

EAA Chapter 866 Smilin 'Jack Newsletter

November 2014



Chapter members airplanes lined up at sunrise at X21for Young Eagle flights 10/18/14

President's Message



October has been one of our most exciting months this year with a lot of aviation activities! Breakfast was very successful, 143 eaters. Thank you to all who came to set-up, cook, clean-up, shop for food prepare the extras, and interact with our guests, especially those who made Maj. Reus feel so welcome! He is a WW2 B-24 Navigator, with so many stories to share with us. I was so glad he could make it! We had plenty of guests and even a new member or two join the group; the speaker for our meeting, Scott Malcolm and the high school kids building airplanes as part of their aviation curriculum. It was a joy to see so many enthusiastic kids participate in our Young Eagles Rallye.: 35 +2 parents itching to participate. And for the first time ever, for our 8 participating pilots, we were able to subsidize fuel costs for their part in the rallye. At some airports the FBO helps by discounting fuel and one oil

company sells 100LL for two dollars a gallon for Y-E flights, we have never rec'd anything for our pilots at C 866. Herman will be handling this out of the special fund we have set up for this. He'll catch up with our pilots at the meeting or the breakfast, whenever we catch you. It is not a huge amount, but you have done a wonderful thing by sharing your time and airplanes with these youngsters! Thank you!

The TICO Airport Authority has dropped off a 5 gallon bucket of sealer for our roof and now that the weather has moderated, we will be getting the roof pressure washed, patched and sealed. It has been a long time coming, hopefully this will last for a few years. EAA has some rules about any of us doing work on a rented building-liability/risk management is their concern, so that aspect will need to be hired out. We won't be getting a new roof, but we will get a viable repair. We'll talk some more about that at the meeting.

I have invited Joe Kimmerer to do a Safety Briefing for us on the 5th of November. You'll all remember Joe from Missions Made Possible. I think his talk will be a useful refresher for all of us.

On Friday the 7th of November, we will have a field trip to the Sensenich Propeller MFG facility in Plant City. Our appointment is for 10 am. Those who wish to carpool, please meet at Building 10 at 7:15 am. We will depart at 7:30 am. That will give us enough time for the drive over and a comfort break before the tour.

In spite of all the activities, many of us have made good progress on our project planes, as well.

Other November Activities:

November 15: EAA #1484 in Williston, Fl, X60, is having a Pig Roast Fly-In. Fun begins at 1230. They are trying to drum up support to keep the turf runway, 18/36 from being closed down. The main runway it is about 7000' with pavement in good condition. For \$10, it is all you can eat, Rain date Nov 16th Contact Stan Berry 352.804.6638 for reservations. Or, email him at sberry@aol.com .

November 22: is Open Hangar Day at American Aero in New Smyrna Beach (EVB) The big bombers will be getting their annuals. All are welcome, please bring dog or cat food for the Volusia County Humane Society.

Over the weekend, I was invited to the Flying M Ranch in Reklaw, TX, by friends from Oshkosh (Airventure). We all work in the Builder's Workshop, where many of you have stopped in to see what your President does when she goes away during the summer. The Fly-In was pretty neat. Most of the airplanes, 523 of them, were taildraggers, the oldest machine on the field was a 1938 vintage. The runway is only 60' wide and 3100' long with a deep trough in the center and two water traps at either end. Airplanes lined the sides along with tents, campers, trailers, etc. Overflow fields were filled with airplanes of every description from ultralights and helicopters to home-builts and vintage production single engine models through multi-engine models. Lots of tube and fabric planes, a few RVs and everything in between. It was great fun. Our little caravan had two vintage craft- Dana's Funk which she and I flew, and her husband, Larry, in their Stinson Station Wagon with all the gear and another friend from Albuquerque, Jerry, whom many of you have met at our breakfasts around the time of Sun N Fun or in the fabric demo area at Sun N Fun. We had clear beautiful weather with little wind. It was an aviator's dream! A little chilly, high 40's at night, but not an issue bundled in a warm sleeping bag. The folks at the Flying M made food and beverage available for a reasonable cost, we had two really nice dinners, they also set up breakfast for those who wanted it. There were a lot of low passes over the field, two to disadvantage to their owners. One plane would not be flying home from Reklaw. The pilot was fine but his airplane landed in the water trap. There was one other little run in with a runway sign which yielded a nicked-up prop, the sign was toast. (Don't know how many times Larry told me to stay in the center of the runway or taxiway!) Don't know what is worse, having the dust up or everyone coming around to check out the damage! In spite of those things, it was a lot of fun interacting with people from all over the country, watching the fast little home-builts flying aerobatics and making low passes. Watching to see who could land in the shortest distance or take off in the shortest distance was also fun. Yes, that is me flying right seat at the controls while Dana and Larry took aerial camera shots of each others' aeroplanes. I am looking forward to next year! Don't forget, Breakfast is this Saturday the 1st. Meeting is Wednesday the 5th and the trip to Plant City is Friday the 7th. See you then!

Blue Skies!

Deborah

Best EAA program ever! Circle Christian academy mentors and their students who talked about their airplane building projects!

October Breakfast

There are three simple rules for making a smooth landing: unfortunately, no one knows what they are. Unknown i

Around 5:00 am I stepped outside and looked to the sky and it looked like a perfect morning for our breakfast! It felt like even the slightest hint of fall in the air. I went in the house and told Loretta that it looked good for the chapter breakfast. Then I looked at the weather radar on the iPad and there was ugly weather headed directly for Dunn Airpark and TIX TAF was calling for IFR by 8:00am! We loaded the truck up at 6:00 am and headed for the airport planning to set everything up inside bldg. 10. Another check of the weather radar and to my surprise, the weather junk was pushing to the Southeast and anything new that was heading our way was dissipating. We set the tables up outside and it worked out great. About 7:45 the eaters started to arrive by car, motorcycle and airplane. All together about 140 folks came and ate! The breakfast ran like a well oiled machine, and a good time was had by most!

I watched as the planes were arriving and noticed the RV 12 that was built as an Eagles Nest project youth at Circle Christian Academy. The approach was nice and slow like whoever was flying that knew what they were doing. When Scott and Matt came through the pancake line, I asked Scott what final approach speed over the fence was in that plane and he said about 50 kts. Then I asked who was flying that approach and he said Matt was. (Matt grinned) Not only are these youth getting building skills but, they're learning good flying skills too! Matt is 17 yrs old. Good instructing by Scott! I looked up the power off landing configuration stall speed in the RV12 = 40 kts. So, calm wind ideal approach would be about 52 kts so, 50 kts over the fence is right on the money. The landing was accurate and the roll out short.

October flying

Don Garrison and his RV8 reside in the hangar next to ours and one Saturday morning during an airport bum meeting at our hangar I watched Don roll that gorgeous airplane out onto the taxiway. He put the tow bar away and started towards our group and said, "Larry, do you want to up with me?" Dumb question! I grabbed my hat and headset and almost tripped over my own feet trying to get out of our hangar and in his plane before he changed his mind! Don told about the best way to get into the rear seat and of course I didn't listen, I didn't want to step on his seat cushion like he told me to do, after all, what if I'd just walked through some dog crap? Anyway I got in but, clumsily. Don hopped in and fired the 210 hp Lyc. And started to taxi. Looking forward as he taxied the only ground I could see was to the right and left. Think of P51, because that's what it must look like in a P51! We closed the canopy and lined up on 33 and waited till a couple of skydivers glided across the runway to land. Don made a radio call announcing our departure, I blinked and we were climbing out at 2,000 ft per min and all I could see was blue sky ahead and looking back, houses getting smaller real fast! Fun ride Don let me have the stick for a while and we did some steep turns and from the back no instruments are visible. Don said that we pulled 3Gs in one of the turns. What fun!

Chapter member Brad Williams and I had a nice morning doing t&g with Fancy at TIX, (Space Coast Reg.) COI, (Merritt Island) and X21(Dunn) We're doing tail wheel, wheel landings on pavement. Fancy hates pavement! Brad is doing very well and is about to get his TW endorsement!



One of Loretta's collection of Mrs. Butterworth bottles turned up missing when Loretta and I were cleaning up the breakfast stuff at home. We bought these on ebay. We now buy the syrup in bulk and refill these bottles.

2014 Young Eagle Rally – FUN!!

What a great crew we have! The rally ran like a well oiled machine, thanks to EAA 866 crew. Not going to name names because if I miss someone, it won't be fair. The pictures will tell the whole story. Registration was quick and accurate and fun because our people made everyone feel welcome. We had cookies, brownies, and bagels to eat and coffee and water to drink for our guests. Thanks to all who donated to that effort. Our flight line crew made sure the ground operation was safe and all airplane movements and parking were coordinated with Skydive Space Center. The ground school was interesting and entertaining to the Young Eagle candidates. The flight was lined up with a variety of airplanes and three of these were in the Experimental category. There were two C172s, a C152, and a C140 all Cessna. An American Champion Citabria and three experimentals, an RV 12, a Sonex, and a Zenith CH 750 STOL. All of the pilots will tell you stories about who their favorite passenger was. Mine was a boy named Quinton Speed, a 9 yr old Autistic who didn't say much at all and as a matter of fact, didn't say anything unless he was spoken to but, I could tell he was having the time of his life. His father told me that he became interested in flying because of a ride he got in 1992 with EAA 866 member Bill Mitchell and he wanted to share that experience

with his son Quinton.



Quinton Speed



Pilot meeting with Skydive pilot Neal at Young Eagle Rally



Ground school with Jim Morgan and Don Bolton



Kip Anderson w/Young Eagle in his Sonex



Bob Rychel and Young Eagle in his CH750 STOL



Lenny Duncil & Young Eagle (140 Cessna)



Steve Miller & Young Eagle (Cessna 152)

Steve Miller Y-E comment: I had four special to me young

eagles that I had the privilege to fly with. Two of my sister`s grand kids, Chandler and Trevor and the two daughters from a classmate that I have known since jr high. Being able to introduce these fine young kids to the world of aviation made it a special day for me.

Alberto's Young Eagle Flight

I started my Young Eagles day earlier than I expected as I got to the airport around 0600. The day was so inviting that I decided to go fly by myself and watch the sunrise from the air. It was cool and calm and the view was great. The day was definitely shaping up to be pretty perfect for Young Eagles.

As I have a C-172, frequently I ask the kids if they want their mom or dad to ride with them. I specifically ask the kids instead of their parents as sometimes they want to go on their own. However, more often than not, the kids put on a big smile and ask their accompanying parent.

This time, there was one particular boy, maybe 8 or 9 years old, who was very enthusiastic and definitely didn't mind his father riding with him. I got him buckled up in front and the dad in the back. The dad seemed to be very excited as well. It turned out that he was a test engineer in a USAF C-17 and had not flown other than commercially in a while. We took off towards the north and when we were outside of the airport environment I offered the boy the controls. Most of the times, when the children take the controls, they just kind of sit there, maybe deflecting the ailerons a bit but not much more. Not this kid! He went to town. Started banking right and left, many times while at the same time descending or climbing. I looked at the dad in the back and he told me it was no problem with him. The kid just had a ball! After a few minutes, I asked him for the controls back to do the zero-G, pencil in the dash demonstration. We did it twice and caught the pencil in the air. I gave back the controls and, with some



coaching, he brought the airplane all the way to final.

This child was truly excited and had lots of fun. It certainly made my day.

Where's Mrs Butterworth?????



Talking about airplanes is a very pleasant mental disease. Igor Sikorski

Please contribute something to this newsletter.

It's been a struggle to make this newsletter interesting enough for our members and friends want to read. I know there are some interesting first solo or first XC when you got lost stories, especially if it was a long time ago before we had all of this modern stuff.

I remember using the radios without the convenience of headsets. The ambient noise of the airplane made it very difficult to hear radio calls that came over the cabin speaker and instead of using the ptt you had to reach down and pickup a microphone to make or answer a radio call. When I was working on my commercial license, I was on a XC to Harrisburg, Pa. I had to make a radio call when I was a few miles out of the TRSA, I dreaded making that call so much that I found myself pushing on the toe brakes to slow down to give me a little more time before I had to face the radio stuff. (the toe brakes didn't slow the plane)

Send me your stories. -----Larry

To help save the economy, the Government will announce next month that the Immigration Department will start deporting seniors (instead of illegals) in order to lower Social Security and Medicare costs. Older people are easier to catch and will not remember how to get back home. I started to cry when I thought of you. Then it dawned on me ... oh, shoot ... I'll see you on the bus!



-Bill Kingston

Submitted by member Ray Thomas

The Govt. sent me a notice of a NOTAM concerning the TFR at Disney so, I took a half hr. to read and try to understand this. What I've decided is, that as far as flying an airplane around there, nothing has changed. The TFR is up to & incl. 3,000' and is 6 mi in dia. They've added remote controlled aircraft to this too and that is probably the major change in this. I wonder if RC modelers read NOTAMS! Here, you read it and splain it to me. - Larry

FDC 4/3634 ZIX SPECIAL SECURITY NOTICE. DISNEY WORLD THEME PARK, ORLANDO FL. THIS NOTAM REPLACES NOTAM 9/4985 TO REFLECT A TSA WEBSITE UPDATE AND ADDITIONAL INFORMATION CONCERNING AIRSPACE WAIVERS. FLIGHT RESTRICTIONS IN THIS NOTAM COMPLY WITH STATUTORY MANDATES DETAILED IN SECTION 352 OF PUBLIC LAW 108-7 AS AMENDED BY SECTION 521 OF PUBLIC LAW 108-199. PURSUANT TO 49 USC 40103(B), THE FEDERAL AVIATION ADMINISTRATION (FAA) CLASSIFIES THE AIRSPACE DEFINED IN THIS NOTAM AS 'NATIONAL DEFENSE AIRSPACE'. ANY PERSON WHO KNOWINGLY OR WILLFULLY VIOLATES THE RULES PERTAINING TO OPERATIONS IN THIS AIRSPACE MAY BE SUBJECT TO CERTAIN CRIMINAL PENALTIES UNDER 49 USC 46307. PILOTS WHO DO NOT ADHERE TO THE FOLLOWING PROCEDURES MAY BE INTERCEPTED, DETAINED AND INTERVIEWED BY LAW ENFORCEMENT/SECURITY PERSONNEL. PURSUANT TO 14 CFR SECTION 99.7, SPECIAL SECURITY INSTRUCTIONS; ALL AIRCRAFT FLIGHT OPERATIONS, INCLUDING UNMANNED AND REMOTE CONTROLLED AIRCRAFT, ARE PROHIBITED WITHIN A 3 NMR OF 282445N/0813420W OR THE ORL238014.8 UP TO AND INCLUDING 3000 FT AGL. THE RESTRICTIONS DO NOT APPLY TO THOSE AIRCRAFT AUTHORIZED BY AND IN CONTACT WITH ATC FOR OPERATIONAL OR SAFETY OF FLIGHT PURPOSES, DEPARTMENT OF DEFENSE, LAW ENFORCEMENT, AND AIR AMBULANCE FLIGHT OPERATIONS. FLIGHTS CONDUCTED FOR OPERATIONAL PURPOSES OF ANY DISNEY WORLD EVENT AND VENUE ARE AUTHORIZED WITH AN APPROVED WAIVER. AN FAA AIRSPACE WAIVER DOES NOT RELIEVE OPERATORS FROM OBTAINING ALL OTHER NECESSARY AUTHORIZATIONS AND COMPLYING WITH ALL APPLICABLE FEDERAL AVIATION REGULATIONS. ALL PREVIOUSLY ISSUED WAIVERS TO FDC NOTAM 4/4985 REMAIN VALID UNTIL THE SPECIFIED END DATE BUT NOT TO EXCEED 90 DAYS FOLLOWING THE EFFECTIVE DATE OF THIS NOTAM. INFORMATION ABOUT AIRSPACE WAIVER APPLICATIONS AND TSA SECURITY AUTHORIZATIONS CAN BE FOUND AT [HTTP://WWW.TSA.GOV/STAKEHOLDERS/AIRSPACE-WAIVERS-0](http://www.tsa.gov/stakeholders/airspace-waivers-0) OR BY CALLING TSA AT 571-227-2071. SUBMIT REQUESTS FOR FAA AIRSPACE WAIVERS AT [HTTPS://WAIVERS.FAA.GOV](https://waivers.faa.gov).

1410271500-PERM



Mrs Butterworth bottle rescued!!

The missing Butterworth bottle has been recovered

When we took the breakfast stuff that we'd cleaned up at home we decided to check out the dumpster over by Skydive. We pulled the black trash bags of refuse from our breakfast and there she was mixed in with the nasty paper plates and other dirty stuff. One of our workers must have decided that it was just an empty plastic syrup bottle and trashed it. Everyone (Loretta) is happy now that Mrs Butterworth won't be ending up in a landfill somewhere.



Lesson: Don't throw these away.

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Chapter Monthly Breakfast
Sat. 11/01/14, 8:00 am Bldg 10
Dunn Airpark, Titusville, Fl

Chapter Meeting
Weds. 11/05/14, 7:00 pm Bldg 10
Dunn airpark, Titusville, Fl

Chapter Field Trip
Fri 11/07/14

Plant City - Sensenich Props
Meet at chapter bldg. 7:00 am to carpool to Plant City

