



Picture is of newly refurbished Sand Point Park and Marina, Titusville, Fl

### *President's Message October 2014*

**Hard to believe we transitioned into Autumn so quickly.**

**October holds lots of exciting opportunities for us- Scott Malcolm will be our speaker for the October 1<sup>st</sup> meeting. He has been very instrumental in the Eagle's Nest Project in Sanford. I am very pleased to welcome him to our group. Our usual fantastic breakfast will be on the 4<sup>th</sup> and we will be welcoming some visitors from afar- a number of friends from the airship world will be part of our party, as well as Maj. Joe Reus, a WW2 Vet who "enjoyed" the hospitality of the Germans after his B-24 was shot down for the 2<sup>nd</sup> time. Please take a moment to chat with him, his son will be accompanying him, he has accumulated quite a few stories in his 90+ years. Then on the 18<sup>th</sup>, we have our Young Eagles rallye. Larry has a list of volunteers and maybe could use some more. In any case, come on out to the airfield and be there for this wonderful event. Never know which kids you take up for their first hands on experience in a small plane will be tomorrow's fighter pilots, airline captains or that pilot who takes to the skies because it is fun and opens their world up to all the possibilities imaginable!**

**The shirt order we put in will be ready for pick-up at our meeting on the 1<sup>st</sup>. So bring your checkbooks or cash. I ordered 2 extra shirts in the polo style, both Royal Blue, in Large and Extra Large if you did not have a chance to get your order in and would like a chapter shirt. They are the short sleeve style in regular length. (We had to make the minimum)**

**At our last meeting, we went around the room and talked about projects and our progress, we also had some guests and new members. Jack and John Purdy were guests and new member Brad Missimer has joined our group, Welcome Aboard!**

### **Projects-**

**Kip has completed his 40 hours. In those final hours of testing, he got up to 10,000 feet, got a warning beep from the CO<sub>2</sub> Sensor which went away at 8,000. High CHT on #s 3 & 4, throttling back at climb was helpful, No more noise where rubber gasket fills the gap, thinking a baffle to redirect airflow to middle cylinders. Engine does not like restarting hot! He also had a question about putting his plane in an LLC.**

**Bob had, as of the meeting in September, 28 hours on Little Bit Too. Flaperon problem. Will be taking a trip to the Zenith Fly-in in Mexico, MO for the 19<sup>th</sup> Annual Fly-in. Bob also noted that the Viking burns just 4 gallons an hour! He is installing some new avionics in LB1...**

**Ben updated us on his Nieuport- has the controls working.**

Alberto is making good progress on his Onex and the 172 is in annual.

Steve R's RV12 project is coming along with the arrival of the empennage kit. He notes that there are 12,500 rivets that will *not* be flush mounted. Manuals and drawings are now available on CD for \$10. It is all updated stuff.

Richard talked a bit about a blog we have been following from a fellow Twister Builder. He notes that he has put in a little over 1400 hours and we note that we have about the same. We started our projects the same month- October of 2011. His estimate is that there may be 800 more hours to go. While I don't like that estimate, I think we are closer than that, who knows? We have made some excellent progress. The instrument panel is arranged, we have made the adjustments for the "turtle deck" are working on the "Darth Vader" mask- affectionately called so. It is a piece that fits up under the canopy and will give the GPS a very clear view of the sky without being subjected to the vagaries of wx. It is in the second incarnation, sometimes things just don't work right the first time. The beauty of building it yourself is that you have latitude to be creative.

Richard gave a talk about strippers, crimpers and connectors. He brought tools and passed them around.

Joe Kimmerer has offered us a FAA Team seminar on Communication. I would like to have that program for our November Meeting. It is in work.

Someone asked about hats with our Chapter 866 printed on them. I have talked to Rob and he said they would be reasonable, there is a lower minimum number of hats than for shirts, if anyone is interested, we can put an order together. We'll do *one* color.

See you all on the 1<sup>st</sup>. Hopefully clearing skies will get all of us out for some stick time!

Blues, Skies!

Deborah

As a postscript- there will be a surprise at our meeting.... Anyone want to venture a guess? Email me if you think you have an idea! [Deborah\\_v@cfl.rr.com](mailto:Deborah_v@cfl.rr.com)

### *September Breakfast*

It was a good morning and 138 eaters showed up, some on motorcycles, some in cars and about 20 airplanes came in to Dunn this time. Great crew working the breakfast too! As usual we didn't run out of anything. In addition to the regular fare of pancakes, eggs and sausage + Loretta's biscuits, gravy and grits, and her cinnamon rolls, Donna and Deborah provided some sweet breakfast treats also. Daniel Bindl, who usually pedals his bicycle down from somewhere around New Smyrna, flew down in his airplane for our breakfast. It's good to have Donna and Ray back working the breakfast. When they're here they take the pancake stuff and some of the greasy fry pans and utensils to their house to clean. Nasty job! Loretta and I take the other stuff home for cleaning, when Donna and Ray are gone we take it all to our house.

### **Breakfast History:**

We started the breakfast about 14 yrs ago to pay the rent on the building we now use. You see, we had the use of an airport authority hangar rent free for our meetings and to build the chapter Pietenpol until some Dunn tenants decided that it wasn't fair for us to have that hangar and made a case of this before the airport authority. Maybe they were right, I don't know but, they don't know what a favor they did for us because building 10 (which we rent) is much better suited for us for what we do. The problem was though was that the only operating income we had came from the 10 or so members of the chapter and at \$24.00 annual dues this barely paid for the postage to mail the newsletters. Most of our members didn't have e-mail (some still don't) so, we mailed paper letters. After about a year, we began to sell breakfasts to people other than chapter members and we started to get ahead. I used to start the newsletter monthly breakfast report with a statement like, "well we made enough to pay the bldg rent again"! One of our first friends to fly in from another airport was Allen Wise in his Pietenpol. He was in his 80s. He has since passed away and his Pietenpol is on display at Sun n Fun museum in Lakeland.



Allen Wise bringing his Piet. In for breakfast in 2001

## ***Flight to Zenith Fly-In***

**Bob Rychel**

**Just got to say WOW!!!! . Day 1 Wed. 17 Sept. I in Little Bit 1, Herman/Amy in Little Bit Too and Jan/Verne in Verne's plane leave Massey Ranch late in afternoon arriving at ACJ prior to sunset to spend the night. Day 2 need to do some repairs on Verne's plane which allows fog to migrate in ( haha ) so delays take off till about noon, but no problem no hurry so were off heading north, have a slight quartering wind so averaging 90MPH . After 3 hour's stop in ANB take on fuel / drinks / rest then off again to next undecided stop. again ( haha ) after searching found SIK to spend the night plus needed to get planes ready for next day. Day 3 get off before 8AM as we want to get to MYJ Mexico MO. before 10 which we are able to do but while in route saw beautiful country sides rivers and met lots of friendly airport people who could not do enough helping us to continue the adventure with their help and with that said arrived at Zenith at 10:15 AM and set up the planes. Total flight time up 12 hours with 3 refuelings.**

**Aircraft are parked with Little Bit 1 between the two 750's right in front of Zenith hangar, cowlings removed Viking banners set the questions abound people want to know a lot and I for one let them know how I felt hint-hint. Day progresses lots of questions Jan gets Verne's plane ready to fly in STOL take-off / landing competition. Well with 8-10 other and main one Roger!! in the 701 powered Rotax Jan proves what he has been saying he WINS beating all by 60 feet or better. Day goes on have banquet good food /drink at night talking more etc./etc. tired go to bed.**

**Day 4 back to Zenith more questions and one other thing on Jan's 2nd landing the bungee breaks not on landing but when breaking so Verne/I replace it. Finally at 3 after refueling and saying our good-byes we take off next stop 0M4 to spend the night and with a 15-20 knot tail wind are doing 120+MPH ground speed. Land prep. the planes get room/eat/sleep. Day 5 take off at 8 AM have 10 knot tail wind so were heading home get to 4J7 -time-change- at noon Little Bit Too behind has slight problem but with Jan's knowledge/ability were off in 3 hours next stop AYS Waycross Ga. After landing refueling/checking acft. and discussing outlook if I stay with them I decide to push ahead climbing to 4500 ft. 125MPH no wind. I make it back to X21 before sunset. Total flight time 9 hr. 45min.**

**In summing up this experience I thank Jan/Herman for their help by showing me what and how to handle the issues that occurred there-by making me feel better about myself and prepare me for my future cross-country flights. Thanks Bob Rychel**



## ***Young Eagle Event Coming Up Fast***

The paperwork for the Y-E event is in order and as soon as we get someone in charge of the weather (CAVU), we'll be good to go. We have a great line up of volunteers willing to work the event! So far we have 5 planes and pilots to fly the kids, 2 more have volunteered for registration, 4 for flight line and 1 for ground school. I think we can use more folks though. Registration is the first contact most of our candidates will have and we should have someone greeting and directing these people to the registration table. Also, we probably need members to escort the young ones to and from their rides. If you don't have a job yet and need an assignment contact me ASAP, **(not on the day of the event!)** We will have coffee and some treats for our visitors courtesy of Loretta and Donna and anyone else who wants to help in this way. We will need lots of pictures so bring your cameras and smart phones.

If you want to be one of our pilots with your plane, you'll have to meet all of the requirements listed here, otherwise, if there is a flying incident, EAA event insurance will not cover us.

## **PILOT REQUIREMENTS**

The Young Eagles pilot requirements are basic, but must be followed. To fly passengers in the EAA Young Eagles program, you must:

- **Be an EAA member**
- **Hold an appropriate Airman's Certificate (sport pilot or greater)**
- **Possess a current Medical Certificate (if applicable)**
- **Be current to carry passengers in the aircraft you plan to use**
- **Have a current biennial flight review**
- **Complete the appropriate Young Eagles registration form before the flight, signed by you and each of your passengers. A parent or legal guardian signature is required for all Young Eagles flights.**
- **Conduct flights in an aircraft that is in airworthy condition**
- **Have Aircraft Passenger Liability Insurance for the aircraft used (owned, rented, or borrowed)**
- **Adhere to all applicable Federal Aviation Regulations**

This year, we will may shorten the rides up some and not do the SLF because, when we do the SLF, the ride is ½ hr which is a nice ride but with turn around time it amounts to less than 2 rides per hr. in the Citabria. With a 15 – 20 min. ride we can do more rides or finish up earlier. The typical Young Eagle ride according to EAA is a 20 min. trip. We have the only chapter to offer the SLF ride and I really enjoy that and the youngsters enjoy the ride but they

don't seem enamored by the trip over the SLF. A trip out to the west to the St. Johns River and back or North over Mims and out to the East then South along the Indian River is another choice. **How about some input from our Y – E pilots at the chapter meeting?**

**OK, now the hardest part. All members should make an effort to get some Y – E candidates to our rally**

Larry Gilbert Y-E coordinator

### ***Book Donation***

In our chapter meeting room is a collection of books which belonged to late EAA 866 Chapter member, Stu Sammis. These were donated to us by Jean Sammis. These are wonderful books about aviation and engineering. At one of our past meetings we as a chapter decided that we could offer these to the Young Eagle candidates that show for our Oct. 18 Young Eagle event. What books are left (if any) could be taken by our members or placed in our library for our use.

### **This Month's Flying**

Larry G

We managed to put about 10 hrs on 'Fancy this month. Most of our flying was in the neighborhood but we managed to take one person up around Lake Crescent to scout out some deer hunting property. We flew over an airport I'd never noticed before, LaFayette, according to my sectional chart. (yep, still use em) Interesting looking place! It's about 3 or 4 miles East of Deland (KDED). Brad and I are having fun doing wheelies at Dunn. Brad is flying his Cherokee six to Palatka next Saturday to rent a C182 to take his best friend up to Skydive. It's his friends 60<sup>th</sup> birthday and he wants to make 60 jumps that day! Brad will take off, climb, and drop his skydiving friend 30 times that day! Another pilot will do the other 30 drops. Hmmm, is there enough daylight in one day in October to get 60 jumps in? These guys are pretty smart and probably have it all figured out. They're gonna be busy!

Chapter member and Author Greg Smith has also donated 4 copies of his latest book 'Deadly Apparition to our membership for our reading pleasure. I've read all of Greg's books and really enjoyed this one! Larry G

## ***Deadly Apparition***

**BY G. ERNEST SMITH**

Commander Donald Castillo is the commander of the Virginia class fast attack nuclear submarine Kansas. It is the latest and best that the U.S. Navy has to offer. He is asked to test a new ground-breaking countermeasure that will revolutionize naval warfare. Its code name is Apparition and he will be working with a civilian test team headed by Dr. Susan Lambert. This is game changing technology born of the Hadron Collider and the Navy brass are hungry for it. But something goes wrong during testing and the Kansas and her crew disappear off the western coast of Scotland. The American and British navies perform an exhaustive search, but find not a trace of Kansas.

Meanwhile, Castillo and the rest of the Kansas crew can not understand where everyone has gone. They can't get a response from anyone, nor can they see anything on sonar, nor can they get a GPS fix. What's going on? They see what looks like a replica of an old Spanish galleon sailing ship. Castillo decides to surface and approach the ship and ask if they know where everyone has gone. Instead of getting answers, they are fired upon and Castillo is captured. The Kansas's executive officer gets Castillo back, but not before they discover that the Spanish crew thinks it is the year 1588. How can that be?

Castillo decides to return to base only to discover it's not there! He and Susan Lambert are beginning to suspect what has happened, but no one wants to give voice to it. It's too unthinkable! Depression sets in as the crew reluctantly faces the truth. They are stranded in the wrong century, and there is no way back. They are faced with the enormous task of making a life in a preindustrial world with few survival skills or resources. Castillo realizes that at least they can watch a watershed event of history, the defeat of the famous Spanish Armada by Sir Francis Drake and Lord Howard. They will have front row seats. But something is wrong. Events as described by the history books are not happening correctly, and the Armada is much bigger than it should be. The English are losing the fight. They are heavily outnumbered and outgunned. Castillo is in a quandary. He and his ship have the power to affect the outcome. Should they act?



### ***About the Author***

G. Ernest Smith is a retired Space Shuttle launch team member who lives near Cape Canaveral, Florida with his wife, Mary Beth. He has a son, Brandon, and a daughter, Mona, a brother, Jeff, and a sister, Gwen, who all live in California.

He enjoys sailing, Harley Davidsons, fishing, flying, writing, Miatas and eating (not necessarily in that order).

He is a graduate of Rollins College and the Florida Institute of Technology and holds a Masters degree in Computer Science.

[www.gernestsmith.com](http://www.gernestsmith.com)

## ***Chapter 866 Officers***

President – Deborah Van Treuren P.O. Box 700 386 689 2709 [deborah\\_v@cfl.rr.com](mailto:deborah_v@cfl.rr.com)  
Edgewater, FL 32132

VP – Les Boatright 3640 Fraizer Ct. Titusville, FL 32780 321 269 1723 [amyandles@juno.com](mailto:amyandles@juno.com)

Secretary – Kip Anderson 5812 Deer Trail road Titusville, FL 32780 321 269 4564  
[kipapilot@cfl.rr.com](mailto:kipapilot@cfl.rr.com)

Treasurer – Herman Nagel 21425 Hobby Horse Lane Christmas, FL 32709 407 568 8980 [bhnagel@earthlink.net](mailto:bhnagel@earthlink.net)

Newsletter – Larry Gilbert 2002 Malinda lane Titusville, FL 32796 321 385 1908 [larryglbrt@gmail.com](mailto:larryglbrt@gmail.com)

# **Chapter Meeting**

**Weds. 10/01/14, 7:00 pm Bldg 10  
Dunn airpark, Titusville, FL**

**Chapter Monthly Breakfast  
Sat. 10/04/14, 8:00 am Bldg 10  
Dunn Airpark, Titusville, FL**

**Young Eagle Rally  
Sat. 10/18/14 8:00 am Bldg 10  
Dunn Airpark, Titusville, FL**