

EAA Smilin 'Jack Chapter 866 Newsletter

October 2015



Kip Anderson with Young Eagle candidate Oct. 2014

President's Message



Hi, Everyone,

Thanks to everyone for the fantastic breakfast on September the 5th! We had 161 guests and 34 airplanes! Thank you also for being such great Ambassadors for the U.S. and welcoming our friends, Dilura and Jihan, the young couple from Turkey. They got a chance to interact with all of us at a level that few tourists ever get to see. As a child growing up overseas, my

parents instilled in me that whatever you do in another country, you are looked upon as the face of the United States. As I have grown older, those words are truer than ever. I am sure Dilura and Jihan will remember the kindness and openness of our group and their time with all of us as they begin their life's journey together. Bravo Zulu to all of you!

We have a very exciting month ahead of us – Breakfast on the 3rd of the month, meeting on the 7th and our Young Eagles Rallye on the 17th. I hope to be able to welcome a new group to our midst at Breakfast and possibly our meeting on the 7th: Patricia Parrish and the Titusville High School Chapter of Best Buddies. I am very pleased to see the interest these young people have in Aviation and especially in our Young Eagles Rallye. Carol Charvet made this connection for us.

Our T-shirt purveyor has pulled up stakes from the Baldwin Plaza and moved to S Hopkins. Now that the threat of being booted out of his location is no longer a threat, he has, after a year of waiting, promised to get to our order. In the meantime, Many Thanks to Les for conducting the Meeting on Sept 2nd and to Kip for his presentation. Kip has also been working on a solution to our air conditioner situation. The unit he found does not require plumbing, just two small holes in the wall which we have a few of already. Securing it from unauthorized removal will require some engineering. Bob's work on the roof repairs is really impressive and as the weather cools, we will be looking to the finishing of this project. Possibly a work day to apply the coating to the outside. Bob will let us know.

I had the pleasure of an email from Eveline and Kilian, the Swiss couple who bought Eddie's Kit Fox project. They have their airworthiness cert, and I was able to steer them in the right direction for insurance, through EAA. Even though they did not go through the Tech Counselor Program, they did have the close by services of Jan at Viking Aircraft to help them along on the build. Eveline indicated that they would be returning to the US some time in November.

On November 14, The Williston EAA Chapter is hosting their traditional annual Pig Roast at X60. \$10 all you can eat, starts at 12:30 in the afternoon. Williston is a nice small airport to fly into south and west of Gainesville. If you want more info, contact Stan Berry 352-804-6638 or sberry0207@aol.com for reservations or directions to his hangar. There are three runways- 5/23 is the longest, then 14/32 and the turf ry is 18/36. Unicom 122.8 AWOS 118.425.

This month, the meeting on the 7th, falls after the breakfast. I look forward to seeing everyone again...

Blue Skies, Deborah

Big Day Coming up

This meeting is our last before our annual Young Eagles rally. We have a super line up of ground crew and pilots and since most of us have been participating in this event for at least the last couple of years it should run smoothly. You members have been doing a good job of lining up candidates to become Young Eagles. Ben told me that his wife has contact with the Titusville High School Chapter of Best Buddies and they are interested and will be participating. Bill Heffron has told me that he has through his involvement with Titusville Rotary club lined up some participants. Loretta has gone as far as to approach school children at their bus stop in front of our house and tell them about this and sent literature home with them. Herman has presented through his church information about this event and is expecting some participants also. Dan Hillman said he has some youths coming over too! What super folks you all are! I Can't thank you enough.

This year we have about 8 planes and pilots lined up and this is a couple of more than we usually have. We will be using the route that we used last year which is a trip starting to the north to approx.. rt 46, then west towards the St Johns River, then back approaching the airport from the west crossing South Lake. This ride lasts about 25 min. If we get a lot of andidates we can shorten the ride up some to maybe 15 – 20 minutes by cutting the distance we fly towards the west.

Loretta and Donna and maybe others are baking a big bunch of cookies and stuff cause kids like that stuff

Eddie Brennan is in charge of the flight line he is very qualified for this he's been doing this for a few years for our Y-E events and he's red hat on the flight line at Sun n Fun for a number of years and that experience is intense! He will coordinate our airplane movements on the ground and will be monitoring the CTAF as well. His son James will assist. James also has quite a bit of experience on the flight line at Sun n Fun.

Someone, probably Les will be coordinating getting the kids to and from the planes and will be assisted by the volunteers who opted for ground crew.

Deborah and those who help her with registration and paperwork will be doing that again this year. Other members will be taking pictures, greeting, and moving the kids around.

Jim Morgan will have his C152 for static display and for ground school.

It will be FUN!

Larry Gilbert Y-E coordinator





Some pictures from 2014 Young Eagle rally

The Art of Flying

The book *Stick and Rudder*, An explanation of the art of flying, written by Wolfgang Langewiesche is the first how to fly book I ever read and nothing I've read since comes close to that understandable explanation about flying. The book was published in 1940. Every flyer should read this, in my opinion. . **Larry**

I picked the below out of an article in the July/August EAA Vintage Airplane magazine. It was part of a conversation between a boy and an old airplane that was stored in an old barn and needed restored. The article, titled *The Art of Flying* was written by Sarah Wilson.

“Listen to me”. The plane said “stay out of the trees. There’s burble there. Burble is wind that has lost its way. It doesn’t know what to do; it’s confused. Burble starts to listen to what the trees say, instead of what the wind knows is true. Burble in the trees can be very dangerous to you.

“Listen to me. Learn to read the clouds. Indifference can turn to anger in an instant. If the clouds start to boil, bark, and turn dark, fly toward the light. Never stay in a dark sky. Learn to feel the gust front approaching and watch for ripples on your skin. They warn you that there is danger hiding within.

“Listen to me.” The route anywhere is never direct. Learn to turn left and turn right. If you never get lost, how can you ever find found? You have to wander off your course to find your way back again. When you can’t see what’s ahead of you, let go. Weather vane, The wind will show you the way.”

It's an interesting explanation of conditions that can bite when flying. I thought of some experiences I've had dealing with these conditions. When I started flying the Piper J3 Cub, the above advice actually had meaning and sometimes things were explained this way. Even the book, Stick and Rudder originally was written in language like this. It's probably kind of corny, but here's how I relate.

A few decades ago at Blue Knob Valley Airport, Duncansville, Pa there are hundred + foot trees very close to the south side and in a cross wind on the final approach to the gravel runway 29. As we neared the runway with all of the X wind cross control inputs to track straight in with the wind from the SW, sometimes, all of a sudden the bottom could fall out and my instructor would yell, power, power, power! So the procedure was, full power and all 65 horses in the Franklin engine would respond, this would arrest the sudden sinking, at the same time neutralize the x wind controls we were holding because the trees are blocking the cross wind and now the wind is rolling over the tree tops.(burble) An exciting few seconds until we would make the full stall landings, power to idle with the instructor yelling, "stick all the way back in your gut." We didn't have headsets or even radios, he had to yell! He was sitting in the front and I was in the back. Above; "Listen to me", The trees, there's burble and the wind gets confused. Ahhh there is the lesson!

Prior to my first solo, George Donnelly, my instructor and I were flying early one Saturday morning out of a little strip in Williamsburg, Pa and George said to me, "look there to the west, there's a roll cloud and that cloud is ahead of an approaching thunderstorm. Don't ever get any closer than this to one of these." I really didn't have much of an idea why he said that because the air was calm and the storm was quite a ways away. I was doing straight and level flight like he'd taught me. All references concerning attitude were from looking out the windows at the horizon and I was doing a good job of keeping us straight and level. I couldn't see the instruments over his shoulders. George looked out the left window and looked ahead again and then out the side window again. Then he said "we're climbing." Then he took the controls, I let go of the controls and he pointed the nose down and added full power. We continued to climb higher than the altimeter could read! (10,000') Then we dropped like a rock for a second or so and then there was a loud crack almost like a rifle shot. I thought the wings had just broken! George turned in his seat and yelled, "it's a good thing you've got that seat belt on or your **** head would be sticking through the roof!" Above; "listen to me, learn to read the clouds." Ahh there's the lesson, roll cloud.

Oh yeah, I've been lost too! So I understand how you can find found. (No fancy nav stuff just a chart, compass and watch) The other thing, when you can't see what's ahead of you. That hit home somewhat also. After about the third solo my instructor trusted me enough to let me go out and fly without him being there. One morning I took off and promptly turned right into a cloud. Frightening it was too! I had recently read an article where a person did this and extricated himself from that by placing the plane in a 15 deg. Bank and just putting one finger right on top of the stick so as not to over control. That is what I did, feet flat on the floor, slight bank to the left with my right index finger resting on the top of the stick. We flew out of the cloud probably in less than 30 seconds but it felt like a long time. The owner of the airport saw me go into the cloud and said he was hoping that I didn't come out of it out of it spinning. I landed immediately and almost quit flying after that! The above article states that when you can't see what's ahead of you, let go. Maybe this wasn't exactly the meaning of that lesson but probably close. Larry

September Breakfast

A little rough getting started but, we had a great breakfast with 36 airplanes showing and about 180 eaters. From most of the comments I heard everyone had a good time and enjoyed our EAA Chapter 866 monthly breakfast.

This was a very embarrassing morning for me. Loretta, Eddie and I were setting up at around 6:00 am and when Loretta tried to start the coffee pot there was no power at the newly wired food table for the coffee pot. Also a couple of other receptacles were not working. We got through by using extension cords from other outlets. The mystery was why those three receptacles didn't work yet the breakers were OK and sending power. In the afternoon I went back out to trouble shoot the problem and I found that a neutral wire on one of the feed through receptacles wasn't feeding through and though the coffee pot outlet was on a different circuit the neutral wire is shared with 2 feed through outlets down stream from it. It's fixed now and should this happen again we'll replace the culprit receptacle.

This Month's Flying

Bill Heffron and I made a flight in the Citabria out to the Shuttle Landing Facility. We had been flying around quite a ways Northwest of the facility when we decided that it would be fun to make a low pass over the SLF. It was about 8:30 am. We called NASA tower while we were close to Oak Hill and were instructed that we could proceed and report a 2 mile final for RWY 15. We read it back and started across the Indian River Lagoon towards SLF. While we were still quite a way from there and descending down through 700', I asked Bill where he thought 2 miles out would be and he said "oh I think just before we get to the shore line", it sounded reasonable to me so when we were close I called 2 miles out and tower gave us clearance to make the pass at 100' over the runway. We flew along for quite a while and we were still a ways from the runway. I said to Bill, "it seems as if we've traveled over two miles and we still have a ways to go." He laughed and agreed. A few seconds later tower called us to inform us that the airport would be closed at 5:00 pm., it was 9:30 am. Laughingly I asked him to say again. The controller was laughing and said that he was just making a joke. I said, "I guess we were more than two miles out when we called you." He told us that we were. Anyway, we made the pass and had a few more pleasant words with tower, in fact, tower thanked us for coming out and said "we'll see you next time!" Back at the hangar I got the chart out and saw that we were 6 miles out when we called 2 mile final. Does being over water change the visual perception of distance? FUN!

Flying for FUN Mitch Matheny

Sometimes I think why do we fly? For some it's in the HMT (human mailing tube), jetliner to get somewhere. For others it is a career and a job. For many it is a solution to getting from point A to B, as it has been demonstrated that a private aircraft is usually faster than the HMT curb to curb and at your convenience. Me well.....for FUN! We still have the constraints of risk management, rules, regulations, weather, and costs but even with all of these the sheer joy of flying is worth it. Flying is special. It allows us to see the world from a much different perspective and place. The challenge brings us to a different level of achievement and holds a great satisfaction of accomplishment. Many times after the flight I have more FUN revisiting the flight in my mind. Of course this attitude doesn't work for all pilots and passengers but when you get to approach an aircraft and know the only real reason is FUN, you have brought yourself to the best level of aviation yep it is really FUN! This may also be said for building an aircraft and then flying it. Many say that the real FUN was the construction. I can only imagine what it is like to build an aircraft and then fly it, I bet is going to be FUN!

.....Mitch



Mitch and Kaye having FUN!!

Special thanks to Mitch for submitting this article. It makes the newsletter so much better! .. Larry nsltr ed.

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Chapter Breakfast

Sat Oct. 3, 8:00 – 10:00

Dunn Airpark Bldg 10

Chapter meeting

Weds. OCT 7 , 7:00 pm - ?

Dunn Airpark Bldg. 10

Young Eagle Rally

Sat. Oct. 17 8:00 - ??

Dunn Airpark Bldg.10

