



EAA Smilin' Jack Chapter 866 April 2015 Newsletter

Some of our chapter members and their airplanes lined up for EAA photo shoot at Dunn Airpark

President's Message...

March was a pretty exciting month for Chapter 866 with a highly anticipated visit from Charlie Becker and Brady Lane from EAA in Oshkosh and Sebastien Heintz from Zenith Aircraft. They flew into Dunn(X21) in the One Week Wonder- Zenith 750, built kit to taxi in one week last summer during Airventure. I could barely contain my enthusiasm for the visit and the project. Many of our Chapter Members turned out to welcome our guests which also included Jon Shay from Spruce Creek, the person responsible for making the connections for the visit. Scot Malcolm came over from Circle Christian School flying the RV-12 built by students. Completion was in 24 weeks! Eddie was able to accompany a flight in the 750 over our Shuttle Landing Facility which was a big hit! After the flight we headed to the Dixie Crossroads for a late lunch. Larry arranged hangar space for the airplane. Thank you to everyone who came out to the field to welcome our visitors and then showed up early the next morning with their airplanes for the photo-shoot and interviews. Members of Spruce Creek's Formation Flying Team did a nice fly-by for the pictures. I am so very proud of our Chapter and our members! We truly have something very special in our friendships and aviation camaraderie at Dunn. "Bravo Zulu!" Everything else seems mundane after that! Breakfast was terrific as usual and we gained some new members to the Chapter, as well. A nice surprise that Saturday was a visit to Cathy and Bob Anderson's hangar to get a look at their Rans. Great work, nice aircraft! Everyone has been making good progress on their projects. Eddie is working gear, rudder wires on his 750. Ben has acquired a new project a Fokker D-8: "It can be fixed..." He has primed the wing on his Nieuport and is working on an experimental bi-plane. Kip is working on some software upgrades to his MGL panel. Jan at Massey is working on two more 750s. John and Vern at Massey(X50) are working on the gear, and Herman, also at Massey, is working on a Long EZ which needs some help... Bill has been hanging out at the Helicopter Expo in Orlando. Met the Design Engineer at Airbus and learned about a huge new helicopter they are building. Alberto is working on his "Two Year Wonder". Currently working on the wings. Roosevelt Jackson and his son, also Roosevelt, new members, are working on a Long EZ- they have hung the engine.

Steve Q will be going to the Composite Workshop in Lakeland.

Cathy and Bob Anderson will be going to the Rans Factory about her S-19.

My Twister is coming along nicely, we have done the first wet tests with not so good results- some leaks were detected in both tanks. The problem was two-fold: gas following the threads for the drains out into the very slim cavity between the tank and wing skin and the float plates we had made were not correctly beveled to fit tightly against the "o" rings. The first problem was fairly easy to fix, but it took two days because of the curing time on the resin. The second problem required us to send the float plates back to the factory and have them either replace the plates with our originals and install the special floats on them or have the plates remachined with a correct bevel. The plates arrived back at the Dome on the 26th and we immediately began the re-installation and testing. The left wing tank is tight as a drum, no leaks the right wing tank still has issues. In the process of repair we broke the vent line loose and that required a new kind of fix. We'll see how it looks tomorrow. Needless to say, the fuselage base is not installed! We have had some visitors to see the Twister, among them, Larry and Loretta out and about for a bike ride. We ran into them at Dustin's when we went to town for lunch. The Twister is pretty impressive with her sleek lines and space-age materials. It will be a lot of fun to fly once it is done! Right now it is the "Four Year Wonder"!

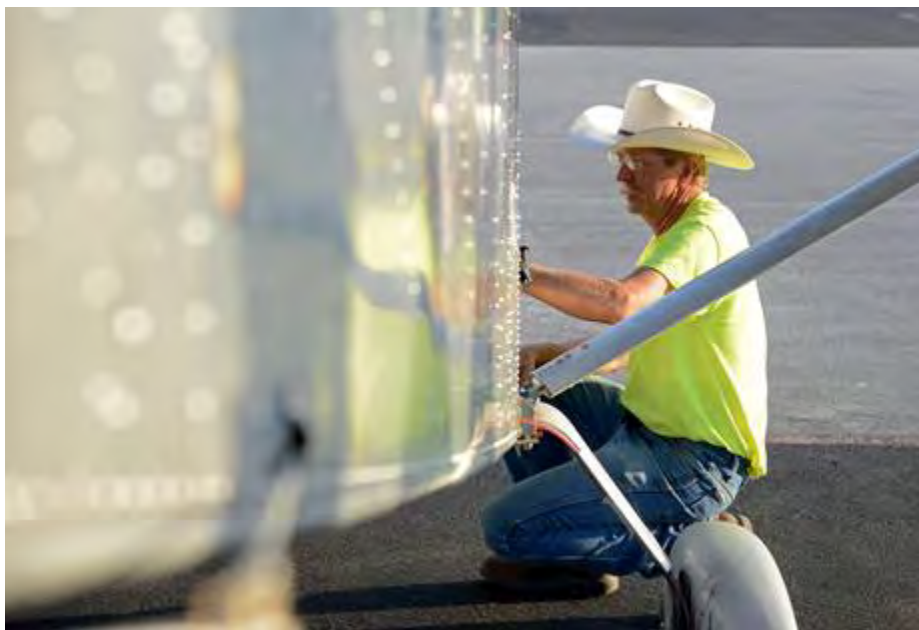
I have invited Jan Eggenfellner (Viking Aircraft), to speak to us on April 1st about his newest engine offering. I am hoping the wx is pleasant enough for him to fly into Dunn.

Hope to see everyone for the Meeting and Breakfast...

Blue Skies, Deborah

One Week Wonder Visit

EAA sent some really fine folks down to do the whirlwind tour of central Florida's chapters with the Zenith CH750 Cruiser called the "One Week Wonder" that was built at Airventure in Oshkosh last summer. Charlie Becker, Brady Lane, from EAA and Sebastian Heintz from Zenith Aircraft flew in and rolled in on our chapter meeting day, March 4. Our chapter members got a close up view of the wonder while Brady photographed and taped the folks examining the plane.



Tommy Denman inspects One

Week Wonder during the visit at Dunn Airpark



Chapter meeting - Charlie explains how the One Week Wonder was done



Chapter banner presented to EAA Chapter 866 at our meeting

The day after the meeting we set up a photo shoot with some of the Dunn Airpark EAA members and their airplanes, and we were treated to a surprise fly by formation of three SX300s with smoke on making a low pass over the runway, making a SUPER background for the picture. See pic below.



Dunn Dawn Patrol, or is it Dawn Dunn Patrol? Some of our planes at Dunn Airpark (X21) EAA Smilin 'Jack Chapter 866





Eddie Brennan (right) and his son James with Eddie's CH750 Cruiser project



Sebastian Heintz and chapter member Eddie Brennan made a flight out to view the Shuttle Landing Facility at Kennedy Space Center in the One Week Wonder this is their return to earth at Dunn Airpark. Very windy!

**The TICO authority graciously allowed our chapter to use an authority hangar to lock the One Week Wonder up for the night they were here.
Nice Folks! Thanks**

Chapter Member Gets Article Published in The Experimenter Magazine!

Bob Rychel submitted an article to EAA's Experimenter magazine and this was published in the March edition of this. Check it out at the site below.



<http://experimenter.epubxp.com/i/471466/24>

The VanTreuren's “Abraca-Deborah”

Loretta and I were privileged to visit Debra and Richard's Twister project this month. It is going to be a beautiful sleek, fast, and good looking flying machine and they are doing a great job on it too! The UL engine looks like a good fit for that airplane. It is fuel injected and develops plenty of horses to pull the less than 500lb plane along nicely, I think. Richard is working on the layout of the instrument panel. There isn't a whole lot of panel space to work with in the little cabin. It's impressive how they have achieved structural integrity for the cockpit, the way I'd describe this is there is a barrel like enclosure where the pilot sits and it reminds me of when back in the 50s people were riding over Niagra Falls in a barrel with padding all around them. Most of those early daredevils didn't survive that ride and because the barrels were wooden they broke up on the rocks. The barrel in the twister is heavy fiberglass and appears that it would probably survive a trip over the falls. Anyway, the plane appears to be strong and the retractable gear and mechanism looks rugged enough too. The tail wheel is different in that it is mounted solid to the rudder post and there isn't any spring suspension or cushioning to it. Looks like a great little airplane!

Deb has named her plane “Abraca-Deborah”. (ABRACADABRA. 1: a magical charm or incantation)

Ben Charvet and the Fokker DVIII



Ben with his recently acquired Fokker D.VIII Checking the engine out. Note: Car built by Ben in background. The D.VIII formerly belonged to Bill Furnholm and Mark Oriza. The airplane is powered by a 2 Cylinder 4 stroke Generac rated at 36 HP. It swings a 72" prop and I'm not too sure about this but, when he was running the engine at full power it was turning around 3,000RPM static. Ben discovered a compression leak and replaced a cylinder head and this solved that problem. He has a few small items to take care of before he'll fly the plane. Bill never flew it while he owned it but, Mark Oriza had it around the patch once or twice. Ben has been taxiing it and says that it is handling well on the ground even with the tail flying. It's a neat little airplane!



Wind Cone?

Sometimes I wonder and think that like the PC stuff, why people need to change terminology of things that we've known for a long time, like the name of a thing or the name of a procedure that makes a lot of sense and when you hear the word for it you are quick to understand it. Do you remember the old weather forecasting format that the FAA used a term like FG when referring to visibility limits? FG was changed to BR! If you haven't had to read one of these things for a long time and now you have to read one and you see in the abbreviations 1/2BR, does that have any common sense or logic to it? To me it doesn't although I know what it means. Get this, BR is the abbreviation for mist! What happened to Fog? I wonder. OK I've learned to know that one but now, on the iPad Foreflight program, which I use a lot in the airports section there's a weather item labeled MOS. Don't know what that stands for and I can't find it in the AIM or any reference in the pilot controller abbreviations.

Now, I just finished reading a little article about the wind cone, a wind cone is what I and most of my friends have called the Windsock for at least the last 50 yrs. Now, sometime ago the smartest people in the world decided to change the name to Wind Cone. Come on, what's the reason for this? The windsock isn't a cone unless the wind is steady at 15 kts or better then, I think it's more like a wind funnel! Is a cone open on both ends? What's the use? I'm too old to appreciate all of these uncommon sense changes!



Why isn't it called a wind funnel?

Doesn't look like a cone or funnel, must be a windsock!

Flight Training magazine April 2015 edition, did an article on the windsock that I was glad to see because this thing is so useful if you pay attention to it. On some flight reviews that I've conducted pilots ask what runway we're using as we taxi past the wind cone! Hmmm, you've been flying for a while and you have to ask which runway? Dang! Here's the thing, if there's a control tower or ATIS you're getting wind information from this and chances are the measurement is from the center of the airport and winds may be different at that spot ½ mile away at the end of the runway. If there's a wind funnel out there somewhere nearer to the ends of the runway it may not agree with the winds you were given over the radio and the sock is a much more reliable piece of information for your takeoff or more importantly, your landing. When visiting new airports try to spot these windsocks while in the pattern. Now, knowing how to read the wind funnel should directly affect the crosswind corrections you make. Most of the windsocks are what are called 15 knot indicators. When the sock is straight the wind is at least 15 kts. When it is half way up it is 7 or 8 knots and since these are mounted on a pole and can swivel, you can tell what the wind direction is. The bigger end is faces the wind and you can tell by watching what the gusts are like by the way it is flopping around. Pay attention to the windsock even when taxiing and hold the controls in the proper positions. (you should know what these are) These are some of the very basic things that you should know about and use when taking off and landing. Simple stuff I know but, I think underutilized! --- Larry Gilbert



Jim Morgan 18 yrs old!

For years Jim has been telling us about his problem with Dyslexia. He just had a birthday a couple of weeks ago.



Kathy Anderson Rans S19

According to Bob Anderson Kathy is making good progress on the S19. There had been an issue on the tail feathers but now the factory has admitted to some wrong and all of the new parts fit much better. Bob Rychel told me that Kathy has been painting some parts at his paint shop and he said that she is a very talented lady and doing excellent painting! He also said that she and her husband were going to take the fuselage to Massey Ranch where they will have Jan Eggenfellner do the installation of the Viking engine on the plane. In case you don't know what a Rans S19 looks like, here's a picture.



The S19 is a Light Sport Airplane. Looks sleek and fast, doesn't it?

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**Chapter Meeting Weds. April 1, 7:00 pm
Bldg. 10 Dunn Airpark, Titusville, Fl 32796**

**Chapter Monthly Breakfast Sat. April 4
Bldg. 10 Dunn airpark 8:00 am – 9:48**