

EAA Chapter 866

Smilin 'Jack Newsletter

May 2017



The three Amigos

Greetings Members and Friends of EAA Chapter 866,

Pres. Les Boatright

If you missed our regular April Chapter meeting, you missed an extra special treat! We hosted legendary aircraft designer and builder Burt Rutan, who gave us a fascinating presentation about his latest project, a carbon fiber Flyable Submarine. Okay . . . , I confess, you got me! I promise, that will be my last joke for the month of April. As you're hopefully aware, we cancelled the regular meeting last month so everyone could go to Sun-N-Fun 2017 with a clear conscience. We didn't have Mr. Rutan or any other guest presenters last month, but we still managed a pancake breakfast, a Rivership Cruise on the St. Johns for some, and a trip to Sun-N-Fun! Sun-N-Fun 2017 is now in the record books, and I hope you were able to get there for at least a day! I ducked out from work and managed to get there for two days. I was delighted to see at least 10 of our chapter 866 members at some point during that time!! Several of them volunteer their time during the week of the expo; for example, I saw Deb at the composites workshop and Ben was teaching folks how to build wing ribs at the woodworking shop. I have to say that one of the most enjoyable parts of the trip was spending time at the campground Thursday evening socializing with some of our chapter members!

Our April pancake breakfast was held on the Saturday right before Sun-N-Fun started, and despite the early morning smoke and fog that day, we had an amazing turn-out! I think we had around 155-160 eaters at the

breakfast, and only a couple of them arrived via flying machine. I can't imagine how many guests we might have had if the Titusville Chamber of Commerce had delivered a crystal clear morning sky. You all do a wonderful job with the breakfasts each month, and I know it's something that many local area pilots and local Titusville residents look forward to. Keep up the great work everyone, it is a real honor to be a part of your Chapter!

Over the last 8 or 10 years, my aviation activities have focused much more on being an airplane builder than an airplane flyer. Life happens, and even the most wonderful life events, like having children, sometimes get in the way of our favorite hobbies. Other than a few flights with instructors to try to keep myself current, I really haven't logged much flight time in the last decade. I'm a little sad to say, as a result, that my Private Piloting skills have become rusty, and are in serious need of refurbishment. It's an all-too-common story. Well, this past month, I have taken positive steps to get myself back in the air! I have had the wonderful opportunity to fly with your chapter Newsletter editor, Larry Gilbert. Besides being one of the world's foremost experts in the fine art of pancake flipping, Larry is also a terrific flight instructor and has the perfect demeanor for teaching. We've flown twice just recently, working on some air work and traffic pattern work in the Citabria. I've been having a Blast!! I still have a ways to go to regain the skills and confidence I want to have before flying the new Panther project that Bob, Ed & I are building, but it will be a lotta fun getting there!!

Speaking of the Panther, I reckon it's time for a status report from the Three Amigos (Bob, Ed & myself)

Well, I suppose we are solidly into that part of the project which I shall call the "Little Bits". Anyone who has ever taken on the task of building an airplane knows that there are Lots and Lots of little bits and details which must be completed in order to finish a plane. This includes things like routing wires and various control cables, installing fairings, figuring out plumbing details, plus labeling and placarding everything. Many of these little details are just not covered in the typical kit airplane builders' manuals. I think this is mainly due to the fact that engine choices, instrument panel designs, the paint scheme, the interior, and several other details are usually left to the customer as "Builder Preference" options. Virtually every homebuilt airplane is different, even if they're the same manufacturer and model, so the kit manufacturer cannot possibly write instructions for every builder's set of preferences. One of the results from that situation is that the builders either have to decide, (or they get to decide!) how to put the finishing touches on their projects. This can be great, and it's one of the wonderful advantages of building your own airplane, but it also requires much more time thinking and planning than other parts of the project where you can just blindly follow the plans and instructions and then out pops a fuselage or some other major structure. So, our Panther project is in that "little bits" phase, where we're deciding how and where to route wires, plumbing, control cables, and how to shorten the oil dipstick tube so that it doesn't interfere with the upper cowl, and how to affix the carburetor intake airbox, and what types of cowling fasteners we like, among many other little details. To me, problem solving and weighing one option against another are often some of enjoyable aspects of building an airplane. However, you don't want to have too many problem areas to fix or too many options to choose from, and you don't want your problems to be way too difficult or else there might be a tendency to get discouraged.

We have basically completed the Panther's airframe, it is on its landing gear, it is mostly painted, the engine is installed, the canopy work is nearly completed, the brake lines are mostly routed, a good portion of the wiring is completed, we have all the parts now for the fuel lines, and we have fitted the cowling, the prop and the spinner! Those are just a few of the things we've accomplished over the last month or so. Some are not as visible or as dramatic as say finishing an entire wing, or mounting the tail group to the fuselage, but all are just as important, so we're taking the time to make sure we get them done right! We have logged a grand total of about 990 man hours on the project since beginning in January. We still have a ways to go, but we're over the hump and on the downhill glide. I hope you take an opportunity to drop by and see the project sometime!

A quick bit of chapter news . . . our re-order of new Smilin' Jack Chapter 866 patches has arrived! If you'd like one (or several), see Herman at the next breakfast. They're only \$4.00.



Please be sure to come out to our regular May chapter meeting on May 3rd! One of our members, Lenny Duncil, will be talking about some very interesting finds that their family made recently while sorting through several old boxes and trunks in a family member's basement. I got a quick preview from Lenny the other day and if you like history, I think you'll enjoy this!!

Also, the FAA's new BASICMED program has gone into effect. If you plan to operate under the new rules for your medical, or if you have gained some new knowledge and experience about, I'm sure there are others in the chapter who would like to learn more. Feel free to write something up for the Newsletter. In the meantime, here are some links to FAA websites with more information about BasicMed . . .

https://www.faa.gov/licenses_certificates/airmen_certification/basic_med/

https://www.faa.gov/licenses_certificates/airmen_certification/basic_med/media/basicmed_faq.pdf

School is almost out for Summer break and we're quickly moving into the Summertime flying season. The warm, humid Florida weather will bring renewed concerns for high density altitudes, but this time of year also brings us some extra daylight hours and thus more opportunities to fly early in the morning or later in the evening when the heat and thunderstorms are less of a concern. Summertime also means Airventure Oshkosh is not far away! I hope some of you will get the opportunity to make the trip to Airventure 2017 this year, but mostly, I hope you make time to go out and do some aviating or spend some time working on your airplane projects, or visiting someone else's project. We are very blessed to be able to participate in this amazing activity!

Best Regards,

Les Boatright (EAA Lifetime #563003)

President EAA Chapter 866,

The *Smilin' Jack* Chapter

Some Reminders about upcoming events:

Date	Event	Place/Info
May 1	FAA "BasicMed" reform goes into effect	https://www.aopa.org/news-and-media/all-news/2017/january/12/aopa-details-basicmed-rule
May 3	Regular Chapter 866 Monthly Meeting	Building 10 / 7:00 PM
May 6	OUR 866 Monthly Pancake Breakfast	Building 10 / 8-10 am

May 20th	Valkaria Chapter 1288 - Pancake Breakfast (every 3rd Sat.)	Valkaria Arpt (X59) 8-10 am
May 20-21	90 th Anniversary of Charles Lindbergh's New York to Paris flight	http://www.charleslindbergh.com/history/paris.asp
June 1-4th	National Biplane Fly In Junction City, Kansas	Freeman Field, Junction City, Kansas (3JC) http://www.nationalbiplane-fly-in.com
June 3	OUR 866 Monthly Pancake Breakfast	Building 10 / 8-10 am
June 7	Regular Chapter 866 Monthly Mtg	Building 10 / 7:00 PM
July 24-30	OSHKOSH – EAA AirVenture 2017 (Blue Angels) (http://www.eaa.org/en/airventure/aaa-airventure-tickets)	Wittman Regional Arpt (KOSH)
Oct. 27-28	2017 AOPA Fly-In Location #4. Tampa, FL (http://www.aopa.org/fly-ins)	Peter O. Knight Arpt (KTPF)

Sun n Fun

Larry Gilbert

Many Chapter 866 members were at Sun n Fun and a lot of you volunteered to work the show. It is definitely a fun thing to do if you like to be around aviation people because you'll find them at this show! Loretta and I work with the General Airplane Parking folks which is run by the amazing Donna Frantz. She has a great organization with a crew of co-chairmen on the flight line making it all work and run like a well oiled machine! It doesn't always look like that way though because at the peak of aircraft arrivals and departures there are always some issues and conflicting traffic to deal with out on the line. The main focus is on safety because it can be a dangerous job if you're not aware of everything that goes on around you! We got everyone parked and back out to the runway without anyone getting hurt and I heard more than one pilot say you guys are awesome! The RAF Academy cadets, come out and help us most mornings, we call them the Brits. (British) They are in their late teens and must be the cream of the crop of British youth because they are very sharp and personable! We train them to marshall airplanes from one point to another using the wands to direct them. They are a pleasure to be around. Loretta got a recipe for British biscuits and she makes them and brings these for the Brits and they love them! Not for me though, they are made in a cake pan and the main ingredient is butter, 1 ½ pounds of it! Then I think she adds a couple of table spoons of flour and a pound of sugar and a couple of table spoons of corn meal. Not for me!



My wife, Loretta, works with GAP helping with the food and drink service. They keep those of us on the flight line in the heat of the sun supplied with water and a sandwich at lunch time. They come out on golf carts with the stuff. GAP is fun!

GAP is an extremely important detail and Donna Frantz runs it all very well!

Larry

Sport Aviation Member Central Section (April 2017 edition)

Have you read this month's Sport Aviation yet? Look who was featured in the members section this month. When you see Kathy be sure to congratulate her

FLORIDA RANS S-19

MY FIRST KIT PLANE was a RANS S-12, completed in 1999. Building and flying it was such an enjoyable experience that I knew one day I would consider building again. In 2013, I had the opportunity to visit the RANS factory and take a demo ride with Randy Schlitter. I was impressed with the S-19, but the time required to build was prohibitive for me. The next year, RANS offered the quick-build option, and I was hooked. That same year, Bob Rychel, a fellow member of EAA Chapter 866, showed me the Viking engine he had on his plane and offered to teach me how to paint the airframe.

The following week I called Viking and met Jan Eggenfellner at his facility at Massey Air Ranch, just south of Daytona Beach. The RANS and the Viking seemed like a perfect combination, so I ordered the kit and began construction in October of 2014. My husband, Bob, an electrical engineer/avionics guy, did the wiring for the complete Dynon SkyView system. The RANS Clan website was also a very helpful resource whenever I was in doubt about any step along the way.

My first flight was Veterans Day afternoon, 2016. The flight was smooth and easy, and the Dynon system worked flawlessly. I find that the more I fly the plane, the more I like it. The entire system — airplane, engine, and avionics — is incredible.

Many thanks to the folks in Chapter 866 for their help and encouragement; to RANS for a great plane and helpful technical advice; to Jan at Viking for a smooth-running engine; to my friend



Ken White for help with the panel cutouts; and finally to my husband, Bob, for help whenever I needed it. The tail number N7388S was decommissioned from a Cessna that belonged to an acquaintance from more than 40 years ago; in ham radio talk it means, "Best regards and hugs and kisses."

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This Month's Flying

Larry Gilbert

This month I did some flying with some of my friends and when we fly I like to do a little review of the basic flight maneuvers. We almost always do a stall or two, an approach to landing stall and while practicing slow flight at minimal controllable airspeed, sometimes we'll just continue to pull until we stall. I've noted that quite often when the stall occurs the plane will have a tendency to roll off on one side or the other and some pilots apply opposite aileron to correct this while in the recovery mode. With the current stable of flight training airplanes this is the way pilots are taught to recover from a stall. This is because these airplanes (C152 & C172 + PA 28s) have

what is called washout in the wings. It amounts to a twist in the wing so that there is a lesser angle of attack on the outer portion of the wings. The stall starts at the root of the wing near the fuselage and progresses out to the end. If a stall or imminent stall is recognized early there is enough airflow over the ailerons to be effective so, it is a correct action to use the stick to right the plane. My primary training was in a J3 Piper Cub. The J3 doesn't have washout in the wings and I don't think our 7ECA has any either. My instructor back in the day, (1961) when we did stalls, he hammered into me that when one wing falls off in a stall, do not try to use ailerons to pick it up. Use the rudders! Keep the stick roll control neutral because if we happened to roll all the way over, opposite aileron would aggravate this condition! He told me to always pick the low wing up with opposite rudder and as a result this is a habit I have from way back when. I think it has served me well and I'm of the opinion, that this is what might save your bacon in the infamous base to final stall. If you happen to stall in that turn and you instinctively apply opposite rudder if one wing starts to drop and you release the back pressure and apply power to break the stall you will not spin!

As I said earlier, most trainers have that washout in the wing to keep the ailerons effective when a stall begins I'm thinking that a lot of the experimental airplanes we are flying today may not have this so, in my opinion it would be a good thing if we all learn to use the rudder effectively. Old school, I guess. Below is a more technical explanation of what I've attempted to explain here.

Often a wing will drop at the beginning of a stall. When this happens, the nose will attempt to move (yaw) in the direction of the low wing. This is where use of the rudder is important during a stall. The correct amount of opposite rudder must be applied to keep the nose from yawing toward the low wing. By maintaining directional control and not allowing the nose to yaw toward the low wing, before stall recovery is initiated, a spin will be averted. If the nose is allowed to yaw during the stall, the airplane will begin to slip in the direction of the lowered wing, and will enter a spin. An airplane must be stalled in order to enter a spin; therefore, continued practice in stalls will help the pilot develop a more instinctive and prompt reaction in recognizing an approaching spin. It is essential to learn to apply immediate corrective action any time it is apparent that the airplane is nearing spin conditions. If it is impossible to avoid a spin, the pilot should immediately execute spin recovery procedures.

Larry Gilbert

Members with key to bldg.. 10: Loretta and I were in the bldg.. to do inventory for breakfast materials and noted that the meeting room door had been left open. The meeting room air conditioner had been trying to cool the whole building for who knows how long? Not good and wastes money! **Don't leave that door open anymore!!**

Chapter officers

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Meeting Weds., May 3, 7:00 PM

Bldg 10, Dunn Airpark, 480 N Williams Ave

Titusville, FL 32796

Monthly Breakfast Sat. May 6, 8:00 AM

Bldg. 10 Dunn Airpark, 480 N Williams Ave

Titusville, FL 32796