

EAA Chapter 866 Smilin 'Jack Newsletter Nov. 2015



President's Message

What an exciting month we have enjoyed! Our Young Eagles Rallye with 48 Pilot Candidates flown under exceptionally beautiful skies was a great success! We hosted a number of individuals from the Best Buddies Group in Titusville as well as other local kids out for a first (or second) flight. I was pleased when our newest and youngest, member, Andrew Watkins not only showed up to help out with the nuts and bolts part of the day as a volunteer, but also that he was able to log a bit of stick time, as well, to propel him on his flight training! Many thanks to all who came, volunteered their airplanes for the flights, piloting time, ground school instructors, flight line coordinators, registration team, cookie bakers, safety team, set-up and clean-up crew and everyone else who helped out on this Chapter Project! A special thanks to Larry Gilbert for coordinating the Rallye, setting up the new flight route and making sure everything was right. Bravo Zulu, Team!

Our Breakfast was a good success in spite of less than perfect wx, but we made the most of it and 104 eaters thought so too! Great job! The November Breakfast date is advertised on Social Flight. I hope everyone is ready-the last time that happened we had over 200! Yikes.Eddie and Kimberly have agreed to coordinate the party in January for us. I will have the Tickets ready for our December Meeting. We'll have music, a nice supper and adult beverages. Anyone wishing to contribute a door prize is encouraged to do so. Last year's offerings went over well, I think everyone left with something. November 7th is our Breakfast day. Bob has indicated that he is ready to apply paint to the roof and inside of our "new" building. Anyone who is able to stay after the Breakfast clean-up, to help stow gear, equipment, tables, chairs and anything that can be moved into our meeting or store room is encouraged to do so. Kip is bringing his pressure washer to clean the floor. After the painting and coating, we will have a water tight facility for many years to come. This has been a tremendous 5 month long project that was 5 years in the making! I am amazed! Thanks to all who have participated and especially to Bob for taking the bull by the horns and jumping in to save to day! On December the 2nd, at 4 pm, the Fire Inspector from the City Of T'ville, will be by to check the building. We had a perfect score last year, thanks to the improvements made by our Safety Engineer and his Team and a little extra help from "Brady" to discourage lingering...The Christmas Parade for Titusville will be the second Saturday of December. We agreed at the last meeting to increase the candy expense to \$100.00 or what ever it does cost. Les will be looking for some volunteers to help out with decorating the trailer and airplane. We will have a narrow window of opportunity to do this after the painting project is complete. We have already purchased all the decorations so getting that done will not be as time consuming as last year's effort. After waiting a year and some, our shirts have finally arrived! There are a few shirts that were not individual orders left. Anyone who wants an extra one or a different color is invited to avail themselves. \$15 each. Please pay Herman Nagel, our Treasurer. I have asked the Best Buddies Group to speak to us about their program at Titusville High for our November meeting. It will be a short film. We may have them first and then finish our meeting as it is a school night. We may also see Kilian and Eveline from Austria with a little informational about building the Kit Fox and their first flight. It will be a full slate. Looking forward to seeing everyone!

Blue Skies, Deborah

Young Eagles day 2015

What a day it was! Starting very early in the morning, Saturday Oct. 17, our annual Young Eagle rally began to take shape. Eddie Brennan was already at Bldg. 10 when Loretta and I arrived at 6:15 am. He had a table out for registration and a lot of other stuff ready for our event. After getting some things set up for Loretta and some discussion with Eddie, I headed to the hangar for "Fancy" our Citabria. It was breaking daylight and when I got to the flight line. Eddie already had the orange cones set up for our coordination of the ramp with Skydive Space coast. A couple more planes were parked on the line and Jim Morgan arrived from Space coast Regional with his C152 for static display and ground school use. It wasn't long until all eight planes were lined up and ready to fly. The Registration table was staffed and all of our ground crew were ready to go before 7:30! There was a layer of fog about 10' off of the ground and about 5' thick hovering right over the east side of the runway. Ben taxied out and made a trip around the patch with his Pietenpol just as the sun was shining enough to make that scene interesting and beautiful!

At 7:45 the Young Eagle candidates and their parents started showing up and Debra and Herman were getting the paperwork flowing. A short briefing with the pilots who couldn't be at the meeting a couple of days before to get everyone on the same page and we were ready to fly. After that, a little later Jim Morgan was conducting ground school and then we were flying the kids!



Eddie (“Air Boss”) Brennan and his son coordinated our aircraft movements and departures with the Skydive operation, making sure the flight line movements were done safely. A very Important job!



Jim Morgan conducted ground school using his C152 on static display to point out the ‘What makes it fly to the



youngsters. He does a super job with this!

Les ran the flight line people movements and was assisted by Andrew and it went like clockwork.

Deborah and Herman worked registrations and paperwork. There is no one who makes a certificate look as good as Deborah does! Using her artistic calligraphy talents she makes them suitable for framing!



Laura Wood was busy taking pictures. I'm grateful to her for that.

We flew 48 Young Eagles in four hours! Our pilots performed very professionally. We flew the same route this year as we did last year but, we created a new procedure, we used South Lake as a holding area to accommodate the skydivers if there was the possibility of a conflict. It worked very well and at one time we had two planes in that circuit communicating and holding inbound over South Lake to allow for the Skydivers and the skydive King Air to be safely down before proceeding to land. Makes us proud! The main thing..... no accidents!

Be sure and check out our Facebook page (EAA Chapter 866) to look at all of the pictures taken by Laura Wood this year. Laura does a great job with a camera.







In the past couple of months, my newsletter was made easier because of stories contributed by some of our members. This month, nothing has come in so, I'm going to tell my acorn story again. Every time I do the before take off written checklist when I get to one item, checking the carb heat, I'm reminded of the acorns. Every time! When pilots ask me to do a flight review for them and they don't get this list out, I get irked. Almost every time they don't use the list, they miss something. Once in a while, I'll get in and not fasten any restraints and they're ready to make the radio call to go. Geez!! I'm sitting next to the pilot with no seat belts on! I don't let my anger show unless they try to make an excuse for not checking. One guy told me that if I was a new passenger he'd check that, Bull s*&T! I can spot phonies! None of us is perfect and I make mistakes like everyone else but I'll try to show appreciation if someone points something out to me. If they use the checklist everything is usually fine. Sometimes they'll act like those things aren't very important. Without using the checklist they always remember to check the mags and they do that too hastily to suit me sometimes. My Citabria is very simple and the checklist isn't very long and I think I know everything on it by heart but, I still use the checklist. Here's one of the reasons I do this.

One Saturday morning I was scheduled to fly with my student Kevin at 8:00 in the FBO's C150. I've always been an early riser and I was at the airport by 6:00 am. It was part of my job to open the airport building and turn the gas pumps on etc. That only took a few minutes so that left me with some time before Kevin was due so, I got my C172 out, did the preflight and ran the before takeoff checklist. I flew for an hour. When I got back Kevin was ready to go and had the C152 pre flighted. When we did the pre takeoff checks we got an excessive mag drop and couldn't get it cleared up so we put the airplane away. We decided to fly my C172. When it was time for the pre take off checks I had Kevin go through each item. The mags checked but, the carb heat didn't show any rpm drop. I wondered what could have gone wrong with that since I'd already flown the plane for an hour. I knew it would be a bad example for my student if we didn't address that. It was tempting to go ahead and fly! It wouldn't have been pretty! You see, when we opened the cowl and watched the cable mechanism as we operated the control in the cockpit everything was connected and the cable was moving as it should except for the last fraction of an inch. We opened the airbox and found 22 acorns were in there and one of them was binding the door and not letting it close to the alternate air position. The acorns were residing in some scat tubing and when I made the first flight so everything checked out that time. The acorns made their way down into the air box during my flight! There was a carb temp gage on the

plane and I didn't need carb heat for landing so I didn't use it. Think about it, all of those acorns right below the throat of the carb, just waiting for Kevin and me to apply full power for takeoff. The throttle valve, open fully just waiting to suck those acorns into the throat of the carb! If we'd attempted takeoff and the engine had quit right away we probably would have been OK and got stopped. If we'd started our take off roll and actually gotten airborne and it decided to quit we might have survived but in the terrain surrounding that airport it wouldn't have been pretty! The acorns (see picture) now reside in a jar on a piece of furniture in our hangar.

Bldg.10

Building repair project manager Bob Rychel has been diligently working to finish this project. The things he's been doing this month are extremely important but these things are not very apparent to anyone who doesn't know what is being done. Bob and I spent some time locating and plugging holes in the roof. We did this by poking a nail attached to a broom stick through the holes we could find and the other person being on the roof to plug the hole. Also Bob has been on the roof pulling loose nails and filling those holes too. Then one day I brought my gas powered pressure washer out and Bob pressure cleaned the roof and I was ground support. This was to fill the gas tank, keep the machine moved to where it needed to be, and keep my finger on the 911 phone number in case he fell off of the roof or something. Progress!



Locating holes



Plugging holes



Pressure washing the roof

Kip Anderson Young Eagle Pilot at Merritt Island Event

My second weekend flying young eagles was with EAA 720 in Merritt Island, I flew 6 and was one of 14 planes that flew a total of 133 Young Eagles. While picking up a Young Eagle Channel 6 News pinned a mike on my shirt and followed me around during pre and post flight activities. It may be on the news next Tuesday. I don't know if I will be in any of the shots but he did an interview with me and my Sonex.

The flights went well except for waiting to take off and long finals with 4 & 5 planes in line to land.

The News Channel 6 from Orlando was out shooting video during the Young Eagles day. A short segment will air on Tuesday, November 3 at 6pm. Please mark your calendar.

Might be interesting.....Kip

Picture Submitted by Les Boatright..... Thanks, Les



Pilot's New Navigator

The scene is sometime in the old era when cockpits had round dials plus flight engineers and navigators. The crusty old-timer Captain is breaking in a brand new navigator.

The captain opens his briefcase, pulls out a .38 and rests it on the glare panel.

He asks the navigator, "Know what this is for?"

"No, sir," replies the newbie.

"I use it on navigators that get us lost," explains the captain, winking at his Co-Pilot.

The navigator then opens his briefcase, pulls out a .45 and sets it on his chart table.

"What's THAT for?" queries the surprised captain.

"Well, sir," replies the navigator, "I'll know we're lost before you will."

This article was submitted to me by Dave Rich of NBBB. Dave's mother, Alberta, was a 866 chapter member until her passing a couple of years ago. Nelson Rich was her husband. This occurred in the 1930s. Dave was reminded of this as a result of an article in our last newsletter about flying in the old days.

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.

Glide Plane to Safety in Westwood Tree Tops as Motor Dies 1000 Ft. in Air

With the motor of their biplane stalled 1000 feet above the wooded hills of Norfolk county and no cleared space within gliding distance, Ralph Kenyon, 28, and Nelson B. Rich, 26, Boston aviators, nevertheless escaped injury by landing the plane in a grove of scrub pine on Fox Hill, near Westwood, yesterday afternoon.

As the plane tumbled to the ground after its cushioned stop in the tops of the pines, Kenyon and Rich leaped about 10 feet to the ground without receiving so much as a scratch.

About 20 minutes after Kenyon and

Rich took off from the Westwood airport with Rich piloting the dual control Moth biplane, the motor began to sputter, and before they could get back within gliding distance of the airport, the motor died.

After a circling descent to about 200 feet, Rich pancaked the plane into the tree tops a mile and a half from the airport, and the boughs broke its fall. The plane was not badly damaged, but a roadway through the pine groves will have to be made to get the plane out today to the nearest road a mile away.

As a rescue party was being organized at the Westwood airport by Fred Magalette, a Westwood pilot who saw the crippled plane from the air, Rich telephoned to say neither he nor Kenyon had been injured.

Kenyon, an airplane broker, resides at 340 Lincoln street, Newtonville. He is the owner of the plane. Feb. 27, 1922, he caused a mild sensation at Wellesley College when he landed a plane on the ice of Lake Waban. Rich, who lives at 17 Harley street, Dorchester, is chief repairman for the Ames-Skyways Company and annually in June instructs in airplane repair at Massachusetts Institute of Technology.

WHERE FALLING PLANE LANDED



Biplane which made a forced landing in the dense growth atop Fox hill, near Westwood, yesterday afternoon.

GLIDE DISABLED PLANE INTO TREES, TWO MEN ESCAPE

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wood airport from setting out to search for the plane.

Just previous to the trip which ended with the forced landing, Kenyon had been stunting as practice preparatory to taking a test for a transport pilot's

Fred Magalette, a Westwood pilot who saw the fallen plane from the air, was organizing the rescue party when Rich telephoned that he and Kenyon were unhurt. Rockwood Magalette, who is a brother of Fred and who lives near Fox hill, saw the plane strike the trees. The undergrowth on the hill is so dense that it took him nearly a half hour to reach the plane.

Kenyon, an airplane broker, resides at 345 Linwood avenue, Newtonville. He is the owner of the plane. Feb. 24, 1932, he caused a mild sensation at Wellesley College when he landed a plane on the

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Chapter meeting

Weds. Nov 4 , 7:00 pm - ? ice cream strawberries and cake afterward

Dunn Airpark Bldg. 10

Chapter Breakfast

Sat Nov 7, 8:00 – 10:00

Dunn Airpark Bldg 10