

Racing my shadow (it was a tie we arrived at the same time)



## EAA Chapter 866 Smilin 'Jack Dec. 14 Newsletter



### *December 2014 - President's Message*

An exciting month of November – we had an excellent showing for Chapter 866 at Plant City for the Sensenich Plant Tour. Carpooling with Larry and Loretta was good fun and culminated with a parking space in the shade! Ben and Les flew over with Alberto, Steve and Herman drove from Orlando and Cathy and Bob Anderson drove from Merritt Island. We had 11 total. The tour was extremely interesting and we were guided through the processes of carving wooden props, composite props and carbon fiber props- all unique, all incredible. After the tour, we headed to Buddy Freddie's for a nice luncheon buffet.

Alberto mentioned that he had received an invitation for our Chapter to tour the MCO Tower on December 11<sup>th</sup>. There is a 10 person limit, but if there are more who are interested, we will do our best to accommodate.

In search of a trailer for the Titusville Christmas Parade in Titusville on the 13<sup>th</sup>, Les is spearheading the project for another float using our own scaled down homebuilt as the centerpiece. The route is the same as last year and some help will be needed to put everything together either the morning of or an alternate work date prior to. Anyone who would like to be a part of this fun thing should get with Les.

Our December Breakfast is on the 6<sup>th</sup> and is a thank you to our community of pilots and friends who support our activities all year. This is usually our biggest breakfast if the wx is nice. We won't run out of anything! Please do come early to help set up and maybe stay a little longer to help clean up.

Our meeting this month will be on the 3<sup>rd</sup> at 7pm. We will have elections and the usual business items that are generally covered. I am anxious to see how the various projects are coming along...

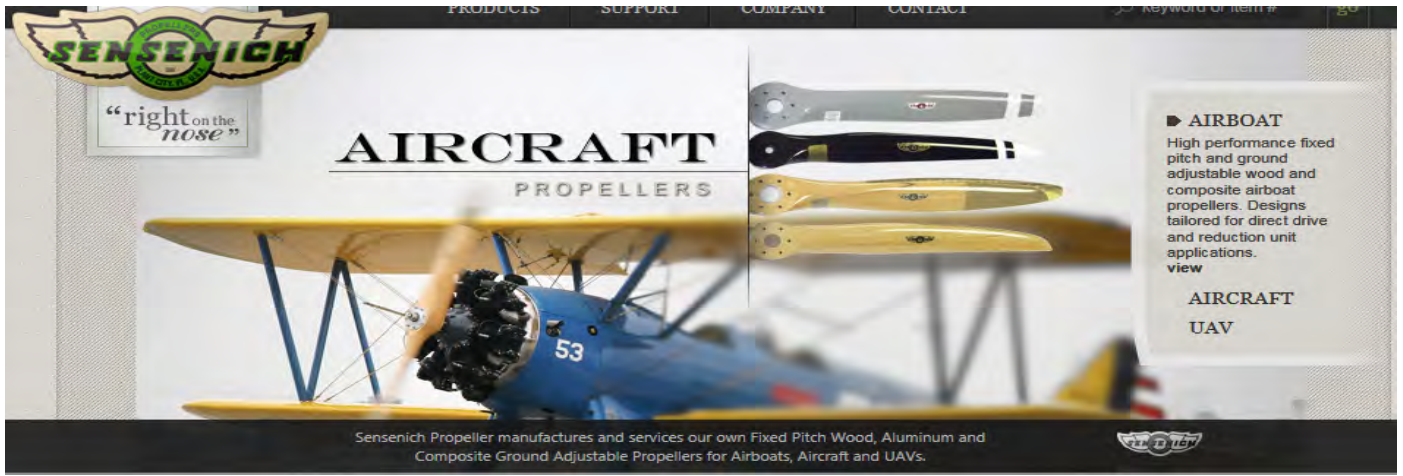
On December the 1<sup>st</sup>, I will be meeting with the Fire Marshall for Titusville, Mark Wharton. There are a few little things to be tidied before then. Our fire extinguishers are in good shape- all were emptied, cleaned and recharged last year. They should still be okay.

Tickets for the Annual Party will be on sale for \$25.00 each. This includes your Chapter dues for the year. Our Party will be at La Cita this year, as last with our favorite Party Host and Hostess at the helm! Eddie and Kimberly Brennan are our Party Planners and you will be as delighted with the January Gala as before. This year will be a set dinner rather than a buffet and dancing and door prizes through the evening. The date is 24 January so it will not interfere with Sebring.

Our friend and fellow pilot, Ken Guille has gone west. He came to us as a speaker for Missions Made Possible. He dedicated his life to helping others. He will be missed at our Breakfasts and the Thursday Lunch Bunch at KORL. God Speed, Ken.

In retrospect, this has been a very interesting year: We have had two FAASTeam programs and other excellent speakers, some new members, we have cried as friends and fellow pilots have gone west, rejoiced that others have had the strength to recover from illnesses and setbacks, new birds have taken to the skies, and still, we are a family, bound together in our love of aviation and the friendships forged over these past years!

If we don't see you at Breakfast or the Meeting, I hope your holidays are pleasant and safe. [Blue Skies](#), [Deborah](#)



## Propeller Plant Tour

Nov.7, nine 866 chapter members were treated to a tour of the Sensenich propeller plant in Plant City, Fl. The Sensenich



folks gave us a very interesting, thorough, and detailed explanation on how they make wooden and composite propellers there. The tour guide Charley Denny, who is in charge of wooden and composite propeller sales is a very personable and knowledgeable person explained each manufacturing step of how propellers are made while we toured the facility. We even





got to handle some of the props in different steps of the process. I had some idea about how a wooden prop had to be made but no idea of how the composite ones are made. Now I know and can appreciate them much more. These things are hollow!! Our group paid close attention to Charly's presentation and asked lots of questions. At each station of the processes, the craftsmen were willing to stop and answer questions and even pose for pictures. They seem to be a great bunch of folks and they all act happy! (very important factor in business) Really nice people and the tour was fun!

### [Canada Further Relaxes UAS Rules](#)

Canada will introduce a massive deregulation of commercial unmanned aerial systems later this year that will open up most of the country to for small UAS to fly without direct government oversight. In an announcement at the Unmanned Systems Canada conference in Montreal on Wednesday, Transport Canada Director General Martin Eley said his department will release exemptions to existing permit regulations for UAS weighing up to 4.5 pounds and those between 4.5 pounds and 52 pounds by the end of the year. [Read More](#)



Hmmmm, wonder what's going on up there in Canada. More restrictions here (feel good knee jerk restrictions here, on paper only, I believe), less restrictions up there in Canada, eh?

### *Winter Haven Fly-in*

**Bob and Jan, Ben, and Loretta and I flew our planes over to GIF on 11/15. Good lunch, great fellowship and fun flying there and back. There were many planes there and a lot of them were tail draggers. Some beautifully restored old planes and quite a few experimentals were there. We've been going over there for quite a few years and it's always fun.**



Lots of tail draggers at Winter Haven annual fly-in



Flyin to GIF



Walking around and seeing stuff

**Bob was flying his Viking powered Zenith 650 and we were in our 7ECA Citabria. We departed Dunn around 8:15 I think, I departed Rway 33 then Bob left about a minute later. We flew our regular route direct to Lake X and then direct to GIF at 2,000'. Our ipad foreflight nav said we were covering the ground at about 90kts and at 75% power which meant there must be a tailwind. We never saw the CH650 because he was always in back of us. We arrived around 9:00 am. Ben Charvet showed up around 10:30 in his Pietenpol by himself as Carol opted out due to cool temps. The Piet. is an open cockpit plane. We had a nice lunch and departed for home after this. Bob left around 10 mins ahead of Ben and we left about 5 min after I propped the Piet. We passed Ben about half way home and don't know if he saw us, maybe he had the auto pilot on and was doing a crossword puzzle when we went by! We arrived and landed at Dunn just as Bob was shutting the Ch650 down, then Ben showed up a few minutes later. It's all about the journey, - nice day!**

Larry

### *Titusville 2014 Christmas Parade*



**This morning, Larry, Bob & I measured the Smilin Jack plane, and Bob has generously offered use of his small, low trailer.**

**It will need a short extension, but Bob has a plan!**

**Bob believes we can rig some lumber onto it to extend it back another foot or two, and also use the frames from last year to carry the plane on this trailer.**

**We looked at photos from last year and he thinks we'll also be able to hang the banners, and run a few lights down the sides.**



2013 Chptr 866 Christmas parade float

We'll use my truck again this year unless someone else wants to use theirs.

On Saturday 12/7, I propose a short work party right after the pancake breakfast to load plane onto trailer & secure it for traveling.

We can store it in Building 10 behind the large door (like last year), for a week, until parade day.

We'll have to re-locate tables & chairs to other end of storage room after the breakfast; same as we did last year.

Then we'll have another brief work session on the DAY OF PARADE; Saturday morning 12/13

This session will be for the installation & securing of the wing, final running/testing of any lights, and adding any decorations. Maybe from 10 AM - 12 noonish?

I believe we can drive to the parade and return with the wing attached, (since we drove home from the end of the parade route Last year that way).

We just cannot store the plane in Bldg 10 with wing on, as it was too high to clear the door.

A few folks will be needed for this final day-of-parade prep. Others who are walking can meet us at THS staging area by ~ 4:30 - 5PM.

Then we will drive the float over to the staging area at Titusville High School (THS) and line up by around 1-2 PM. Maybe final rigging of banners can be done at the staging area to keep them from being blown by the wind so much on the trip over to THS.

Parade starts at 6 PM.

Loretta has candy canes and Santa Hats taken care of. If we do get more candy, I propose the mini tootsie rolls, smarties, or peppermints (small, easy to hand out, not messy)

After the parade, we will return to Bldg 10, remove the wing, & stow the plane/trailer inside.

Then on Sunday 12/14, 2-3 folks should be able get everything broken down & put away in an hour or two & return Bob's trailer to him.

I'd like to keep it simple and just have fun with each other and the community folk.

It's easy for "Project-Creep" to enter in stuff like this & make it more complicated; I'd like to avoid that.

Any thoughts, comments, concerns ??? Ideas & suggestions welcome!!!

Regards,

Les

EAA 866 Veep

11-22-2014 (3 weeks til parade day!!!)

## ***Recent Post Office Experience***

*Larry Gilbert*

Not long ago I was reading in some newspaper about the Postal Service which has supposedly been privatized, not being able to show a profit and wanting or planning to shut down Saturday delivery. When I read this I began to remember some unpleasant experiences I've had at Post Offices.

I was so pleased when our Post Office installed a machine in the lobby where you could take a small package or a large envelope and put it on a scale and on the keypad state where it is going it gives you your shipping options such as priority mail etc. then produces a postage label that you put on the package and then you drop it in the receptacle that retracts in a wall and dumps your parcel inside the office. As machines like this go, these Post Office machines are a little cumbersome to figure out but once you get used to them it's an easier way to get a pkg or large envelope on it's way than it is to stand in line and then deal with a USPS person who acts like they're annoyed because you're there so, I use the machine all of the time.

Last week we had a small package to send out so I stopped at the Post Office to use the machine. It was a couple minutes till closing for this P.O. But it didn't matter since I was using the machine in the lobby. The last step when doing this is to drop the package into the drop box, well it was jammed and the door wouldn't open so, I decided to just take the little box into the office and hand it to a clerk. Well as I turned for the door, the clock struck five and



the door was locked. There were two clerks behind the glass wall and I waved at them

indicating that the package door was jammed. The one clerk walked up to the glass and while looking at me,



closed the blinds as I was standing there! The clerk didn't offer to take the package or go around and clear the jam at the drop box from inside! I had to leave there with the package!

Is it any wonder that UPS and FEDEX are so successful? From now on, any package we have to ship will go UPS or FEDEX even if it does cost a little more. It's the private sector and they are easier to work with and they seem to appreciate your business.

This newsletter probably isn't the place for this kind of story and would be more suited for Florida Today newspaper but, since I'm the newsletter editor for this I can be sure it gets into print even if this only gets to about 150 people and probably only 20% will even read it! Now, since this is off of my chest I'm going to forget all of it.



Lg

### *Flight Adviser*

Our chapter needs at least one flight adviser! Keith Phillips addressed our chapter meeting about this at the Nov. meeting and explained how this can make the first flight of a homebuilt or restored airplane a lot safer because the pilot may be better informed and has a second set of eyes to help look for things that might affect a safe first flight. I've been asked to do this and I've asked another chapter member it may happen. We have at least one member ready to fly and he would like to have this EAA benefit for his first flight. I've done a first flight on an experimental



and a first flight on a restoration without this service and it probably would have been easier with some advice and I probably would have done some things differently.

lg

*Election Day is Dec. 3<sup>rd</sup>*

As was mentioned in the president report in this newsletter this meeting is our annual officers election. The candidates have been out campaigning and some are making some outrageous promises about what they'll do when they become president! One said "free beer" at all of the meetings, another said they would hold our meetings at Hooters and you can keep your doctor. Man, you don't know whether to believe any of them!



Seriously though, if you are interested or have in mind someone to nominate, speak up. If you don't want to be elected to an office, be sure and show up at the meeting and if you come don't nod off, stay alert because you wouldn't be the first to become an officer because you weren't paying attention! This is serious business and you could be on your way to bigger and better things if, on your resume the fact you were elected to an office in a prestigious organization such as The Smilin 'Jack Chapter of EAA could be a big plus!

# Merry Christmas

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## *Chapter 866 Officers*

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## Chapter Meeting

**Weds. 12/03/14, 7:00 pm Bldg 10  
Dunn airpark, Titusville, Fl**

**Chapter Monthly Breakfast**  
**Sat. 12/06/14, 8:00 am Bldg 10**  
**Dunn Airpark, Titusville, Fl**

**FREE!!!!**

**Christmas Parade**  
**Downtown Titusville**  
**Dec. 13, 2014**  
**Details to follow**

**We're Catching up with it!**

