



Innovation abounds within C866 ranks! Kip Anderson, our chapter breakfast pancake batter mixologist, after mixing and wearing his arm out by mixing as many as 50 batches of pancake batter at these events started thinking about how he could make the job easier, (necessity mother of invention) he designed a unique power mixer. Look out Hamilton Beach you might be getting some competition now! Anyway Kips' mixing job is easier and more interesting now.

President's Message

It has been a long hot August and we have returned to work on the Twister after a month long goof off... Other's projects have not languished awaiting the hands of progress, as you will read below! We had some guests at our meeting, I am pleased to welcome them: Ray Trapp, Brad Messimer and Cathy and Bob Anderson. Cathy has built a Rans but is also interested in building something else. Bill suggested that a 2005 or 2006 RX1 snow mobile engine is a good fit for an airplane.

Larry made the announcement that Jean Sammis would like us to have Stu's considerable collection of aviation books. This is a very nice gift and we will make the books available to our Young Eagles on 18 October and members of Chapter 866, as well. Speaking of gifts... Stu's family and friends have made donations to our Chapter in the amount of \$150. I made the executive decision to make this part of our Young Eagles Fuel Fund. I think Stu would have approved of this. Thank you notes have gone out to the

four donors.

Larry gave a progress report for our Young Eagles Rally - he is in process of getting the insurance set up. We discussed the roof situation, the continuing leaks, replacement of the ceiling panels and the urgency of repair. I have spoken with Mr. Jones in Maintenance, met with him and his assistant. We are now waiting for rain. When we get a good rain, one of us will need to go to Building 10, make note of the water intrusion points with spray paint or other way of marking the spots, so the maintenance crew can get into the building and fix the leaks. Without knowing where the water is coming in, we can't really fix the problem. So that situation is in work.

Ben reported that the Nieuport is coming along nicely and the flying wires are in rough trim and control cables are in.

Bob says he now has 21.4 hours on Little Bit Too and is installing vortex generators on the wings. LB1 has been upgraded and is now flying at 6500 rpm...

Eddie did not make the meeting as he was on the road picking up his 750's wings

The Twister now has the main wiring harness installed, the engine interface is complete, wings are ready to paint. We have also received our instruments and are working the instrument panel. I have also done quite a bit of filling and shaping on the tail- there were some large voids between the modification to the tail and the original tail which could collect dirt and debris. This step should prevent that. I have also cut and shaped the shoulder harness slots and filled and shaped the lap belt slots. We are in process of fabricating what might be a "turtle deck" on a wood frame aeroplane, but in the Twister, it will be a small shelf to hold the gps unit where it has an unimpeded view of the sky. More at the September meeting.

Arrangements have been made for our tour of the Sensenich Facility in Plant City. Our appointment is for 10 am on the 7th of November. This is a Friday. 10 am is good because the craftsmen will be back from their morning break and we will be able to see every phase of prop carving. I am quite excited about this little road trip...

The last item is a new order for polo shirts. Several members have asked about a shirt order so here it is, \$15 each for the full color pocket polos, men's sizes small through X-large. Short sleeves, full logo on the back Chapter 866 on the chest pocket. Colors: White, light yellow, pink(no pocket), light blue, tan, royal blue, red, light and medium grey. 2X-4X are slightly more- \$17. Extra Tall are \$17, Long Sleeve will be \$17. Prices include any sales tax. It will take ten days for the order. Please let me know how many you want, what colors and sizes, and we'll put an order together.

For September, we will have a short presentation on electrical connections. Based on what we have learned during the installation of the Twister's electrical system on the carbon fiber airplane. The meeting will come before Breakfast on the 6th. Hope to see everyone then...

Blue Skies, Deborah

Young Eagle Event Coming!

The 2014 Y-E rally is approaching fast, Sat Oct 18 will be upon us before we know it so, we have to get hot on getting the word out. At the September we will have brochures available for you to take and leave where ever there might be an opportunity to attract some youth for free plane rides. **Free Airplane Rides!** This should be all we have to say to get the people to our rally but unfortunately it takes a little more work than that. Ideally, we'll have 30+ rides to give.

Members: Any thoughts on whether we should continue to fly down the Shuttle Landing runway or change and go out to the west over the wetlands? The SLF ride takes 30 minutes and that is a little long if we get a lot of riders especially since most of our planes are only two place machines.

Ray Thomas had an unblemished record of 70 + yrs of continuous flying. Now because the FAA was called when Ray had a landing incident he has had to hire a lawyer, to deal with the FAA and NTSB and may have to take a check ride with an FAA official. They have determined that the incident didn't meet the criteria to have to report this. The airplane should have been moved from the runway area immediately but, instead since the FAA had been called, the plane couldn't be moved until it was released, causing the airport to be closed for about four hours. The article below was published in AOPA pilot last month. This confirms in my mind that I wouldn't call anyone except maybe the airport authority. Think about this, if you witness such a landing incident and you're not directly involved, It's probably unnecessary to report if no one is hurt or there is no fire and the damage isn't structural etc.

PILOT COUNSEL

Aircraft -accidents·

and mishaps

Knowing the difference makes a difference

By John S. Yodice

John S. Yodice

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THE NTSB'S official definition of an aircraft accident is different from what is more frequently referred to colloquially as an aircraft accident. The difference has important consequences to many pilots, especially how it affects a pilot's reporting requirements ('Pilot Counsel: Accident Notification and Reporting;' February 1990 *AOPA Pilot*), and how it affects the "get-out-of-jail-free" ASRS program ('Pilot Counsel: Don't Wait Too Long;' *AOPA Pilot* August 2014). And reporting an aircraft "accident" that may not meet the technical NTSB definition often can lead to an FAA enforcement action against the pilot.

The FAA and the NTSB are federal agencies independent of one another. The NTSB is charged with investigating aircraft accidents, and it is the NTSB rules (NTSB rules 830.5 and 6) that require a pilot (or other operator) to immediately notify the nearest NTSB office of an aircraft accident, and to follow up with an accident report (there is no regulatory requirement for a pilot to notify the FAA, although that is one way to indirectly notify the NTSB). Only aircraft mishaps meeting the official definition need be reported.

According to NTSB Rule 830.2, "Aircraft accident means an occurrence associated with the operation of an aircraft which takes place between the time any person boards the aircraft with the intention of flight and all such persons have disembarked, and in which any person suffers death or serious injury, or in which the aircraft receives substantial damage" (my emphasis). The NTSB definitions of "serious injury" and "substantial damage" remove many aircraft mishaps that would otherwise be considered accidents.

The definition says, "Serious injury means any injury, which: (1) Requires hospitalization for more than 48 hours, commencing within 7 days from the date of injury was received; (2) results in a fracture of any bone (except simple fractures of fingers, toes, or nose); (3) causes severe hemorrhages, nerve, muscle, or tendon damage; (4) involves any internal organ; or (5) involves second- or third-degree burns, or any burns affecting more than 5 percent of the body surface." Many more injuries and hospitalizations could be incurred in an

aircraft mishap that would not make the mishap technically a defined "accident."

There is a similar limiting effect with respect to substantial damage. Some damages are specifically excluded from the definition of an accident. In general: "Substantial damage means damage or failure, which adversely affects the structural strength, performance, or flight characteristics of the aircraft, and which would normally require major repair or replacement of the affected component. [But note the following that are specifically excluded from "substantial damage":] Engine failure or damage limited to an engine if only one engine fails or is damaged; bent fairings or cowling; dented skin; small punctured holes in the skin or fabric; ground damage to rotor or propeller blades; and damage to landing gear, wheels, tires, flaps, engine accessories, brakes, or wing tips are not considered 'substantial damage' for the purpose of this part." In my seminars for pilots I frequently ask what classic mishap could fit into this exclusion, and pilots are quick to respond—a gear-up landing! A pilot's ASRS report to NASA seeking a waiver of disciplinary action for an incident that might involve an FAR violation will not be effective if it reports an aircraft accident. It is important to ensure that the incident being reported could not be mistakenly identified by NASA as an accident. We recommend that a pilot filing a ASRS report positively state in the report that the incident is not an accident within the meaning of the NTSB definition, and explain why by reference to the definition. Lastly, aircraft mishaps could lead to FAA enforcement action. While many mishaps, especially serious accidents, routinely come to the attention of the FAA, many less-serious accidents such as fender-benders may not. It does not make sense for a pilot to be the one to call it to the attention of the FAA, especially if there is some chance that it will pass unnoticed. So, before an aircraft mishap is officially reported, a pilot may want to make certain that it meets the NTSB definition of an accident. If a notification and report are required, they should go to the NTSB, and not the FAA. This column should not be misunderstood. I recognize that the FAA and NTSB have important responsibilities in safety enforcement and accident investigation. They are just doing their jobs, for which we are appreciative. On the other hand, my job is to counsel pilots, even if it sometimes could be taken as critical of the FAA and NTSB. AOPA

This Month's Flying
Larry Gilbert



We flew the Citabria a few times. A couple of flights with Brad Missiner who is working on his tail wheel endorsement. Brad's catching on fast and should be endorsed soon. He's making good three point landings already and we'll be doing the wheel landings soon. It's fun to go out and do the thing we call dutch rolls to get the control coordination between aileron and rudder. I like the aha moment when they start to get it and the nose begins to stay on point as we roll from side to side. The other thing that's fun for me is when they learn the little rudder dance keeping the plane going straight on the runway on takeoff and landing.

New tires, tubes, brakes and a battery for Fancy this month. Repacked the wheel bearings too. Funny, it seems to taxi easier. Probably my imagination!

Bob is letting me help fly the 40hrs off of his CH750 too, so, I put a few hours in with that also. I think if I can learn how to Navigate with the Dynon Skyview we'll be able to go somewhere with it now. Still going to carry paper sectionals in case I delete everything in this Dynon thing trying to use it. This geezer is used to analog instruments and stuff to operate airplanes and the flashy glass takes some getting used to.

Some Young Eagle Pics from past years We do have fun!



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Chapter Meeting

Weds. Sept. 3 7:00pm

Building 10

N. Williams Ave

**Refreshments by Loretta - home made ice cream + Strawberries
and pound cake by Deborah**

Chapter Monthly Breakfast

8:00 am

Bldg. 10 Dunn Airpark

Titusville, FL