

EAA CHAPTER 866 SMILIN' JACK NEWSLETTER

SEPTEMBER 2015



JEFF WILDE W/ 2 PLACE GYROCOPTER THAT HE FLEW INTO DUNN AIRPARK

President's Message

September is upon us with a lot of exciting things on the horizon for Chapter 866!

Work continues on the roof project- Bob anticipates completion of the new purlins before the September meeting- the work looks great! Very professionally done. A little more of the transformative process and we will think we have a new Clubhouse! Go team!

Going around the room last meeting indicates that airplane projects across the membership are really coming along- Les is making more progress on his RV4 these last few months- we stopped by his hangar and were amazed at the work done so far; Eddie is making progress on his 750; Kip continues to tweak his engine and airframe of the Sonex; Alberto has finished deburring the Onex parts (this is not an easy or fast process); Bob is even building a new kit; Richard and I have made astounding progress on the Twister, as well: all parts except the cowl are painted, the elevator push rod is installed (again) to facilitate seat placement and pattern making for the cushions and cutout for the control stick boot- I have discovered that my sewing machine that will sew through 8 layers of denim is no match for an inch of memory foam, leather front and back, a layer of tricot and a layer of rubber on the back of the foam! It said "NO WAY!" in rather certain terms. The instrumentation is not finished, but is getting there- ADHARS, the first of many instruments, is installed. Our target fly date of the end of the year- one of those Thursdays, is not so unrealistic after all!

Our VP Les will conduct the September Meeting as I will be away for a few days. He has plans to show the Chapter Video from EAA. Our Breakfast will fall on Saturday, the 5th of September this year. I will be back in time to cook the eggs, so no break there! Speaking of Breakfast, we fed 150+ at our August Breakfast. Many thanks to all who came, helped set up, cooked, brought goodies, filled up the gas bottles, cleaned up the mess afterward and everything else that went into the production. Many Chapters are exhausted after one breakfast, but we do it every month! You guys and gals really rock!

October 17th will be our Young Eagles Rallye. Please tell your friends and family about this opportunity to foster a love of aviation among our young people. I think we may even have some money in our Young

Eagles sugar bowl for fuel. All year, donations to the Chapter go into this fund for this purpose. It isn't huge, but it does help our pilots with some gas for their machines. Larry will give everyone an update on this at our meeting. Anyone who can be on hand to help- registration, flight line safety, set up, ground school, etc., please talk to Larry, so he can line up talent to job.

Now that the weather has moderated a bit, the FAAS Teams will be gearing up for another go round of safety seminars- these are free, informative, give Wings credit and might save your life. Daytona holds one on the last Tuesday of the month at 7 pm at the Daytona International Airport, even parking is complimentary. There are also FAAS Teams at MLB and KORL who hold these meetings so there is little excuse for any of us to miss these important safety lectures. Watch for them or go on line to find what is happening close to you.

As a last bit- we have some new members- Tom and Linda Waid have joined the Chapter. They hail from Titusville. Welcome!

See ya at Breakfast! Blue Skies, Deborah

Dunn Airpark Early am 8/19/15



It had been 2wks since my last flight and I wanted to go out and patrol the swamps just west of the airport. A trip to Watkins in the old pickup for some fuel first. Then, after fueling and taxiing out to rwy 22 (turf) holding short and doing the pre takeoff checks, I watched Tom Gordon land his Stearman on 22. A beautiful three pointer, textbook roll it on landing! After he cleared the runway it was my turn and 'Fancy with her tail up and after running along for a few seconds we break the surly bonds and head out to the St Johns River for some practice maneuvering. Clearing turn, then a steep turn to the right and one to the left, then a power on stall and some Dutch rolls. The two weeks without flying lowered my accuracy a little with these moves and I'm a little disappointed so, I'll practice some more soon.

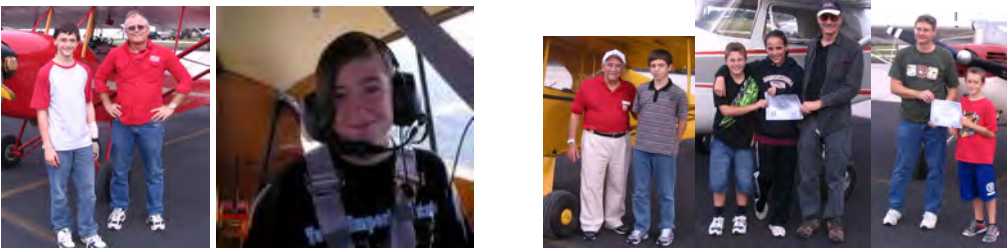
While returning with the field in sight I saw that someone had pulled a J3 Cub out and it looked like it was ready to taxi. The J3 pilot calls for a radio check and I give him the "loud and clear" response. I taxied in and as I climbed out of the plane the J3 is airborne and headed West. After we put 'Fancy in the barn, Ben has pulled his 1929 design Pietenpol out and needs a hand prop so I go over and pull it through a couple of times and then the drill, switch on, throttle closed and cracked and brakes on, I flip one blade and she's ticking away. Ben and The Pietenpol taxi out to 22 and soon they're climbing out to the Southwest. It was all a storybook trip back to the past old timey morning at Dunn. I love it! Larry



Dunn Patrol 08/19/15

Annual Young Eagle Rally

The rally is coming fast and the planning is under way! October 17 is the day of the rally. As Young Eagle coordinator, I have the paperwork started and we have insurance from EAA for the event and also have the event permit from TICO.. Next will be an order for the most current literature from EAA. In the meantime we have old literature to use and hand out for this rally. It will be wonderful to have our regular ground crew and even more 866 members to help out with the event. It is the MOST FUN of any activity we do as a chapter. Think about it, giving free rides in airplanes to children between the ages of 8 and 17, being involved and experiencing the excitement of it all! The kids absolutely love it and the parents are grateful too. We all have a good time! Our pilots are all well qualified and our planes are perfect for this. There may be a couple of additional planes and pilots this year for this too. The pilots have the most fun! OK, that's all of the fun parts. The hardest part is getting the word out to the qualified youth and that's where we need the most help. Help think of ways we can get the kids out to Dunn Airpark on rally day. We will have some handouts for everyone to use to get the kids here. Hand them out with a little sales pitch. It's easy because we are GIVING SOMETHING AWAY and it's not like you have to collect money like in real sales. No sales reports, no quotas to meet either. You're selling fun and education and the price is to the customer 0! Please help. Larry



Young Eagle FUN

Old Pilots

A 65 year old man went to the doctor for his Class II exam and the doctor was amazed at what good shape the guy was in. The doctor asked, "To what do you attribute your good health?"

The old timer said, "I'm a pilot and that's why I'm in such good shape. I'm up well before daylight, climb all over the aircraft doing my pre-flight inspection, fly all day, etc."

The doctor said, "Well, I'm sure that helps, but there's got to be more to it. How old was your dad when he died?"

The old timer said, "Who said my dad's dead?"

The doctor said, "You mean you're 65 years old and your dad's still alive? How old is he?"

The old timer said, "He's 84 yrs old and, in fact, he built and flies his own airplane! He went flying with me this morning. That's why he's still alive... he's a pilot too!"

The doctor said, "Well, that's great, but I'm sure there's more to it. How about your dad's dad? How old was he when he died?"

The old timer said, "Who said my grandpa's dead?"

The doctor said, "You mean your dad is 84 years old and his father is still living?! How old is he?"

The old timer said, "Grandpa is 102 years old and he's a pilot too."

The doctor was getting frustrated at this point and said, "I guess he went flying with you this morning too?"

The old timer said, "No...Grandpa couldn't go this morning because he just got married and he's on his honeymoon."

The doctor said in amazement, "Got married?! Why would a 102-year-old guy want to get married?"

The old timer said, "Who said he wanted to?"

Submitted by Les

Around Dunn

Sat. Aug.22 the usual gang is pattering around Dunn Airpark and I got to see some of the projects there. Eddie has the Viking engine mounted on his 750 Cruzer project and it is a very impressive and attractive engine. I think this will be a perfect power plant for this plane. He also has the instrument panels cut out to fit his glass panel and all of the switches, circuit breakers and annunciator lights. It will be a nice neat and easy to use set up. Les Boatright has the wings lined up and inserted in the receivers and just about ready nail together. Bob Rychel has designed the most perfect and easy device to align and install wings on home built airplanes. It makes getting the Dihedral and angle of incidence quite easy to get right!



Les Boatright's RV4

Two very nice airplanes nearing completion!! Steve Camlin is having frustrating problems getting the proper fuel pressure out of the engine driven pump on his Hirth engine. He is seeking advice from chapter members and friends on this. His auxillary electric pump produces approx. 5lbs pressure but the engine pump drops to about .5lbs. There is a pair of Bing Carbs on this, I think. Have any ideas for Steve?? He is also considering buying the Lightning LSA that Buck Crenshaw has at TICO.

The September meeting will be presided over by VP, Les Boatright. He will have the EAA electronic Chapter Newsletter for a presentation.

Chapter Member Greg Smith publishes another book!

“Bone Freeze” Another story about Orlando private detective Bonito Ramsey. This one has some flying in it and you might recognize a couple of pilots names mentioned in the book! I have read all of Greg’s books and enjoyed them all. Greg always leaves a few copies for chapter 866 members to read and I’ll be bringing the copy I have back to bldg.. 10 for anyone else who might want to read it.

Larry

Busting Rules Balloon

By Mark Oriza

Rule #1: Know your equipment

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 to become good at anything as complex as balloon busting, or B-B from here on, you’ve got to think it through. 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?**¹ 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

¹ This is a rhetorical question, as we all know a Cessna 172 is a high wing monoplane

Squadron Aviation (or Loehle) SE-5A, Spad-14, or Fokker DVII. I used a 20 year old SE-5A, and eleven short years later in 558.9 flying hours destroyed 448 balloons.²¹ Most importantly, I'm alive to tell this tale



Bldg. 10

Bob Rychel and his helper now have all of the purlins installed in the building. All done in the hot August weather! He will not be at the chapter meeting or for our breakfast as he and Jan are out West visiting their brothers.

Come to the meeting and check out our building improvements.

Chapter 866 Officers

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Chapter meeting

Weds. Sept 2 , 7:00 pm - ?

Dunn Airpark Bldg. 10

Chapter Breakfast

Sat Sept.5, 8:00 – 10:00

Dunn Airpark Bldg 10