



EAA Smilin' Jack

Chapter 866

Newsletter Feb.

2016



Feb 2016 President's Message for EAA 866 Newsletter . . .

Greetings members and friends of EAA Chapter 866, This year's Winter Party is behind us and by all accounts it was a BIG success! Much appreciation goes out to Kimberly and Eddie Brennan for all the planning and decorating efforts that went into making the party such a success.

This might be too long, but this month I thought I'd use this space in the newsletter to share with you some of my flying and plane building background. Think of it as a "get-to-know-your-new-president" article. I grew up in the 70s & 80s on a small family poultry farm in Suwannee County, Florida. I say it was small, and it was in comparison to many other chicken farms in the area, but our family raised nearly 200,000 chickens per year on that small farm. Growing up this way, you get learn the basics of how things work, like tractors and farm equipment, and more importantly, you learn how to fix them when they don't work. Is it any wonder I decided to study engineering later on?

Even though he was never a pilot or airplane owner, my Dad is the one to blame for my affliction with the aviation disease. When I was about 5 years old, he took me to the Cecil Field Naval Air Station open-house airshow in Jacksonville, and we saw the US NAVY Blue Angels flight demonstration team. Just to clue you in as to what era it

remember many parts of the show. There was a build-up of airshow performances all afternoon with skydivers, warbirds and even one of the early little BD-5J micro-jets. It was awesome! But the highlight was the final act of the day. Those Naval Aviators in blue suits marched out to their blue jets, snapped a sharp salute to their crew chiefs, pulled on their bright yellow helmets, pulled their straps down tight, and then in perfect unison, they all lowered their canopies and started their engines. At that point, I wasn't exactly sure what was about to happen, but they definitely had my attention! It seemed to take forever for them to taxi out to the runway and take off, but then again everything takes forever when you're five. Once they were airborne, the action really picked up! Those six pilots started making high-speed knife-edge passes, roaring by in front of us just 100 feet off the ground and those delta-winged A-4's made a beautiful diamond formation, zooming around the Florida sky as if they were all bolted together into a single airplane. They were trailing smoke as they swooped through the air, drawing all sorts of circles and corkscrews in the sky. Man, I WAS HOOKED!! From that day on, I knew I wanted to fly airplanes someday. But if the Blue Angels weren't enough, my Dad further set the hook by taking me to our local airport one Saturday and bumming a Cessna ride with a fella he knew who also ran a local crop-dusting operation. We didn't dust any crops that day, but at a very young age, I got to experience the magical wonder of looking out an airplane window and seeing the world below from a bird's eye view. We even flew over our house and saw Mom wave up to us from the back yard!

My Dad wasn't a flyer, and with chicken feed for income, we couldn't much afford to own a plane, so I had to feed my interest in aviation by reading books and building models. I think it was sometime in high school before I got to take another ride in an airplane. Instead, I must have logged thousands of hours of imaginary flying time with the many plastic models that I built. Those models were like 3-D puzzles that taught me the virtue of patience, the importance of carefully reading and following instructions, and the final pay-off of a job well done. I learned that plastic cement only gives you ONE chance to get it right, and that sometimes even your best efforts will still fall short of looking like the airplane picture on the box. Along the way, I also learned about the science and mechanics of flight, and why airplanes are built the way they are. I also learned a great deal about the history of the 20th century because nearly every model I built represented some type of airplane that had served an important role in history.

When I was in High School, movies like Iron Eagle and Top Gun were released and everyone wanted to be a jet pilot, including me. I had pretty good grades and a great score on the Armed Services aptitude test, but my eyesight kept me away from a military flying career. The military didn't want to spend millions of taxpayer dollars to train myopic pilots, but the FAA didn't have such strict limitations as long as your eyesight could be corrected with lenses. So, after High School graduation, I started taking flying lessons in a C-152 at my small hometown FBO. I was just 18, and the flight school only had one flight instructor, an older woman, she was 19! She was a terrific instructor because she had recently gone through the process herself of getting her private, instrument, commercial and CFI ratings, and she also had the perfect demeanor and sense of humor to be a flight instructor. Looking back now, I can't believe the flight school let a couple of teenagers loose with their airplane, but hey, it was a different time. When I solo'd the airplane after only 8 hours of dual, my witty instructor was quick to point out how it was her masterful aviation skills and teaching abilities that resulted in my early aviating success! You gotta love pilot humor

The next thing I learned about aviation is that good instructors tend not to stay in one place very long, and before I could finish the Private Pilot Rating, she had moved out west for a better-paying flying job. It took about another year for me to finish the rating as I did the pay-as-you-go method while taking college classes full-time and found myself having to break-in one temporary flight instructor after another. The guy who helped me finish up the Private rating was a retired US Navy P-3 pilot and an antique aircraft restoration hobbyist. He was terrific and I learned a lot from him. With his help, I passed the check-ride on the first try and finally got the certificate, and to this day I'm as proud of that achievement as I am of my College Diplomas. The most important lesson I learned in pilot training is that every rating is simply a "License to Learn" Aviation is a lifelong learning endeavor at least that's the

I finished college, was fortunate enough to get a job at the Kennedy Space Center, moved to Titusville, and got to work on Space Shuttles. Pretty soon, I found Dunn Airpark and Ray Walkwitz' Aviation, where I did quite a bit of flying in their rental planes. For a time, they had a C-170 which I was able to use to get a tail-wheel endorsement. I also took an aerobatics course at the Flagler County Airport in a little flight school that was operated by the husband and wife team that made up the French Connection Airshow act. They were great people, very accomplished, but also very humble. Learning to fly the basic aerobatic maneuvers in a CAP-10 trainer was a real adventure for a young pilot and a great learning experience too.

By the mid 1990s, I knew I wanted my own plane, but I was young and wanted something more sleek and speedy than a C-152. So, I started by making a list of "desirements" or things I thought I wanted in a small personal plane. I needed something affordable and safe, but also wanted it to be aerobatic; I wanted centerline seating, but also the ability to carry a passenger; something sleek, fast and good-looking, but also able to fly and land slowly while maintaining good stability and controllability. When I got done listing all my wants, I didn't think such a plane existed. That was until I shared my list with a co-worker who looked straight at me and said, "You want an RV-4!" Well he was right! Just one problem though, I had to build it! Well, I thought, "How hard could it be?" I've built dozens and dozens of airplane models, you just gotta read and carefully follow the instructions. That started me on the long path of researching, learning, and building, a path I'm still on today, a path that turned out to have many unexpected twists and turns, but also many rewards.

The FAA rule for Experimental-Amateur Built planes explains that the purpose of the category is for "Education or Recreation". For me, this has been so true! The education I've gained from this RV-4 building project has been valuable and amazing! I can honestly say that the benefits have spilled over into my professional engineering career, giving me a much more practical understanding of how flight components are really made and assembled. There are probably some good lessons-learned I could share, but will save for another time. The recreational aspect of building your own flying machine is a lot of fun too. It's a great conversation starter when someone asks about that funny-looking 'canoe' you're building in your garage, or "Are you really gonna fly in that thing!?" Why Yes I Am, . . . on Tuesday! In the end for me, the sport of aviation and the hobby of plane-building brings together in one place so many things that I like, science, history, engineering, adventure, fun people, technology, problem solving, mathematics, and even faith and spirituality when you let it. Aviation blends knowledge, skill, experience, judgment, and the opportunity to learn new things and meet really interesting people. It builds confidence, and oftentimes humility. With the many ways to be involved, the many fascinating people, and the many diverse types of flying machines there are, it's a sport and a hobby that never gets boring and never runs out of something new to learn. I hope you enjoy it as much as I do!!

Keep on Building, Flying, and Flippin them Smilin'-Flap-Jacks! Les Boatright

Guest Speaker at Feb. meeting, Michael Powell Executive Director Titusville/Cocoa Airport Authority!!

Big Breakfast Again!

The eaters started rolling in early at the January breakfast in spite of the threatening weather! At first we thought that all the seating would have to be inside but, that wasn't the case. For the first ½ hr we didn't set anything up outside and it misted some but by 8:30 it sort of cleared and we set some tables up outside and there was no rain for the duration of our breakfast. The count, according to our treasurer was 179! As usual, all went well and the girls on the inside. Loretta and Donna. served up a lot of homemade items like arits and aravv w biscuits + the sweet

spatulating with the other, going like a well oiled machine! Next to her Bob was very busy on the bacon and sausages, he's really caught on to that job and his probation period is over. Now he's the official baconater! Nothing new on the pancake grill, the pancake flipper and his faithful batter mixologist, Kip, keeping it all going! Anyway, another great time with the chapter breakfast crew and our visitors! Everyone now carries a camera and no one takes pictures at our breakfasts, why?

The 2016 Winter Party

Held at La Cita Country Club and attended by a lot of our members and friends, about 56 folks all spiffed up (didn't recognize some dressed that way) We had a nice time. Our new pres. Les, did an outstanding job as MC of our annual party and kept it interesting and fun. A slide show ran for about an hour with a lot of pictures taken at chapter activities in 2015 and pictures of other past events. Chapter member Bill Heffron read a comical poem called The



Passing of the Backhouse. (outhouse) Bill Heffron reading poem

Awards were presented, door prizes drawn, Some dancing and a little balsa wood glider tossing competition too. A new one of a kind award was presented to Bob Rychel. This award named The Golden Wrench presented as a framed plaque with a golden "Monkey Wrench" centered on the thing with some kind words and a Smilin 'Jack patch all attached to a polished aluminum plate, riveted to a back plate made a beautiful piece for Les to present to Bob for taking the building 10 repair on instead of contracting it out. He saved us lots of money by recruiting members to help him take this project on. Mainly, the structure of the bldg. was weak and the roof leaked like a sieve and the electrical needed fixed in the shop.



Our annual award of the Chapter trophy went to Deborah VanTreuren for her outstanding work as chapter president for three years. This trophy has been awarded to chapter members for outstanding service for about 15 yrs.



EAA 866 2016 party (<file://AMD-2875/Users/Owner/Dropbox/EAA%20866%202016%20party>)

Above is link to all of the photos taken at our party

New Young Eagle Rule Administrative Changes

Beginning in January, EAA introduced a Youth Protection Policy and Program that will involve ALL of us who are involved as volunteers in the Young Eagle program! This will require online training and background checks for us. It appears that in order for our annual Young Eagle events to go on and be covered by EAA insurance, we'll have to comply. When I rec'd this information from EAA, I was a little bit miffed because our Y-E efforts have been without any incidents concerning the kids and I've heard nothing about any problems anywhere with this. After all, after 2 million Young Eagle flights? More lawyers nuisance to further complicate matters, I thought. When I thought about it some more, I can think of times that it's been a little uncomfortable putting the kids in the plane. Especially when I have to assist connecting and adjusting the seat belts and shoulder harness for them. The program addresses situations like this. So, maybe it's a good thing!

After looking the requirements over and taking the training and applying for background check I realize that this is easy and not much of an inconvenience at all! In addition to this, I've learned something! So it's really not a bad idea to have this training and earn the credentials for this.

If you are going to be involved in the Young Eagle program, you HAVE to get the certification. Go ahead and sign in on the EAA website at WWW.EAA.ORG/youthprotection and get this done if you can. When this is done you'll receive a card indicating that you're qualified. If you can't do this because you don't use a computer or have no internet service I can do this with you on my laptop. I will have all of the information you need and we can go over this at this meeting or the March meeting. Les has a full agenda for the Feb. meeting so it will probably be the March one.. It is my goal to have everyone in our chapter certified by the April 2016 meeting. EAA headquarters wants everyone to be done and card carrying by May 1, 2016! If you're like me and do several Young Eagle flights throughout the year in addition to the rally event we do in October, I think that in order for these to be legitimate after May 1, you'll need the certification. At our rally, which will probably be in October (probably 10/22) we will be checking pilot information to be sure that all requirements are met. These requirements are: A pilot certificate, Sport pilot or higher, a medical, if required for your current license, a current flight review, the required insurance and now, the Youth Protection Certificate.

There are other EAA youth activities that require the Youth Protection certification for members involved but, the Young Eagle program is the only youth program that I'm involved with and as Young Eagle Coordinator, this is the only part that I'm concerned about. If the chapter does get involved with other youth activities, another chapter member will be supervisor or coordinator of that effort.

Loretta and I have completed our training course and have submitted the information required for our background checks. Kip Anderson has done his as well.

If you're involved in the Young Eagle program in any capacity please visit the website WWW.EAA.ORG/youthprotection sign in and do this. If you have any trouble doing this contact me for help.



Jeff Wilde with newly finished Kit Fox w/ 3300 Jabiru engine

Jeff flew in to Dunn and stopped to visit us at our hangar in January. Easy starting Jabiru, nice airplane!

Last Months' Flying

In January I flew Fancy quite a few times! Dick House flew me around and did his usual "stall it in all configurations" routine a few times. Brian Shol bought a nice tail wheel version Gla Star and needed some tail wheel time and flew with me a number of times and then transitioned to his plane and then took me with him. This plane is a fuel injected Lyc. O320 beefed up to 187 hp (tested on dyno) engine with 3 blade constant speed MT composite prop. A real performer with a luxury interior too! Pictured below



Loretta and I flew down to Valkaria for their breakfast and Bob Rychel flew down with us in his CH650. Kip was close behind departing from KTIX with his Sonex, the Jabiru 3300 started right up this time! Bob Rychel took me for a ride in Fancy for an hour one day and I think I flew once or twice by myself just for practice.

Larry Gilbert

New Flying Club Forming!

A small group of pilots is forming a "Titusville Flying Club" in order to make flying more affordable for pilots who do not own an aircraft.

Their operating model is to share costs by leasing the aircraft, not own it. They plan to hangar at either Dunn or TICO.

They're trying to build a distribution list of interested folks, and are looking for additional members.

If you are interested in more information, please visit their new webpage where you can find contact information: <http://www.titusvilleflyingclub.com/home.html>

Chapter Monthly Meeting Weds Feb 3,

7:00 pm Bldg 10, 480 N Williams ave

Dunn Airpark (X21)

Monthly Breakfast

Sat. Feb 6, 2016 - 8:00 am

Bldg 10 Dunn Airpark Titusville, Fl