

# EAA Chapter 866 Smilin 'Jack Newsletter

## February 2015



*This poor woman had a wound on top of her foot. It looked a lot better today, but she was flinching as Dan painted it with Gentian Violet. Just trying to comfort her, I am in tears....*

**This cover photo is much different than what you have ever seen on a Smilin 'Jack newsletter. The usual picture is of airplanes and fun happenings around the airports. The ONLY asset of our EAA chapter is the PEOPLE who belong and are involved in our activities. Ben Charvet, pictured above, one of our assets. He's a past Pres. of the chapter, he has built and flies a Pietenpol that he flies Young Eagles with and, he's usually helping out with our breakfasts too!**

**The picture above was taken when he was on a medical mission trip to Haiti. We should be proud to have members like this who are medical professionals and are compassionate humanitarians too! .....The Editor**

## ***President's Message- February 2015***

**Hard to believe we are into our second month of the year after a good start with breakfast on Jan 3rd, Marcie Katz giving us a talk about Organizing Your Hangar for Wings Credit, the LSA Expo at Sebring and our wonderful Annual Party at La Cita.**

**Larry Gilbert gave a presentation regarding some procedural changes due to the requirement to keep our gas bottles outside and ventilated. It is very important to follow these new guidelines so that we are all safe. These will be posted in the workroom so everyone who is part of clean-up and stow on the gas bottles is familiar with the correct way to handle the disconnect and burn-out on the pilot light.**

**At Breakfast we had 150 eaters! Bravo Zulu! The operation was seamless and shows how well we all work together to make it happen. Many thanks to everyone who came and helped!**

**Rich and I drove down to Sebring and met up with a few friends as well as members of the Chapter. It was a good show, we learned some new things and there were certainly some great new gadgets available!**

**The Party at La Cita was great fun. Many THANKS to Kimberly and Eddie Brennan for putting so much effort into making it nice. The dinner was excellent, we had Greg again, the DJ from last year, many nice door prizes plus Kimberly suggested a 50/50 Raffle. The raffle will benefit our Young Eagles Program. Amy Boatright was the winner of the other half. Herman and Becky Nagel took home our most active member trophy. Congratulations! Thanks for all you do!**

**Kip has a list of members and info. If you have changed emails, addresses or other, please help us keep the list current by giving Kip your new info.**

**Project Reports: We are all working on something, and several members had some insights to share. Eddie is working wings, new parts have arrived; landing gear in work, research on upholstery- maybe nylon pile sprayed with fire retardant.**

**Alberto is deburring in prep for countersinking rivets.**

**Ben is having rivet dreams.**

**Steve Q is spending time on his project, but the distractions of friends' airplanes and the beautiful weather has not been conducive to progress. (I think we all get distracted by shiny flying things!)**

**Kip working on his autopilot.**

**Bill Bilsky brought in a label maker as a tool donation to the Chapter. A big Thank YOU to Bill for making this tool available. I took the labeler home and am amazed at how easy it is to use and the professional results that are rendered. We have had quite a bit of fun running test labels. This is a nice tool. We will be bringing the kit back at our next meeting having finished our labeling for now, so the next builder can use it.**

**Rich and I have made some very good progress on our Twister Project: We picked up the prop from Sensenich on the 5th of Jan. The canopy frame had us scratching our heads, but it is done, it fits, it locks. We'll be putting on the Perspex in the next few days and then we'll be able to concentrate on the fuselage base. The preliminaries are in work for that final act before painting.**

**We had guests at the January meeting- welcome Arthur and Barbara Taylor.**

**On Tuesday the 27th, The Daytona Beach FAAS Team facilitated The Dangers of an Incomplete Pre-Flight. Mark Laughridge presented. He talked at length about the items that may not be on the checklist that should be; the importance of making sure every hole has a screw, a cotter pin or safety wire. If the hole is there, it should be filled. He stressed looking for ways to ground the aircraft as a preemptive. An updated flight manual, up to date registration and airworthiness certificate all contribute to a complete pre-flight. Mark also pointed out that if your registration has expired, your a/c is no longer airworthy.**

**This reminded me of my first flights with Larry and his very strict policy of making sure cotter pins were there and the reason. He taught me that everything you need to know while pre-fighting is not in the manual, you must take a**

pro-active stance and find things that may not be right. Every Pre-Flight included looking for ways to make sure the machine was ready to fly. I know he left things for me to find and correct before we ever stepped into the airplane. As Mark pointed out, this must be your goal before you ever turn an ignition key: Complacency kills.

The next program is set for February 24th. It will be in the Volusia Room upstairs at Daytona Beach Int'l 7-9pm. Aopa is presenting a seminar which will be held in several locations: The seminar is After the Crash: Surviving an Aircraft Accident. The seminar will be held in Daytona on Feb 17 at the Daytona Inn and Conference Center, 2700 N Atlantic Ave, DB and in Melbourne on the 18th at the Hilton, 200 Rialto Place. It does not matter whether you are a member of AOPA, take advantage of this opportunity to learn something. It is worth your time to go, and it is free. Wings and Accident Forgiven Credit is given.

There is other news: We will be losing our Flight Advisor. Don Garrison will be moving on. He has acted as FA to Steve Camlin, which he said he would do. So we will need a new person who would like to take on this position. Get in touch with me if you are interested.

I have not set up a speaker for our meeting, but we have things to catch up on. Another opportunity to brainstorm, interact and talk airplanes.

Blue Skies! **Deborah**

### *My Story About a Recent Preflight*

*Larry Gilbert*

A few weeks ago a owner of an airplane at Dunn started to ready his C172 for flight again after it sat for 4 or five years in his hangar without being even started. The really, really bad thing that he did was to let that nice airplane sit that long with the fuel tanks ½ full of Mogas! His A&P worked on it and started it up and could barely keep it running. He finally decided that the gas was bad and things like carb. jets were partially varnished up and the airplane fuel system should be de-fueled and flushed. They even went as far as to have the carburetor overhauled. Good move! They said that the tanks had been filled with some 100LL and now the engine runs fine and everything is clean. I suggested that they do a couple of run ups at full power and make sure it would sustain full take off power for two minutes. And maybe even pull the tail down and do this to simulate the plane climbing out. This is to ensure that you have enough power to get to an altitude that if the engine decides not to run, you can get back to the field. I didn't witness them doing that but they told me they did it. They were keeping me informed on the progress being made and I was interested because I was asked to fly the plane when they were finished. While they had the plane opened up I looked all of the mechanical stuff like cables, push rods, flaps and controls and all of this looks really good. The only thing I saw was the nose strut needed serviced. The plane was inspected signed off by an IA as airworthy.

Crunch time! The day came where everything is a go for the first flight. I checked the oil, and all of the mechanicals and asked how much fuel was in the plane and was told that it had 20 gals. on board. I didn't have any reason not to believe this but, I asked if he minded me sticking the tanks. I used my own stick which had been calibrated for the Citabria but I could determine that there was enough gas to be able to do a couple of circuits in the pattern. I removed the gas cap on the right tank and looked at the cap and there was rust all over it. Hmmm, they cleaned the tanks and lines but missed the caps and that might not be too serious. I stuck the tank and sure enough there was enough gas but, the bottom of the stick had a rusty looking muck on it. I Stuck the left tank. Same thing! I told the mechanic that I was afraid to fly the plane because that stuff might clog the screen in the gascolator or jets in the carb. and cause the engine to quit at the most critical time..... On take off at 100'! He agreed and has since pulled the tanks to clean and is cleaning the metal lines and replacing the rubber ones. He also removed the fuel selector and said that it was messy and the O rings needed to be replaced.

That day I was tempted to just take his word for the fuel quantity, jump in and try to fly. If I had done this I might not be writing this newsletter today! Preflight is serious stuff!!

During my flying for the past 50 + yrs I've seen some things that have happened and I've been very lucky to have flown some planes and not been hurt from things wrong with them that I missed early on. Each time this happens you have to learn something! Personally, after some flights I smell the engine and engine oil for signs of things not

being quite right. This probably only works if you know your airplane and know the normal smells of your engine. When it smells different, be suspicious. An old round engine mechanic, Bill Mitchell, told me when his planes (airliners) came in from flights, one of the first things he did was to smell the engine and engine oil while servicing them.

There was a twin engined plane that landed during the night at Altoona, Pa. The pilot left a note with the FBO to fuel the plane and then put it in his hangar. In the morning when the fuel truck driver was driving out to the plane he thought that something didn't look just right about this plane and told the chief mechanic about this. They pulled the plane into the maintenance shop and upon inspection determined the airplane not airworthy and totaled it! The plane had been landed hard at the pilots last fuel stop, so hard that there was so much structural damage that it couldn't be fixed. The pilot didn't notice anything but, the fuel guy did! The pilot might have attempted to fly it again if someone else hadn't noticed. He hadn't noticed anything before he flew it to Altoona. How's that for a preflight? Lesson: when you're walking out to the plane on the line to go flying, start your preflight 50' away and be looking to see if it is sitting properly, maybe one wing is drooping, one of the landing gear struts low, or something like that.

I could go on and on about this stuff, cause some of it has happened to me! Enough already! .....Larry

### *LSA Expo*

Loretta and I went to the LSA expo on the Friday and we were enjoying watching the airplane demos getting started in the morning and walking around and talking vendors. Bob Rychel was at the Viking booth with his two airplanes helping Jan sell the Viking engines. Since it was the first day of the expo that the weather was decent enough to fly, the folks selling airplanes started doing flight demos. The two demo flights that we saw did high speed passes and then slow speed passes. The first one, a motorized glider was impressive and graceful.

The second plane was an amphib. and we watched the high speed pass (not very fast). Then it was making a slow speed pass at what I think was about 100' high. After it went by us we started to walk away from the flight line, a few seconds later we heard a siren. The plane had finished the pass and was turning out to probably make another pass. We were talking to a spectator who saw what happened and he said when the plane made the left turn it just rolled inverted and started down and 100' wasn't high enough to recover. We all know what this is called, don't we? Stall/Spin right? What are the two things that kill most GA pilots? Flying into wx and stall spin at a low altitude. Most of our safety meetings address everything except stall/spin, in my opinion! Just sayin! .....Larry

### *Fancy In for Annual Inspection*

Our Citabria is another has another year under her cowling and is inspected and just about ready to fly again. We overhauled prop and are finishing up some cosmetic stuff now. Been a long dry spell for me, only two flights in Jan. 2015!

### *Chapter 866 Officers*

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**Note: Anyone know a Bonito Ramsey? He contacted me about flying lessons.**

**Chapter Meeting Weds. Feb. 4, 7:00 pm**  
**Bldg. 10 Dunn Airpark, Titusville, Fl 32796**

**Chapter Monthly Breakfast Sat. Feb. 7**  
**Bldg. 10 Dunn airpark 8:00 am – 9:48**