



Charlie Becker (Home builder community manager)



EAA's One Week Wonder (it was built in one week!)

## **EAA Smilin Jack Chapter 866 Newsletter** **March 2015**

### **One Week Wonder** **Coming to Dunn Airpark March 4, 2015!**

#### *President's Message*

We have a surprise for March. While we have been fretting about the wx, agonizing over the roof and going on about the pleasure and business of flying and building airplanes and all the myriad tasks that confront us every day, the wheels or rather, props, at EAA have been turning... Right around Valentine's Day, an email came across the 'puter from Jon Shay at the Creek: How would you like to have "The One Week Wonder" and Charlie Becker come to your meeting? How could I say "No"? The OWW, went from kit to taxi in one week last summer at Oshkosh. (I've been working on mine for 3.5 years! How did they do it?) Anyone who wished to pull a rivet or do some other task on the airplane was invited to help. This project represents all that is good in our organization- the whole aviation community turning out to it a reality.

Charlie's ETA will be Wednesday March 4th between 1 and 3 in the afternoon. The airplane will be on display on the apron just inside the fence. After tie down and getting settled, Charlie and Brady will join us for our meeting. His presentation will be about 1 hour. Please do your best to attend, because this is a very special opportunity. Anyone who would like to be on the tarmac to "Meet and Greet" is encouraged to do so. I am sure this will make the Team feel welcome. He has invited others from the area who are not affiliated with a Chapter, so this is an opportunity for us to recruit new members, as well.

After two more engagements on "The Whistle Stop Tour", Charlie and Brady will end up at Spruce Creek on Friday night. The "Gaggle" will be flying in with him for Breakfast- he says he's heard a lot about what a fabulous breakfast we put on... so we have our reputation to uphold!!

I am still pinching myself at our good fortune, so let's make it happen!

Blue Skies!

Deborah

## *This Month's Flying*

First flight was with Ray Thomas, we did a flight review in Fancy. Ray is old school and I consider myself the same. He likes to make sure you understand the consequences of stalls and emphasizes the base to final scenario when you can become crossed up on the controls and you are unaware of this. A stall in this configuration leads to the stall/spin and at low altitudes is almost always leads to a bad crash! You can go up and do spins all day and all you'll know is how to get into a spin and how to recover from that. It's a lot easier if you know you're going to stall and spin and you have lots of altitude to recover with. In the traffic pattern, especially if you're turning base to final to land you are probably below 500' and the stall takes you by surprise and if you're controls are crossed it will be a big surprise because the plane will probably enter a spin and by the time you know what's just happened, it's too late! So we should know how to not let this happen and this comes from having done these cross control stalls and learning how to prevent them. Ray uses the scenario where you've over shot the base to final turn and you have to get back to line up on final and you steepen your turn by using rudder, the steeper turn at low altitude spooks you a little and you put in roll control in the opposite direction of the turn to shallow the bank. In the meantime, you're using rudder in one direction and aileron in the other, now, the nose goes down and you apply back pressure, oh, oh STALL and she's rolling over too and you've got right aileron in and we're going left. It's too late! That was the main lesson with Ray. Need a flight review in your own airplane? Try Ray Thomas.

I flew the old C172 that sat for 5 yrs in the hangar across from us with auto gas in it. So it is now back in service. By the way, that C172 may become available as a club airplane. Let me know if you're interested.

Dick House and I flew Fancy around one day and landed at Blue Ridge and then at Highlander air strip. We were flying around and I was showing Dick all of these small airports and we spotted a couple of folks working on the ground at Highlander and, there was a polished aluminum Mooney there on the ground. We made a low pass to see where the best place to land was on that strip and found it and landed on it. When we landed and after we were greeted by the greeter dog, we walked over to where Keith Davidson and his mother were turning up some ground for a garden. We were having a pleasant conversation with them and I saw a cat jump in Fancy so, I started towards the plane and Keith stopped me and said that the cat was the inspector and he inspects every plane that lands there. I told him I was afraid we might take off with the cat in the plane and he assured that as soon as the inspector was satisfied he'd jump out. He did! Keith said that the black lab is the greeter and the cat is the inspector! Keith is putting a hangar up on the South end of the field where he can get his Mooney inside to work on and to also finish the planes he is working on building.

Les Boatright and I flew Fancy one windy morning and after a few S turns over rt 46 and some lazy 8s over a power line and then a ride up around Oak Hill, Les showed me a beautiful landing on rwy 15 at Dunn! FUN!!

Kip Anderson and I had Fancy out for a Flight Review steep turns, stalls, slow flight etc. Work for Kip, fun for me!

*Larry Gilbert*

We have new bird abatement and critter control around our airport now. (below) Meet Brady, the new airport greeter.



I hope he is coming to just greet me!

## *February Breakfast*

Our monthly breakfast was very successful once again in Feb. According to our treasurer, we fed about 167 folks. The weather was great and the camaraderie was even greater! That number is close to what we can comfortably accommodate at our breakfasts unless we have fair warning that a lot of folks are going to show up. Loretta makes biscuits, grits and gravy at home to feed about 150 or so and if we get slammed with a lot more eaters, we may not have enough of those things. Loretta and I buy enough bacon, sausage and eggs to do about 150 + a few extra because this is the average we have learned to plan for so we have enough and not too much left over in case we have a slow breakfast. Over the years we have learned these lessons the hard way. So, if we run out of stuff once in a while and we seldom do, we live with it! You'll never know the planning that goes into these breakfasts unless you have to do all of this someday! We have a great crew who are there every 1<sup>st</sup> Sat. to cook, serve, set up and tear down and even keep tables cleaned up between eaters.

*The editor*

## *Airplane Factory/Museum*

There's a lot of things quietly going on around our airport these days. Ben's hangar is looking like a museum of airplanes from the 1920s! He's flying a Pietenpol that he built that was designed in 1929, there is a replica Fokker DVIII parked in the hangar and he's building a replica Nieuport 11 and is well underway with this project too!



**Ben's WWI replica factory and home of his 1929 design Pietenpol**





Dunn Airpark retention ponds glazed over with ice on 02 20 15. Temps in 20s on this morning! (Titusville, Fl)

### *Next Month is Sun n Fun!!*

**This is my favorite show of the whole year and this will be my 27<sup>th</sup> one. Back when the show attracted a lot more Gen. Aviation airplanes and it was more affordable for the average private pilot and there were more pilots, each Spring our EAA Chapter 400 folks organized a group to fly our planes down to Lakeland for Sun n Fun, we flew down from Pa. With as many as seven airplanes from our gravel strip! What fun it was to do this 1,000 mi trip ea. way with our friends. We did this for 10 + years, the last year being 1999. There were times when we rode out storms in small towns in all of the states between Fl and Pa. Sometimes**



**mechanical issues kept a plane from completing the trip with the group but, we all always made it home! I enjoyed this more than the trips to Osh. After battling miserable weather during the winter it was so refreshing to be in Lakeland for a few days. I always marveled at the way the scenery changed as we flew down, it changed from the dull gray leafless winter forests to little bits of green and spring flowers starting in Virginia and getting greener and very lush by the time we got past the Carolinas and into Georgia. Then the terrain flattened out and then we were over the savannahs and the seashore of Georgia then at Jacksonville we turned inland and across the St Johns River to fly to the West of Orlando. Sometimes flying around a thunderstorm and in to Plant City or Tampa or Zephyrhills and then over to Lakeland the next day to the show. Arriving at Lake Parker for the approach to Sun n Fun. At times there were airplanes that seemed to be coming from all directions while in that approach traffic pattern. It was exciting to arrive at the show!**

**For the last couple of years I've helped with General Aviation airplane parking during the show. I talk to some of the pilots and ask where they're from and not many of them say they're from more than a hundred or so miles away. To me it's sad that more folks don't fly down from "Up North" anymore. I doubt that there is more than five or six airplanes at our old airport, (7G4) Blue Knob Valley, Duncansville, Pa. Used to be about 25 there. Flying was more affordable then. Granted, many of those Chapter 400 folks are not with us anymore due to attrition but, no one is replacing them! I guess we all have the good old days to remember. - Larry Dilbert**

### *Medical reform legislation introduced in House, Senate*

**The Pilot's Bill of Rights 2 would allow pilots flying recreationally in a wide range of aircraft to no longer obtain a third class medical certificate. The new bill would allow private pilots to make noncommercial VFR and IFR flights in aircraft weighing up to 6,000 pounds with up to six seats.**

**A group of powerful senators and representatives has introduced new legislation in both houses of Congress that would allow thousands of pilots to fly without going through the costly and time-**

consuming third class medical process and would offer new protections for general aviation pilots. Under the Pilot's Bill of Rights 2, pilots flying recreationally in a wide range of aircraft would no longer need to obtain a third class medical certificate. The new bill would allow private pilots to make noncommercial VFR and IFR flights in aircraft weighing up to 6,000 pounds with up to six seats. Pilots also would be allowed to carry up to five passengers, fly at altitudes below 14,000 feet msl, and fly no faster than 250 knots. Pilot's Bill of Rights 2 also includes a provision to ensure that pilots can fly under the new rules even if the FAA fails to comply with the bill's provisions 180 days after enactment. In addition to third class medical reform, the Pilot's Bill of Rights 2, which was introduced in the House (H.R. 1062) and the Senate (S.571) late on Feb. 25, would protect GA pilots from liability on charitable flights, extend legal protections to FAA representatives, and require FAA contractors to provide information under Freedom of Information Act requests.

*The above was garnered (stolen) from the AOPA e PILOT newsletter, Feb 27 2015 edition*

*I'm confused about all of this because wasn't there was a proposal in the works about no medical for private pilots that had worked it's way through some agencies but, hung up in the Dept. of Transportation? Is this another proposal? Sounds like a great idea to me though!*

*Larry Gilbert*

### *A Kodak Moment or Something Like That*

Talking to Charlie Becker on Friday, I asked him if we could do a group pic. of them and The One Week Wonder with our members and planes before he left on Thursday and he said he liked the idea and we could do that. He also said that his video/producer, Brady, will probably want to take some footage for themselves and maybe even make this into one of those features in the e Sport Pilot magazine about our chapter. So, on Thurs morning before they depart for Plant City it would be great if you and your plane if you have one or just you if you don't, could be at Dunn for the shoot. Probably sometime between 8 - 9 am. There will probably be some discussion about this at the chapter meeting Weds. Eve. Would be a fantastic thing to do!

Larry

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### **Chapter 866 Officers**

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

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

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