

# EAA SMILIN JACK CHAPTER 866 JULY 2015 NEWSLETTER



OUT OF ARTHUR DUNN AT SUNSET

## *President's Message July 2015*

Happy Independence Day to all! We are reminded on this day, more than any other day, of all the freedoms we enjoy in this country. We are reminded of the sacrifices that so many, over the last 239 years have made so we could enjoy these freedoms. For those who have served our great nation, Thank You for your Service, for everyone else, Thank you for your Support of our Defenders.... Working together brings results!

Over the course of the last few months we have been soliciting bids from roofers to get some repairs to the roof done. Michael Powell from the TiCo Airport Authority brought his engineers and the Titusville Fire Marshal to our building and spent some time with us.

Only one roofer even offered a bid, which was still higher than what we felt we could spend. We finally did reach a consensus on the roof repair. Bob will be heading up the project. We voted at the Special Meeting to spend \$5000 to facilitate the work. Now Bob is not going to be doing it all alone: he will need our hands to get it all done before the August breakfast. Whether that is the actual repair work, supporting the effort or putting things back together, everyone can have a part. We'll talk some more about it at our Wednesday meeting.

The rotten trusses have already been shored up in prep for the companion trusses that will flank each existing truss. We are well on our way.

It is Summer, and our passion for flying is in full swing. Whether you are just out for the day or have some nice cross-country trips planned, be sure to take those few extra minutes and get a full weather briefing *before* you head out, check the weather where you are going, too. Those few minutes might give you the edge on a decision to go or no go. Be Safe.

On a recent trip to Dallas, I had the pleasure to fly with my friend, Dana, in her Funk. This is a delightful two seat tube and fabric aircraft with big wide wings. It is a pleasure to fly once you understand the yoke system. It was more like flying on the back of a big butterfly. Such joy!

This month we will have our meeting on the 1<sup>st</sup> and then Breakfast on the 4<sup>th</sup>. Happy and Safe Independence Day to all!

Blue Skies, Deborah

### ***June Breakfast***

We had 150 folks at our June breakfast, a pretty good turnout considering that the “Snowbirds” have all gone north. The usual crew of workers did an outstanding job of setting up, tearing down and serving the wonderful folks who get to our breakfasts.

Working the pancake grill, I heard many comments on how much these folks enjoy this!

Last month we put out a request for pictures to be taken at the breakfast and two folks responded by taking and sending me many pictures to pick from to put in the newsletter. Lenny Duncil, John and Pat Porter did an outstanding job of this! If you're interested in looking at all of these you can check out our website and facebook page. This month, it seems that no one took any pictures.

Need help! Loretta and I and Donna and Ray clean up all of the equipment used for food prep and we replenish the salt, pepper, and syrup wash aprons to be ready for the next breakfast. Most helpers at the breakfast are done with their work by 10:00 am, as soon as the breakfast is over and they're good till the next month. Loretta and I usually aren't finished until about 1:00 pm by taking the equipment and syrups etc. back to bldg. 10 and do inventory. Donna and Ray take the pancake equipment, and other cooking utensils to their house to clean these up. They are heading for Michigan this week and will miss two breakfasts. In all of the years past, Loretta and I have taken their part of the cleanup and added this to what we do and we'd like to not have that additional work to do anymore. If you're willing to take that task on for the future this would be a great help! It only amounts to a tote with the pancake utensils and maybe a couple of other small items. If you're willing to do this, see Loretta or me and we'll go over what it involves.... Thanks, Larry & Loretta.

### ***Rule #1: Know your equipment***

Written by mark Oriza – submitted by Ben Charvet

To become good at anything as complex as balloon busting, or B-B from here on, you've got to think it through. Successful B-B doesn't just happen. It is not simply running your airplane into a balloon. It is running your airframe into a balloon and living to tell the tale. To do that you've got to plan for all the potential pitfalls, or P-P's from here on. It's no quirk of fate that the most successful B-B'ers in WWI flew sturdy biplanes. They are in fact the best balloon hunting machines ever created. A well built biplane is often capable of being handled quite roughly when needed, and draggy enough to not quickly accelerate to its Vne speed. These are important characteristics when seriously considering B-B activities. While it is probably possible to become an ace B-B in a Learjet, as far as this pilot is concerned, it would be reckless and insults to your fellow pilot to even consider such an act. Before you think of shuffling up to our coffee pot area, think again you crazy Learjet types.

“What about a Cessna 172? Could I use that for B-B?” Did I say this field guide would be an open forum? No, I did not. To answer your rudely interrupted question, Is the Cessna 172 a biplane?<sup>1</sup> No! Then it is hardly a good B-B platform is it? “What about a Triplane, Sopwith, or Fokker?” Listen, if you want to write your own field guide go ahead and use a Triplane and I’ll read it, without interrupting you, OK?

The best B-B equipment is a biplane, and I think I’ve stressed that point enough, so that anyone using this field guide will know that a biplane is what I recommend. The best kind of biplane would be one with an open top. That is one without a canopy, because to put it bluntly, they make the best balloon launching platform. Lets face it, no balloon launched equals no balloon to bust. You can argue with me, but you can’t argue with mathematics. “Could someone else launch a balloon for me?” You know, you are quite irritating. Yes, theoretically you could hire someone to release a balloon for you, but this field guide is intended for the fierce individualist pilot, not some rich cat who can afford to hire someone to fly around letting balloons out for him. Why not hire another guy to trail along and pop them for you while you are at it? You can slide up to our coffee pot area and show us your checkbook! That would impress us, NOT! Now pipe down and listen

An open top biplane of one seat is the ideal B-B type aircraft. Lastly a part 103 legal ultra light is the perfect B-B equipment. While flying a part 103 legal bird you could argue that you are not exercising your rights as a 747 captain rated ticket. No, you are just some guy out for a little rest and relaxation, chasing balloons for the sheer fun of it. It’s a legal doge, one that I haven’t tested yet, but I wish you luck with it. So now we all agree that according to this field guide, the best B-B equipment is a part 103 legal open top biplane, like a Squadron Aviation (or Loehle) SE-5A, Spad-14, or Fokker DVII. I used a 20 year old SE-5A, and eleven shortyears later in 558.9 flying hours destroyed 448 balloons.



Ben

### ***Valkaria Breakfast***

Smilin Jack Chapter well represented at the June breakfast at Valkaria (X59) airport. Bob Rychel in his Zenith 650 and Loretta and I in “Fancy “ took off at about 7:45 and as we passed TIX on their freq. we heard Kip getting a takeoff clearance departing in his Sonex from there.

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we <sup>1</sup> This is a rhetorical question, as all know a Cessna 172 is a high wing monoplane <sup>11</sup> Most importantly, I’m alive to tell this tale

When we landed and taxied in Kip was parked and out of his plane already. ( he knows a shortcut, I think) Their breakfast is great! Saw another Dunn aircraft and pilot there, Guy Crandall, he was done eating and on his way out before we sat down. He must have gotten up "before breakfast"! Saw Brad Missimer wearing a Smilin Jack shirt arriving as we were on our way out also. Jackie Johnson, Terry Bradshaw, and another person from New Smyrna had flown in as well.

We fired up our planes to leave and Kip was the first to taxi, we were second, and Bob was behind us. About ½ way to rwy 32 Kip's engine quit and he had to get out and pull the plane about 200' to get it off of the taxiway so planes could get by. (it was only 98 °out) We pulled up alongside and Kip told us to get out of there, he'd get it started and everything was OK. We left and flew home and all the while all I could think of was Kip, stranded way out there on the taxiway. We landed at Dunn and I called to see if he got out, he did, he told me that a shot of starting fluid in the right place and she fired right up and he flew home.

I'm so grateful to still be doing these little jaunts in our plane at this age. What fun!

### ***EAA Special meeting***

As Deborah explained in her report, we are going to do the necessary repairs to bldg.. 10 so that we may continue to use the building.

Bob Rychel should be hailed as our new hero for stepping up at that meeting and presenting his proposal for repairing the bldg.! Not only did he present a better way than what a contractor did but, he volunteered to be the project mgr. and with help from the membership he is willing to do the work, saving us around \$8,000 of chapter funds!! Our proposal from a contractor came in at \$13,750 with the likely fact that there would be additional costs! We have allotted a max of \$5,000 to do this job ourselves. The job will be done in phases 1a Damage control to keep the structure safe by repairing existing roof trusses. This is a temporary repair to hold until we can get the mats., to do the permanent repair. At this writing Bob has already completed this phase! Phase 1b will be to strip all wiring and structures down to allow for phase 2. This phase will be done between the July and August breakfast. It involves the permanent repair of the structure and rewire and relighting. Phase 3 will be done a little later in the year when it is a little cooler. This involves repairing the roof.

Bob has built around 20 homes and very experienced in construction + he built 2 airplanes in less than 3 years! Right man for the job!

## Car Plunges Over Pemaquid Embankment



This car owned by Robert Anderson of Hanover Mass. rolled over the bank and landed 30 feet below on the beach in Lighthouse Cove at Pemaquid Point Lighthouse Park last Sunday. There were no occupants in the vehicle at the time.

It apparently was out of gear. An O. W. Holmes wrecker hauled it up over the banking. The only apparent damage was a punctured radiator. The "X" marks the approximate spot where the car came to rest after plunging over

Could this be Smilin Jack Chapter 866 Bob Anderson??

Looks like a 1960s Or 70s event!



## Traveling red Valiant



This Red Valiant owned by Robert Anderson of Hanover, Mass. rolled over the bank and landed 30' below on the beach at Pemaquid Point Lighthouse Park on Sunday. There were no occupants in it at the time and apparently was left out of gear. The only damage was a punctured radiator.

Photo by Norman Davis

### *Paying it Forward*

*By Ben Charvet*

We all have those who have been mentors at various times in our lives, and I have been blessed with several in my aviation history. Back when I was building my Pietenpol, Jerry Russell was one of our chapter Technical Counselors. He was also an A&P IA, and did annual and condition inspections on many of our airplanes. In the course of his work, he collected many of the old parts he was replacing on these airplanes.

In my scrounging up parts for my Pietenpol, it seemed Jerry was always finding stuff I could use. For example, my lift struts were sitting on the floor of his hangar after being changed out on a short winged Piper, and my ELT came from someone upgrading theirs.

Jerry passed on a few years ago, and his wife Sharon was left with the task of finding a new home for all his stuff. In his garage at home he had about 50 gallons of Butyrate dope and thinner that he and Larry Gilbert had picked it up from Steen aircraft. Our local hazardous waste disposal wouldn't accept it, so it was delivered to building 10 for the chapter to use. I ended up with seven five-gallon cans in my hangar. I was thinking that the thinner would be useful as a solvent, something like lacquer thinner but I was wrong. I also was thinking that I would use the dope when I got around to covering my Nieuport project, but since have decided to use the same system as on the Pietenpol.

For the last few years, I've been volunteering at Sun-N-Fun in the woodworking workshop. We see all kinds of folks coming through, but this last year saw quite a few folks restoring antique airplanes. One gentleman in particular, Rich Thompson, came and told us about his airplane, a 1929 Fairchild. He bought it seven or eight years ago based only on pictures, as it was located in Alaska. Rich made the purchase and had the plane shipped in a container by barge to Seattle, then by train to Jacksonville, and by truck to a warehouse in Orlando. At Sun-N-Fun he showed us pictures of the plane he had on his phone--a very detailed and period authentic restoration. Therefore, his airplane will have no Phillips-head screws, because they hadn't been invented in 1929. He also mentioned that it would be finished in the old style butyrate dope, but I didn't give that fact a second thought at the time.

Last month I had the opportunity to move into a County hangar right across from my old SheltAir hangar. In the course of the move, I came across the seven cans of butyrate and the guy with the Fairchild came to mind. Fortunately, he had left me one of his business cards and an e-mail was sent asking if he could use the product on his restoration. Rich drove over to Dunn last week with his cousin, Tim, to pick it up.

Rich shared with me that he was retired from Lockheed-Martin where he had worked as an artist. He had brought along some prints from his portfolio, some were of military aircraft, but a few depicted combat scenes. The detail in these prints is incredible. They were done in oil, but look like photographs and he gave me two of them. In the course of our visit he noticed the "Marine Parking Only" sign on Larry's hangar door and being a Marine himself, Rich wanted to give Larry a print, as well.

Rich proceeded to tell Larry and Loretta the story of his aircraft restoration and about some other planes being restored in the warehouse in Orlando. He also shared a touching personal story about his recent victory over cancer.

Rich invited us to take a field trip to see their projects, and it sounds like a trip worth making. Hopefully, in a few years we will see a beautifully restored Fairchild show up for our monthly breakfast. When it does, we can be proud that our chapter helped to get it completed in a small way. I feel like I have a new friend in the aircraft community and I'm blessed by his sharing his life stories.

Looking back at the 10 or so years I've been a chapter member, I've been helped along by many others, some still with us, some not. Our common bond of love for airplanes and aviation is what brought us

together. We often collect miscellaneous parts and memorabilia for no reason that makes sense at the time, other than it was free or too good a deal to pass up. Having extra storage space in a hangar makes it easy for this stuff to pile up. Maybe we should all look around at our collected “treasures” and ask around to see if someone could actually use them. I know it feels good to know that something I stored for a few years is going to help finish a classic old airplane.

*Some Neat Pictures of R Jackson jr's Varieze.*



Somewhere over New Mexico Roosevelt Jackson Jr N1427Z





The view in the front office N1427Z



All Cleaned up and ready to go!

## NTSB Warns Pilots To 'See And Be Seen'

By Mary Grady

The proliferation of technology in the cockpit can be distracting, and the NTSB this week issued a safety alert ([PDF](#)) reminding pilots to "see and be seen" and to visually scan for other aircraft. "As a pilot, your first job is to fly your own airplane," said NTSB chairman Christopher Hart. "Part of that job is to scan for other airplanes. On-board traffic advisory systems are **not** a substitute for an outside visual scan." The safety alert cited several recent GA midair collisions in which a failure to see and avoid was a factor. The safety board also posted a video this week that focuses on lessons for pilots from the investigation of a cargo plane crash; it's the first-ever such video companion to an official NTSB report.



My sentiments exactly! ..... Learn to keep your eyes outside the and not glued to the colorful screen in the panel. I don't have a lot of time in planes with all glass panels, only about 5hrs and I found that trying to watch the

scrolling numbers that indicate airspeed, altitude, heading and all does take some getting used to. Maybe if that's what you learned on it isn't as bad. When we learned on the gauges our instructors would cover some of them up and make the student fly with his eyes outside and after enough of this it became second nature to only glance at the dials once in a while for confirmation that you were flying properly. It may be easier to navigate than the old days because we were always turning knobs (OBS)(ADF) (DG) etc. to get to where we were going, it was always hammered into us to see and avoid, even while on instruments when you had the visibility good enough to look outside. Controllers always gave us traffic advisories but, it was always up to the pilots to see and avoid! Yep, the traffic alerts on your panel are a good thing but, there are still aircraft flying around without electrical systems and they haven't figured out how to mandate ADS(B) on the Buzzards and Osprey yet!.....lg

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**Check out our facebook page EAA Smilin jack Chapter 866 and <http://www.866.eaachapter.org/apps/photos/> Our website**

### ***Chapter 866 Officers***

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## **Chapter Meeting**

**Weds. July 1, 7:00 pm**

**Bldg. 10 Dunn Airpark  
(X21)**

**Titusville, Fl**

## **Chapter Monthly**

**Breakfast**

**Sat. July 4, 8:00 am –  
10:00**

**Bldg. 10 Dunn Airpark**

**Titusville, Fl**