

EAA Chapter 866 Smilin Jack Newsletter



May 2014

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President's Address May 2014

Hard to beat the excitement of Sun n Fun and all the great times we had at the world's best air show! It was great to see old friends at the stitching board in Hangar Bravo. The same folks come by year after year to chat about their projects, watch the goings on and ask a lot of questions. It is a pleasure for me to be able to point them in the right direction and to see the results of what they learn as applied to their own aircraft...

While taking in the airshow, I ran into many members of Chapter 866, whether it was a quick "Hi," on the way to a volunteer shift, another place at the supper table, or a few minutes recap of activities in Hangar Bravo. In spite of a lot of volunteer hours, one of the goals for this Sun n Fun was to participate in one the FAASteam (Wings credit) Seminars being held every day. The Saturday morning session was about safety and the accident rates for amateur home builds and GA in general. I was able to procure a set of DVDs with some very good info which will become part of the library at Building 10. One of the door prizes at the Workshops Volunteer Dinner was another DVD on Maneuvers which will also become part of our library. This is good stuff and it never hurts to sharpen your skills from whatever direction that might come from. Our Chapter is very safety minded and I am very proud of our record, here.

The April 2nd meeting had everyone who was not at Sun N Fun- that would be 7 members present. I saw several of those 7 at one time or another at Sun N Fun later in the week.

Some of the very cool things that happened during the week were all the fantastic airshows and the Blue Angels' demonstrations- Nothing sounds like an FA-18! There was also a triad of rare F-7 Tigercats flying in one of the airshows. Amazing! We saw some new airplane designs, new equipment, and all the possibilities of parts, tools and knowledgeable people in one place!

One of the really special activities I participated in was an invitation to fly in the Aerotrek light sport. This

airplane has nice manners, pretty quiet behind a Rotax 912 and relatively short landing and take-off capability. We took off and landed on the grass strip (08/26) near Paradise City.

Which brings me to the last item and that is our speaker for May 7th. Buck Crenshaw, who is a regular at our breakfasts, will be speaking to us about training for the Sport Pilot license. He has a fleet of Aerotreks at TiCo (Space Coast Regional), that he instructs in. This aircraft is pretty neat in that it's wings fold back for storage in it's own trailer, like my Twister.

We'll have lots of great stories to share and some good project reports for the meeting. I am very much looking forward to the discussion.

Breakfast will be May 3rd. I will be out of town until the 5th, so if someone feels confident about cooking eggs, the spatula is yours!

Blue Skies and Happy Landings,

Deborah

Special guest Bob Cabana, NASA Administrator

Our friend and former chapter member, Curtis Langholz called and said he was in town for Sun n Fun while that was going on and we'd be getting together again for old time's sake. He spent Saturday at the show and since we had finished up with our volunteering there we headed home on Sat. am, so we didn't get together that day. Sunday he called and said that he was going for a flight with Mr. Cabana and would stop over after that. We were at our hangar just relaxing and Curtis called and said that he and Bob had landed at Dunn in Bob's Decathalon and they were at Skydive picking Bob's parachute up for some aerobatic stuff that Bob does. A few minutes later they taxied up to our hangar in the gorgeous Decathalon, parked the plane and got out and came in for some refreshment. What a nice guy to have in charge of NASA! We talked airplanes and flying and Bob Rychel showed him his two planes. Mr. Cabana seemed to be very impressed with Rychel's airplanes. It was a super visit for Loretta, Bob Rychel and me. Mr. Cabana may show up at one of our breakfasts..... Super guy



! Bob Cabana with his Decathalon



Sun n Fun Early morning balloon launch in distance. Note long shadow on 090 radial from LAL VOR

Sun n Fun

Loretta and I worked there for 5 days. She was in main registration and kept them entertained and sold admission tickets for the show. She did an outstanding job! I worked the General Aircraft Parking detail for the 5 days and enjoyed every minute of this, lots of action! On Friday I was positioned on the intersection of taxiways Echo and Delta, this is the first place where we have to turn and send airplanes to their respective parking spots. You get to see every airplane that comes in at this spot, a very interesting position on the field during the fly-in hours! We sent a couple of hundred airplanes one way or another on Friday between the hours of 7:00 am and 2:00 pm. Managed to watch a pilot land too fast and long in a pink Long EZ desperately trying to get the plane stopped instead of going around. The plane skidded out of control off of the end of the runway and was badly damaged by the time it came to rest. Main thing is no injuries! It was hard for me to watch it all happen knowing that the pilot could have flown out of this! At about the same time a Skybolt lost directional control while landing broke one of the main gears and went up on the nose while the engine was running. OUCH! I didn't see this happen but, I saw it standing on its nose. No injuries!

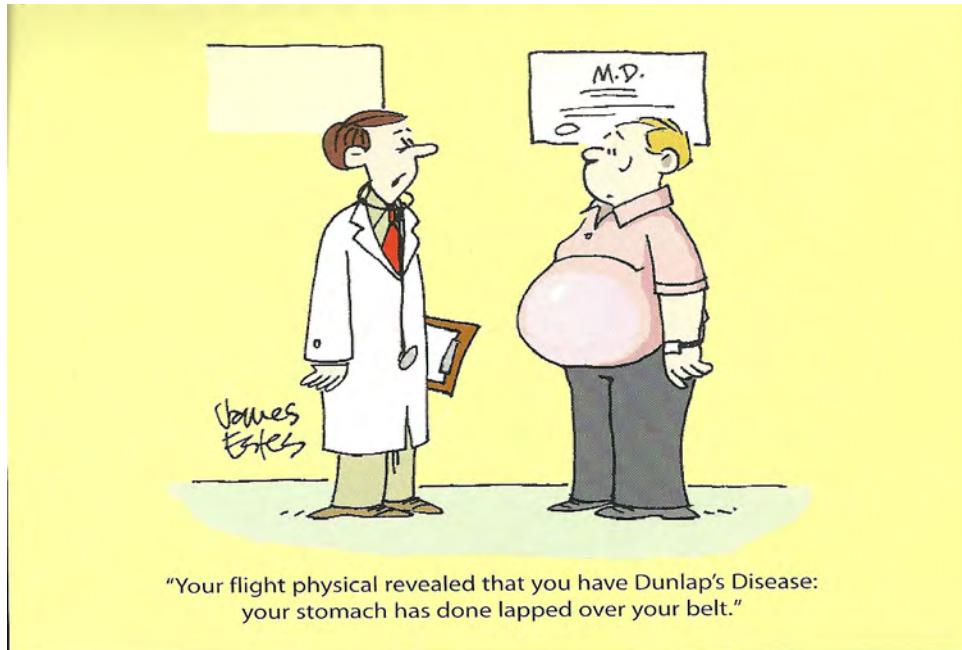
They had great performances by the Blue Angels this year and as usual some really good aerobatic civilian plane acts. We managed to get through the Vendor's hangars a couple of times and looked at most of the airplanes on display. Stopped in the FAA building and a FSS Lkhd Martin sales guy stopped me and asked me a few questions about how I flight planned and how I filed. When I told him that I used Foreflight for planning and rarely ever file a flight plan because I feel with flight following with ATC it isn't necessary. He argued about that point! I lost a little respect for him because of this, but I let him go on about how Foreflight was going to be adding all of these new features using the FSS. When he had gone on long enough and I was getting tired of listening and not paying a lot of attention anymore, I said "OK what do you want me to buy or sign up for?" He said, "you don't sign up for anything and Foreflight hasn't begun using us for this yet." All I really learned is that FSS might be adding something that might make flight planning and filing a little easier. It seemed like his sales pitch was too long and the longer he talked the more boring it became. He could have said what he needed in 30 seconds and given me a hand out! Long winded salesman with nothing for sale!

Chapter 866 was well represented at the show this year, quite a few volunteered over there and I saw quite a few of our chapter members enjoying the show. I met Lites Leenhouts there and told him I remembered him from him being at one of our chapter meetings. He remembered this. I forgot to tell him that because of him doing that presentation for us is the reason some of us volunteered there. Lites is the Chairman/CEO of Sun n Fun. Loretta and I also met and had a nice conversation with the founder of Sun n Fun he personally told us the history of the

annual event. His name is Billy Henderson 82 yrs. old is still a sharp and interesting gentleman.



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This cartoon was garnered (stolen) from a hand out from the Trade A Plane people at Sun n Fun

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Smilin' Jack Chapter 866
Arthur Dunn Airpark (X21) Titusville, FL

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Welcome to EAA Chapter 866
Whether you fly, build, restore or simply enjoy airplanes and aviation, you are welcome to attend our events and join our chapter. We are a group of aviation enthusiasts, aircraft builders, and pilots who get together with like minded people to share ideas, exchange information, encourage safety, serve the local aviation community and have a lot of fun doing so. Please come to our next meeting or event as our guest.

For more information about our chapter, please contact our president via the contact information provided in the sidebar.

About EAA
Our chapter is part of the worldwide network of EAA chapters. EAA embodies the spirit of aviation through the world's most engaged community of aviation enthusiasts. EAA's 170,000 plus members enjoy the fun and camaraderie of sharing their passion for flying, building and restoring recreational aircraft. To find out more about EAA and our programs and services, please visit our home page at EAA.org.

Smilin' Jack ®

Last Months “Where Are WE and What is This Contest”

Only one reply about this and it came from Jeff Wilde, he identified the field on the NE corner of Lake Harney as a new model airplane field. (I still think it's a secret gov't thing), you know, UASs, UAVs, and drones. They're out to get us you know! Congrats., Jeff, you're a winner. I've been wondering what that is! lg



We were sort of expecting small arms fire out of this secret airfield, if we were fired at – they missed!



Zenith 650 (Little Bit) flying again

If you're lucky enough to be hanging around Dunn Airpark these days you may have seen Bob Rychel out testing his CH650. He removed the Jabiru engine and replaced this with a shiny new golden Viking engine. This is the Honda conversion built and marketed by Jan Eggenfellner based at Massey Ranch (X50), Edgewater, Fl. It appears as though Jan is selling so many of these that it takes about 5 or 6 months to get one. I've watched Bob do takeoffs and the improvement in takeoff performance is incredible! It looks as though this may be half the distance that it used to take with the Jabiru. The engine runs very smooth, very quiet, and unlike the Jabiru, it starts every time! He has also been tweaking the horizontal stabilizer to improve the cruise speed and make adjustments since the new engine adds a little weight to the nose and he's had to add quite a bit of nose up elevator trim to get hands off cruise flight at near gross wt.

Big News!! Little Bit Too Flies too!!



Thursday 04/24 Bob Rychel flew the Beautiful CH750 that he built. (Little Bit Too) Bob says that it flies real good and that Viking is a smooth and strong engine. The take off roll is short and for now Bob doesn't use full power for take off even at less than full power the short take off is impressive! The first landing was nice and also very short even with no flaps. Nice! Be sure to congratulate Bob when you see him.

J3 Cub involved in landing incident at Dunn

When he touched down, the airplane went to the right and left the runway and started to go out of control because it was on uneven ground. Unable to keep the Cub going straight he did the right thing and applied power to go around and became airborne but, wasn't high enough to clear a runway sign and struck this with the landing gear. The plane came to a stop in a short distance with broken landing gear and a prop strike. **NO INJURIES!** According to what is published in the AIM, there wasn't enough damage, no injury and no structural damage and only an incident. The plane could have been moved off of the site and didn't need to be reported unless a report was requested. A witness called the FAA and the plane couldn't be moved until the FAA released it. As a result a NOTAM was issued and the airport shut down for about four hours. The plane could have been moved away in ½ hr or less after the incident and the airport could have been re-opened with very little inconvenience to anyone if the FAA hadn't been called! See below↓

7-6-2. Aircraft Accident and Incident Reporting

a. Occurrences Requiring Notification. The operator of an aircraft must immediately, and by the most expeditious means available, notify the nearest National Transportation Safety Board (NTSB) Field Office when:

1. An aircraft accident or any of the following listed incidents occur:

(a) Flight control system malfunction or failure. **Didn't happen**

(b) Inability of any required flight crew member to perform their normal flight duties as a result of injury or illness. **nope**

(c) Failure of structural components of a turbine engine excluding compressor and turbine blades and vanes.

(d) Inflight fire. **No fire**

(e) Aircraft collide in flight.

(f) Damage to property, other than the aircraft, estimated to exceed \$25,000 for repair (including materials and labor) or fair market value in the event of total loss, whichever is less. The sign can be repaired

(g) For large multi-engine aircraft (more than 12,500 pounds maximum certificated takeoff weight): 700lb Cub

(1) Inflight failure of electrical systems which requires the sustained use of an emergency bus powered by a back-up source such as a battery, auxiliary power unit, or air-driven generator to retain flight control or essential instruments; No electrics in this Cub

(2) Inflight failure of hydraulic systems that results in sustained reliance on the sole remaining hydraulic or mechanical system for movement of flight control surfaces; Only hydraulics are the wheel brakes

(3) Sustained loss of the power or thrust produced by two or more engines; and Only one engine

(4) An evacuation of aircraft in which an emergency egress system is utilized.

2. An aircraft is overdue and is believed to have been involved in an accident He was right on time

For our information:

Our chapter now has a website and this could be an excellent source of information for our members and friends. Ron Thompson put a lot of effort into this site and we are somewhat disappointed in the number of visits to our site. We talked of even simply posting this newsletter on the site every month instead of sending this out as an e-mail. The fear is that, if we do this and our membership doesn't check the site we'll be losing some of the essential communication needed to keep the chapter intact. We probably won't be doing this in the near future but, someday. Get on the site and post yourself as a C866 member, sell some of your excess a/c junk and help make the site one that is very interesting.

Report on Bruce Hotz

From Dan Hillman

I talked to Bruce this evening so I have a more recent report, although I talked with him last Thursday night also. He has been going in every day for the last few days and getting a shot that makes stem cells grow. These shots leave him weaker than the chemo he has been on. If all is well next Tuesday they will remove some of the stem cells from his body and freeze them, to be put back in later. Then shortly after removing the stem cells they will admit him to the hospital and begin the deep chemo treatment. For this he will be in intensive care for a couple of weeks since his immune system will be mostly destroyed. At some point in time they will put back in the stem cells that they previously removed. So he has some challenging days ahead.

June and I are praying for him.

Looking forward to seeing you at the pancake breakfast.

Dan



Bruce Hotz w/ show and tell for Chapter meeting Sept. 2010

Bruce built this boat and trailer from scrap lumber and parts!! Pulls this rig w/ bicycle!

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Chapter Breakfast

Sat. May 3, 2014

Dunn Airpark (X21)

8:00 – 10:00 am

Monthly Chapter Meeting

Weds. May 7, 2014 – 7:00 PM

Bldg.10 Dunn Airpark

N Williams Ave, Titusville, FL32796

Speaker *Buck Crenshaw*