airplane, Ron hopes to be checked out in this soon. Loretta made all the usual stuff, sausage gravy, biscuits, grits, cinnamon rolls and a blueberry coffee cake for the breakfast but didn't feel well enough to come out.

Paul Poberezney

You all probably know by now that EAA founder Paul Poberezney died. He was a great man and when you saw him if you approached him he would gladly talk to you. I saw him at Osh and Sun n a few times and found him to be very pleasant.

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.



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**Chapter meeting Weds. 10 02 13 - 7:00 pm Bldg.10, N. Williams
Ave., Dunn Airpark, Titusville, Fl 32796**

**Chapter Monthly Breakfast Sat. 10 05 13
Bldg. 10 Dunn airpark 8:00 am**

**Chapter Annual Young Eagles Day
Sat. 10 19 13 Bldg. 10 Dunn Airpark
8:00 am - ? (till we're done!)**

Check us out on Facebook - EAA Smilin' Jack Chapter 866