

EAA SMILIN 'JACK CHAPTER 866 NEWSLETTER MAY 2015



FOGGY MORNING BALLOON LAUNCH SUN N FUN 2015

Working the flight line, especially 1st shift, you get to see the whole Sun n Fun show waking up!

President's Message

Sun N Fun is over for the year, but a great time was had by most. I managed to catch a glimpse of many Chapter Members and even shared a meal or a beer with several more! Our Chapter had a tremendous showing in the Volunteer departments. Thank you all for stepping up to the plate to make Sun n Fun the glorious airshow and expo that it was! Despite the rain and heat, I think mostly everyone had a stellar time.

This Sun N Fun, I was reassigned from fabric to composites; I will co-chair the composites workshop next year. People are always promoted to the level of their incompetence.

While we all enjoyed ourselves, Les was not idle. He had a roofer come in and take a look at our roof and the contractor made some recommendations in a positive direction. Since the rent we pay is not hardly enough to cover a repair, we will be going over what Les has learned at the meeting next week, making a decision that will probably cost the Chapter some of it's hard earned dollars, but it will save us a lot of headaches in the future and we'll have a watertight building in the end. We would also like to schedule a workday that is good for everyone and clean out the rubbish in the back room, so we can have a secure and watertight place for the tools.

Some have made some good progress on airplanes, including my Twister- many thanks to Kip and Roosevelt for coming up to help with the fuselage base. It looks fantastic and will soon be ready for paint. Bill Efron also came up one day and we weren't ready to do what had to be done, but he was instrumental in helping to reposition the airframe. We have moved on to engine work with several disappointments. But the disappointments just make way for learning and solutions (So I am told...). I have asked Jan to tell us about his new engine and we have not had good results with that even though he has confirmed that he will do it. If he does come down, he will have a presentation, if not, we will do something different.

On April 28th, the Daytona FAAS Team presented Don Eick and Aviation Accidents as Related to Weather. It was a chilling reminder to add wx to your complete preflight agenda. Filing a flight plan with Flight Services is not only a good idea, but will make it easier to find you if you do go down in a storm. This can not be emphasized enough. It is cheap insurance, and may save your life. The talk lasted over 2.5 hours, unusual for a FAAS Team Briefing, but riveting. Don talked a lot about weather patterns, when to just say, how about if we wait this one out, he also had a bunch of pamphlets that were useful. All of this safety stuff I continually present isn't just for fun, it could save your life and the lives of your loved ones. Definitely worth a second look. The FAAS Team meetings are given every month in venues that are accessible to everyone, FAA pays for free airport parking if the meeting is on the airport grounds, it is a no brainer. Wings credit is given.

This month we will be celebrating Ray Thomas' birthday with Homemade Ice Cream and Cake, courtesy of Donna and Loretta.

I am looking forward to hearing everyone's stories about Sun n Fun and will see you at the Breakfast on Saturday the 2nd.

Blue Skies,
Deborah

April Breakfast

Super morning, super breakfast! Eaters started wandering in at about 7:45 am and from then on pancakes, bacon and eggs were flying off the grills. Deborah, our egg chef was busier than a one armed paper hanger as her spatula was flashing in the early morning sun as she fried those eggs! People rolled in on motorcycles and in cars, many arrived in airplanes and all left satisfied and raving about our breakfast! The whole affair went off like clockwork because of our fantastic chapter crew who show up and do what ever has to be done to accommodate close to 200 eaters in less than 2 hrs, almost a record for us. What really amazes me most is that we can plan this so that we have enough of everything. The only thing we ran out of was coffee creamers and the only reason we ran out of these is that the shelf life is so short on these that we don't want to buy extra and end up throwing a lot of these away, besides, we were only short of these by two. It is a job to plan and buy supplies estimating the amount of people who will be eating and making it come out right. It may look easy because it just seems as though there just happens to be enough eggs, pancake mix and meat and utensils, napkins and all but, there's some planning involved. Loretta does all of this behind the scenes! Our breakfast crew is outstanding and our eaters always seem to have a good time! Many folks in our chapter ask what they can do to help and we want everyone who wants to work to be have something to do. One thing about this once a month breakfast is that it has evolved into the success that it is because our people have seen a need and just step and fill the need. We are not good people managers because when someone volunteers and we don't have a job for them, they can become discouraged. We can do better in this regard! I have an idea that would really help me with the newsletter though and it involves the breakfast, if you have a good camera and like to take pictures, please, come to the breakfast with your camera loaded for bear, and take lots of pictures and let me copy them for this newsletter. You don't know how much I'd appreciate this! One other spot that could use help is an assistant for Greg Smith for at least the May breakfast. Greg is always out on the flight line and offers help to our friends who fly in. Fred Burgess normally assists Greg but, Fred will be out of town this Sat.

((Larry) nsltr editor)

Sun N Fun Story

At our house we are not fans of television's reality shows because most of them are unrealities. Working as a volunteer at the show as GAP (general aircraft parking) we had a funny thing happen. GAP is in charge of getting all arriving aircraft to their parking places and getting departing aircraft to the runway when they are leaving. Basically all planes except airshow are directed by our crews. So, one morning a Stearman that was parked with Warbirds, starts up the engine and gets on a taxiway

headed for the runway. Behind the Stearman there's a golf cart chasing it and a man on the golf cart is cursing and swearing and shaking his fist at the Stearman pilot. The plane continues to taxi and the pilot is giving the golf cart guys a one finger adios. Golf cart guy says "stop that airplane!" So our crew moves out with his wands where the pilot can see him and gives him the crossed wands which means stop. The Stearman stops as he's supposed to do when a red hat says so. A man approaches our guy and says, "you're supposed to let that plane go." Then the cameras and filming crew became evident and it's explained that they are filming a Repo event! Since that take was ruined they started the whole thing over and our red hat let them go by this time. They start the shoot over and taxi past our red hat and approach the next intersection where there is another red hat stationed, here, the golf cart guy is yelling again "you SOB come back with my airplane, the pilot responds with the finger again and when the guy yells stop that plane, yep, our red hat steps out stops him again. The FAA guys who authorize takeoffs said you have to let that one go they are filming a TV show. They all back up again and this time no one stops the Stearman and it rolls on to the runway and takes off. There's your reality show, totally fake and staged. It's going to be fun to watch that episode!

**Hangar rent increase coming
TICO Board Meeting March, 2015**

At this board meeting there was a discussion of an appraisal conducted by consultants. It looks as though there will be an almost 5% increase in our hangar rate at Dunn. One of the board members asked how long it had been since we had a hangar rate increase. Mr Powell said that there have been increases and he is right, hangar rent has increased and it has increased every year since we first rented our hangar in July 2001. In July 2001 my rent was \$179.71 incl tax, this month my check was made out for \$295.07. This is a healthy increase, I think, and if my math is right that amounts to +64%. For me and my flying, just a couple of more hits like ADS (B), \$6.00 + avgas and insurance and hangar rates and I'm going to find something else to do for fun! At our hangar talking to my friends, one man said "that's it, I'm selling my plane and getting out of all of this!" We also agreed that since all of the hangars are not rented, a rate increase isn't going to make them any more desirable. After all we have empty hangars! If there was a demand for hangars that would be different. Right now there are at least 5 empty hangars at Dunn between the Sheltair group and TICO group, and there have been that many for a while now. What would the reaction be if they announced a decrease in hangar rent? Wouldn't it be nice to have all of the hangars filled? If there are 50 hangars here that rent at \$290.00 per month and they are all rented the revenue would be \$14,500. If 45 of these were filled at \$310.00 the monthly revenue would be only \$13,950? Which would you rather have? Notice, as you drive by apartment complexes and storage places, look at the signs, they are always offering incentives for new tenants so they can fill the vacancies. In my opinion, hangar rate increases are a mistake! Maybe they'll drop the CPI 2% annual increase. Wanna bet?

Not all of our chapter members are TICO customers so, this isn't really chapter business. In my opinion, we have a good and sensible airport authority with an excellent administrator and good board members and we're lucky to have them. I think they're wrong about this.

Ben Charvet has been looking into becoming an EAA Flight Advisor

I got this straight from the EAA website. It describes the program benefits and criteria for being a flight advisor. Maybe we could put this in the newsletter for discussion and I can hit the high points at the meeting next week. Ben Charvet

EAA Flight Advisor Program Information Another attractionChapter

EAA's Flight Advisor program is one of the most important sport aviation safety programs ever instituted by any organization. It is designed to increase safety by developing a corps of volunteers who have demonstrated expertise in specific areas of flying and making them available to EAA members who are preparing to fly an unfamiliar aircraft.

What does the flight advisor do?

A flight advisor helps the pilot conduct a self evaluation, as well, as evaluate the flying characteristics of the aircraft. The pilot then uses that evaluation to decide whether he or she is capable of flying that airplane. If not capable, the flight advisor explains where and how he or she can get the proper instruction, or alternatively find someone to make the initial flights. A flight advisor also suggests best practices to follow when flight testing a homebuilt aircraft (e.g. runway selection, weather minimums, etc.)

Can the flight advisor do the flight testing for me?

No, the flight advisor does no flying. The advisor does not fly nor does he actually decide whether or not the pilot is capable of flying the airplane in question. Using his own expertise in the area, the advisor provides the pilot with the pros and cons as they relate to this specific combination of pilot and airplane. The pilot himself makes the final decision on how to proceed with the flight testing program. If a flight advisor flight tests the aircraft, either for free or for a fee, they are acting on their own behalf, and not in their capacity as an EAA flight advisor.

What are the qualifications of a flight advisor?

The primary qualifications to be a flight advisor are experience and the willingness to pass that experience along. It is not mandatory that an advisor be current as a pilot.

To be a flight advisor, he/she must apply and conform to any one of the following experience measures:

Minimum 500 hours (Ultralight pilots minimum 300 hours) combined with flight testing ("phase 1") experience; or

Minimum 1,000 hours PIC time and significant experience in sport aviation aircraft (i.e., homebuilts, vintage, warbird, ultralight, etc.)

Is the EAA Flight Advisors program only for homebuilts?

No, however homebuilt aircraft represent the largest demand for a flight advisor's services. The program is aimed at all sport aviation aircraft including, homebuilts, restorations, ultralights, warbirds and rotorcraft.

Do flight advisors specialize in an aircraft type (e.g. ultralights or rotorcraft)?

aThe flight advisor can specialize in a given area. Flight advisors are expected to specialize in those areas with which they are most familiar.

How much time is involved?

The flight advisor's workload will be dependent on the amount of sport aviation activity in the area, as well as, his or her desire to be involved. The paperwork is limited to filling out a simple form at the end of each flight advisory session.

Does a flight advisor charge for their services?

No. There shall be no fees charged for an EAA Flight Advisor's educational help. Any reimbursement for travel is between the builder and the flight advisor.

Can a flight advisor combine their volunteer work as a flight advisor and their work for pay as a CFI?

No. The flight advisor is a non-paid volunteer, as described above.

Are there any benefits to being an EAA flight advisor?

The main benefit is derived from the passing on of knowledge and safety practices so that others can safely test fly their aircraft.

Is the EAA flight advisor protected by insurance?

Yes. The EAA flight advisor is insured for any legal liability presented against them while operating only within the policies of EAA and its efforts to ensure safety in aviation.

Another reason to attend the May meeting

Chapter member Lenny Duncil, will be doing a presentation on his raspberry pie! Never thought we'd be involved in cooking!

Les Boatright sent me a link to this article below. If you remember, Scott Malcom and this crew attended and spoke at one of our meetings. C866 members, Jeff Wilde and Steve Quickel are involved with the Winter Park project.

Student Build Planes in Eagle's Nest Project



RYAN MALCOMB, 13, left, Tyler Ferree, 19, Matt Malcomb, 16, and Carrie Green, 18, show their Van's RV-12, Eagle's Nest 10, at Sun 'n Fun.

CHRISTOPHER GUINN | LEDGER PHOTOS

By **Christopher Guinn**

THE LEDGER

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LAKELAND | **When most schools say they want their students to soar into their futures, they don't usually mean it literally.**

But students at Circle Christian School turn a thousand points of steel and aluminum "from box of parts to flying airplane" in 24 weeks, Aviation Program Director Scott Malcomb said.

In the homebuilt corner at the Sun 'n Fun Fly-In, the two Van's RV-12s built at the Winter Park school met their winged peers: four other RV-12s built through Eagle's Nest Projects, a non-profit aviation education program in its fifth year.

Converting panels, wires and over 14,600 rivets into an airplane they later get the opportunity to fly helps find the latent pilot, mechanic or aeronautical engineer in students, or gives young air fans the opportunity to develop their passions, Malcomb said.

Carrie Green, 18, left her public school after her junior year to have a chance at joining the class. Of 53 applicants, 16 were chosen.

She's had her eyes to the sky for a long time and yearned to get her head into the clouds. "I just didn't have a way to get into it, so this was perfect," she said. Her decision was also a leap of faith — she switched schools without knowing whether she would be chosen.

She currently attends Seminole Community College and is aiming toward a career as a commercial pilot. She's studying to pass the written portion of the private pilot license exam.

So far the program has completed six aircraft, another is weeks away from completion and three more are in progress at schools around the country. The first Eagle's Nest flight, built by students at Jennings County High School in Indiana, occurred in 2012. They took the plane to the Oshkosh AirVenture that year.

The class has been taught for two years at Circle Christian and two planes have been finished.

Though the Eagle's Nest Project has not been set up in Polk County, the Lakeland Aero Club, an after-school club connected to the Central Florida Aeronautics Academy, just finished its first airplane restoration project.

The club's military variant of a Piper Super Cub first flew earlier this month and there are plans to start a new project shortly. Through the club, more than two dozen students have earned private pilot licenses and one of the club's former members flew the Super Cub in the air show this year. The club is open to any Polk County high school student. The club was raising money during the Sun 'n Fun week alongside the Experimental Aircraft Association so the students can fly their recently revived plane to Oshkosh AirVenture in Wisconsin in July.

RV-12 IS POPULAR MODEL

The RV-12 is a popular model for beginning homebuilders because the instructions are clear and concise, Malcomb said. During the building process, the students also learn to read engineering documents and understand precise, technical communication.

Putting a plane together removes the mystery, Green said. "You learn so much and I feel more comfortable flying because I know how everything works."

Another student in the school's inaugural program, Tyler Ferree, 19, has been working since graduating from the school but is preparing to apply to the Air Force in the near future.

After completing the plane and getting it FAA certified, the students ride while Malcomb flies from Sanford International to Cape Canaveral, maybe a glance at these

students' future.

The flight might also ignite a desire to take the stick themselves, and the program is starting to use its airplanes so students can get a good chunk of the hours needed to get a private pilot's license, usually an \$8,000 to \$15,000 venture, Malcomb said.

Students who prove seriousness by getting a flight medical check and passing the written exam can get 20 hours of certified instruction in the air.

Malcomb's son, Matt, was in the inaugural class. He passed his solo flight in January, flying out of Sanford International Airport under air traffic control, a rarity for new pilots but a reality of the busy Orlando airspace environment. He took the flight on his 16th birthday, the first day he could. He wasn't nervous, he said. After 75 hours in the air behind the stick with an instructor, it was just another day at the office.

The goals of Eagle's Nest Projects go beyond preparing students for a high-demand career, President Ernie Butcher said. Two planes built by his students at Clear Springs High School in Texas also made it to Sun 'n Fun.

"Student pride, school pride and community pride are our three pillars," he said.

His public school program uses two sections of classes to build the plane. "Our program touches 2,000 students a year," he said.

The real key is community and parent involvement, said Jim Senft, a club mentor for the program at Central High School in Westosha, Wis. Being in the same state as the tool manufacturer Snap-on and the Oshkosh AirVenture has been good for his program. And the role of parents can't be understated, he said. Many parents with mechanical aptitude, even if not aviation experts, have joined as mentors to the students.

"The magic to the mix is to have someone passionate enough and experienced enough to guide a program," Malcomb said. On build days he leaves work as a JetBlue mechanics instructor and goes directly to the school. On off days he is reading the blueprints to figure out the best way to turn a plane designed for a single builder into an efficient 10-builder process. Interest in the program has exploded, but Butcher said he would like to slow down for the next two years, keeping the number of schools static or starting a couple selected programs. Interest from educators has been high.

But he doesn't want to expand Eagle's Nest Projects too quickly. Keeping the quality level high and experiences predictable takes a lot of guidance.

Photos of the builds at Circle Christian School can be seen on Facebook under the group "CCS EN-6 & EN-12." Central High School Aviation STEM Club can also be found on Facebook with photos and updates.

Chapter Member Buys Airplane

Bill Heffron and a partner have purchased a Piper Archer and they are picking it up this Sat. In TN, it will be hangared at TIX. Then Bill is headed out to NY for the summer with his motorhome.

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Monthly Breakfast
Sat. May 2, 8:00 – 10:00 am
Dunn Airpark, Bldg. 10
Titusville, FL

Chapter Meeting
Weds. May 6, 7:00 pm
Dunn Airpark, Bldg. 10
Titusville, FL

British youth help on flight line at Sun n Fun, Loretta made them Tea and British biscuits for their breakfast

Loretta and her friend Judy on food cart

