



EAA Smilin 'Jack Chapter 866 August 2016 Newsletter

August 2016 Submittal

Greetings Members and Friends of EAA Chapter 866,

Ahoy All Aviation Aficionados! The Arrival of August brings An Abundance of Aeronautical And Aerospace News to Alliterate About!

One COOL Presentation

If you missed the July chapter meeting last month, you missed a wonderful treat! Our guest speaker, Don Wilson, shared some fascinating inside stories about his tenure as Crew Chief on Air Force One!! He spoke and answered questions for more than an hour and everyone seemed eager to hear more! PLUS, thanks to our newly installed Air Conditioning unit with its “whisper quiet mode”, not only did our guest speaker regale us with great stories, but we could actually hear them too!! Hopefully, we can get Mr. Wilson to return soon for an encore presentation.

Convention:EAA Annual

Actually, there were at least THREE different week-long “Conventions” held this past month. TWO of them involved a lot of fancy speaking, but only ONE of them involved a lot of Fancy Flying!! You can decide for yourself which convention was the best, I’ve got my mind made up. For us EAA types, one of the biggest and best news-making events of the year is the annual EAA “Convention” at Oshkosh. A lot of folks just call it “Oshkosh”, some call it

“AirVenture”, but most of the EAA staffers just call it Well “Convention”. This week-long aviation adventure-fest just wrapped up last week!! Among other things, the Two-Millionth Young Eagle was flown last week at EAA “Convention”!! Way to Go Young Eagle Volunteers!

Even though I didn’t make it to go to the big show, I did hear from our chapter member extraordinaire, Deborah Van Treuren, several times. Deb volunteers her fabric covering talents at Oshkosh every year, and always has some interesting stories to share. This year she got to work on a one-of-a-kind historical airplane called the *Player 1*. Originally built in 1941, it is reported to be the first “Licensed” homebuilt. Of course, numerous other “one-off” designs and homebuilts preceded this one during 1920s and 1930s, including the Heath Parasol and the Pietenpol Aircamper, however, the requirements and procedures for certification and licensing homebuilt aircraft were not standardized and well-established until later when the CAA was formed. Deb says this one is being restored for eventual display at the EAA museum, so there’s sure to be a story about it in a future issue of *Sport Aviation*.



Deb also got to reunite with the “One-Week-Wonder”. This is the Zenith 750 kit that was built by volunteers in only “ONE-WEEK” at Airventure about 3 years ago. It was flown around on promotional tours without paint for more than a year, and even visited us here at Chapter 866 in March 2014. Well, it has finally been painted, and Deb shared a photo, (Hey Deb, Remember which rivet you pulled?)



Anniversaries

Every year, there are a number of themes at Oshkosh, and this year is no different. A number of Aviation Anniversaries were commemorated, including the 75th anniversary of the Pearl Harbor attack (1941) and the 25th anniversary of Operation Desert Storm (1991).

One aviation anniversary that may not have been remembered at Oshkosh last week was the 40th Anniversary of an aviation speed record which still stands today! On 28 July 1976, Capt. [Eldon W. Joersz](#) and Maj. George T. Morgan Jr. established the official Air Speed Record for a manned, [air-breathing](#), jet aircraft with a speed of 2,193 mph!! As you might have guessed, they were piloting the famous [Lockheed SR-71 Blackbird](#) through a closed course near Beale Air Force Base, [California](#). Certainly other manned rocket planes and unmanned drones such as the X-15, SpaceShip-1, and X-43 have flown faster and higher, but this record still holds fast for sustained level flight in a manned air-breathing jet. There are reports of SR-71 crews having flown their machines at even faster speeds than this, but those flights are strictly “unofficial”. Capt. Joersz and Maj. Morgan were re-united with their SR-71 last week at the Museum of Aviation in Warner Robins, Georgia. You can read more about it here if you like:

<http://www.cnn.com/2016/07/28/aviation/sr71-blackbird-crew-reunites-anniversary-speed-record/index.html> I stopped by this museum a couple years ago with my family while driving through Georgia, and we saw the SR-71. It's a very nice museum with lots of terrific aviation exhibits on display. It is well worth a visit if you've never been.

The Need for Speed

Another speed record was just recently set on July 23rd when 65-year-old Russian balloonist Fedor Konyukhov claimed a new world record by flying a balloon solo, around-the-world nonstop in 11 days, 6 hours, while covering more than 21,100 miles. The previous solo balloon record of 13 days, 8 hours was held by American Steve Fossett, who completed the circumnavigation in 2002. Konyukhov's balloon was 184 feet tall and filled with a combination of Helium and Hot Air. There's a brief article about the flight here: <http://www.cbsnews.com/news/balloonist-makes-record-round-the-world-solo-flight/>

As the weight of his fuel was burned off, it was reported that Konyukhov's balloon reached an altitude of more than 34,000 feet before he had to valve-off Helium to keep from going higher, and with favoring winds aloft, he occasionally reached groundspeeds of 150 MPH!



Well, this is all very exciting stuff! However, given the timing of comrade Konyukhov's flight being so close to those "Other" Two Conventions, it sure makes one wonder if there weren't a few more [Giant Bags of Hot Air](#) floating around the Philadelphia and Cleveland areas recently. *Coincidence?* You decide.

Other notable Anniversaries in July included the 47th anniversary of the Apollo 11 Moon Landing (July 20th), and the 5th Anniversary of the landing of Space Shuttle *Atlantis* (STS-135), denoting the end of the Space Shuttle Program (July 21st).

Last month, I took my family on an outing to Lego-Land near Winter Haven. On the way back home, I was able to twist their arms into making a detour by Kermit Weeks' place just off Interstate I-4 near Polk City. The Fantasy of Flight aviation attraction advertises itself as the World's Greatest Aviation Collection.



It is hard to argue with that assertion given the fact there are so many unique and iconic airplanes in Mr. Weeks' collection! You may recall that the main Fantasy of Flight attraction was shut down in the Spring of 2014 to re-vamp it into a bigger and better Aviation-Themed attraction. However, the smaller maintenance and restoration hangar on the North part of the property has since been converted into a small museum, and is open to the public for a small entrance fee. There are around 30 or so Warbirds, Golden-Age Air Racers, and antique airplanes on display in the hangar including a B-24 Liberator, and several restored WWI fighters and replicas. This represents only a portion of Mr. Weeks' collection, but is an impressive gathering of airplanes! It is made even more impressive by the fact that most of them are kept in flying condition. My girls enjoyed playing in the cockpit demonstrators and I loved ogling all the beautiful airplanes! We had a brief, but really nice visit!! This is another aviation museum/attraction that's well worth your time to visit. And like all good Central Florida themed attractions, they even have a Gift Shop!



"Boy, those WASP pilots are getting younger every year!"



Getting ready to Pre-Flight the *Gee-Bee Z*

Atlas and Falcon

In other news, last week saw the successful launch of an Atlas V rocket from the nearby Space Coast. It was carrying a satellite for the National Reconnaissance Office (NRO). They're pretty hush hush about what those things do, but I trust they are working hard to collect information to keep our country safe and secure.

Not to be outdone, the SpaceX rocket company recently completed another step toward their goal of re-using recovered rocket stages. As you may know, the upstart rocket company SpaceX has strung together a number of Falcon 9 launches in recent years, and more recently, they have demonstrated the ability to land and recover the first-stage booster intact! They have recovered nearly a half dozen Falcon 9 first stages, either at their land-based landing site (the old Launch Complex 13 on Cape Canaveral Air Force Station), or downrange on an ocean-going drone ship platform. Any Naval Aviator will tell you it's a challenge to land on a flat-top at sea, but these guys do it without a Tail-hook! This past week SpaceX took one of their recovered boosters to their rocket engine test site in Texas, and performed a full-duration firing of all nine engines to test the capability to re-fly that same booster again. They posted a video on Youtube and the test seemed to be a success; showing more progress toward their goal of Launching, Landing & Re-Launching the largest element of their Falcon 9 vehicle.

PBOR2

Some of you have been following the efforts to change the FAA requirements for pilot 3rd class medicals. If so, then you've most likely heard about the recent passage of the Pilot's Bill of Rights 2 (PBOR2) which is now signed into law. The FAA has up to a year to implement the new law into their regulations. This sounds like good news for folks who want to fly recreationally but may have had difficulty obtaining and Some keeping their 3rd class medicals current. Hopefully this change will have the intended effect of getting more folks into recreational aviation. I myself have several questions about how this will be implemented, how it may affect aircraft insurance, and what record-keeping requirements will be placed on the pilot. Hopefully more details will be forthcoming soon. If you have researched this topic in-depth and want to make a short presentation to the rest of us, just let me know.

Well, as you can see, there has been a lot of news over the past month!!

I have ONE Last very important piece of news . . .

We're serving up our famous *Smilin' Flap Jacks* and all the yummy fixins THIS Saturday at building 10! Hope to see you there!!!

Best Regards,

Les Boatright (EAA# 563003)

President EAA 866, *Smilin' Jack* Chapter

July Meeting

Don Wilson was our guest speaker at our last meeting and what an interesting presentation it was! Don is retired from the U.S. Airforce and his career took him through a couple of conflicts specifically Vietnam and Grenada which he spoke about. This was very interesting but, the most interesting part was the second half of his career which was crew chief on Air Force one! Our chapter members in attendance at this meeting were spellbound by his stories about this! If you missed this meeting, too bad, you missed the most interesting talk we have had in a very long while.

Also that was the most comfortable summer meeting ever. The air cond. was running and you couldn't even hear it and the room was cool and comfortable! (95° outside)

By the way, someone left a blue umbrella in our meeting room from a meeting in June. It is blue and is prominently displayed in our large room behind the long table. We'll leave it displayed there through the August breakfast and then it'll be stashed somewhere. Is it yours? Take it with you.



EAA's Medical Certification Reform

The nearly five-year effort by EAA and AOPA for meaningful third-class medical certification reform is now reality.

The FAA now has one year to develop and enact rules that align with the reforms. **Pilots will not** be allowed to fly under the reforms until the FAA has completed its rulemaking or the one-year time limit has elapsed, whichever comes first. The FAA has not yet said when it will begin the rulemaking process or what form that process will take.

The measure passed on an 89-4 vote and now goes to President Obama for his expected signature. That is anticipated to occur prior to the temporary FAA funding resolution expiring on Friday, July 15. This would bring a successful conclusion to an effort that began when EAA and AOPA jointly petitioned the FAA in 2012 for sweeping changes to third-class medical certification.

"What a great moment for recreational aviators who have been burdened with unnecessary regulations and expense with regard to medical certification," said Jack J. Pelton, EAA CEO/Chairman. "There have been many doubters, but many more pilots who saw this as the most important advocacy effort EAA has pursued in years. We thank everyone who has given their support through all the ups and downs involved in getting this legislation across the finish line."

Finally!!

Medical reform highlights

Aircraft specifications: Up to six seats, up to 6,000 pounds (no limitations on horsepower, number of engines, or gear type)

Flight rules: Day and night VFR and IFR

Passengers: Up to five passengers

Aeromedical training: Pilots must take a free online course every two years

Altitude restrictions: Up to 18,000 feet msl

Airspeed limitations: 250 knots indicated airspeed

Pilot limitations: Cannot operate for compensation or hire

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June Breakfast

Great breakfast last month, 158 eaters, 33 airplanes, a helicopter and a gyrocopter. Fun time!!

Cover Photo

Several weeks ago a friend asked me to take him on a flight over the Shuttle landing Facility (KTTS) and we did this. We were cleared down to 100' to fly the length of that 300' wide x 3 miles long runway, from the north to the south over runway 15. Do any of you local folks ever wonder where the shuttle mockup on the NASA causeway went? It's on display between the control tower and runway at KTTS. Nice touch!Larry

TONY BINGELIS AWARD

The Tony Bingelis Award recognizes EAA technical counselors for dedicated service and/or significant contributions in assisting members to build and restore aircraft.

Recipients of the Tony Bingelis Award are carefully chosen by a committee of their peers as outstanding examples of people whose contributions have positively affected members' aircraft building or restoration projects.

Honorees are commemorated with a permanent display at the EAA AirVenture Museum in Oshkosh, Wisconsin.

This year's winner----- Keith Phillips!!

Keith is from Spruce Creek and flies in to almost all of our breakfasts.

Young Eagles Rally

Thanks to Deborah for informing me that Oct. 15 is the third Saturday of that month rather than the 22nd so, this is to correct that mistake. The rally will be on the 15th of October. We'll talk more about this at future meetings.

Larry

- Chapter 866 Officers

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Monthly Breakfast

Sat. August 6, 8:00 am

Bldg. 10 Dunn Airpark

Titusville, Fl 32796

Chapter Meeting

Weds. August 3, 7:00 pm

Bldg. 10 Dunn Airpark

Titusville, Fl 32796