



Deborah's Silence Twister

President Report



It sure is Hot this Summer!

“Oh, How Hot is it?”

It's So Hot that the dairy cows are only giving evaporated milk!

My brother-in-law likes to say that there's nothing like a good joke . . . and well . . . that was nothing like a good joke!

Greetings Members and Friends of EAA Chapter 866,

Along with the warm weather, this time of year brings something special for EAA members. As I write this, EAA is holding the world's largest week-long Fly-In celebration and airshow at Wittman Regional Airport in Oshkosh, Wisconsin. Some call it AirVenture, and many of the regular EAA staffers just call it “Convention” but we all

know it's something much more special than just a convention. Several of our Chapter 866 members made the trek up to Oshkosh this year and I know they're enjoying the show.

Two of our members took their brand new airplane to Oshkosh for the first time. If you haven't heard the news yet, Debra's Silence Twister successfully made its First Flight on Friday July 7th, 2017. After many years of hard work and overcoming the challenges of such a unique airplane, Debra & Richard got to enjoy the fruits of their labors and watch their beautiful little machine take wing for the first time! However, they had little time to celebrate as they were packing the airplane and their camping gear to head north to Oshkosh. At Oshkosh, they met up with another Twister pilot and recently finished airplane that came all the way from the UK. Debra gave a presentation about their airplane, their build, and their plans to make it into a movie star in the future. These two new Twisters are reportedly the first ever Silence Twister homebuilts to appear at Oshkosh!



Debra's Face Says it ALL!



Silence Twister / P-77 on Short Final for Rnwy 22 at Dunn
Very Well Done!!

I also want to say WELL DONE and a big THANK YOU to everyone who helped with the July pancake breakfast!!!! We had a few changes to the menu last month, a few personnel changes, and a few minor bumps, but after all was said and done, I think most everyone had a good time and we fed about 140 guests! This is one of our Chapter's signature activities and you all should be proud of the work you do to make it happen!

In case you missed our last Chapter 866 meeting, we are beginning to plan for our annual Fall Young Eagles Rally. It will be held Saturday, October 21st. By then, the weather should be real nice and we hope to have a nice turn-out of youths for the Rally. So, it's not too soon to mention this to your relatives or neighbors and try to round up a few youngsters who would like to go for an airplane ride. In case you were wondering, we have not traditionally advertised this in the newspaper or other mass media because we might have 300 show up and not have enough pilots or planes to fly them all. The word of mouth technique seems to work pretty good. As a reminder, Young Eagles must be aged 8 to 17, and must have a signed parental form. We have done a Y-E Rally every October for a number of years now, and it's one of the most fun and rewarding events that we do!

Recently at my day job at the Space Center, I had a wonderful opportunity to help out with a small tour group. It turned out to be Post 491 of the Aviation Explorer's Club based in the Deland area. The Aviation Explorer meetings are youth-focused and encourage academic performance, social maturity, character development, and leadership skills. The club's goals are to promote aviation through informal ground schools, field trips, guest speakers, and hands-on activities. So they share some common goals with the EAA, and this group currently meets at the EAA Chapter 635's hangar in Deland.



There were around 35 students, mentors, and parents on the NASA tour, and while visiting the Kennedy Space Center, they got to see the Shuttle Landing Facility, the world's largest fleet of F-104 Starfighters, go inside the VAB, spend some time at the Saturn-V visitors' complex, and enjoy a driving tour of Launch Complex 39. They were a great group of young people and asked terrific questions. Best of all, when I mentioned our Chapter was having a Young Eagle Rally in October, several of them seemed very interested in making a group day trip to come over and fly with us!! See how that word of mouth thing works?



Also at our last Chapter meeting, we talked about the special invitation the chapter has gotten from the local Institute of Military Technology (IMT) to view their private collection of military vehicles and armaments. This is a rare and special opportunity for our chapter. However, the tour group size is limited to 25. We have confirmed the date of Wednesday, September 27th for the tour, from 1:30 to 5PM. We passed around a sign-up sheet at the last meeting and we already have about 15 folks signed up! So if you're interested and available and have not yet signed up, please don't delay.



We had a nice set of project updates at our last meeting. It's nice to hear about folks making progress on their aircraft projects. Over the past month, I've gotten to peek in on Ben & Kathy's efforts to restore Ray Thomas' J-3 Cub, I've also seen Steve Quickel's RV-12 project, as well as Tom Waid's Kitfox. They're all making wonderful progress and doing a great job on their air machines! It really is amazing how much talent we have in our chapter!



**Panther's First Engine Start on 6-30-2017
(168 days after taking delivery of the kit !)**

Speaking of project updates. Our Three-Man team has been busy trying to finish up our Panther kit. We have essentially declared the construction phase of the project complete! Right before the 4th of July Holiday weekend, we finished up some key items we needed to have done before we could run the engine. Then late on Friday afternoon June 30th, we rolled the project outside, tied it off real good to the bumper of Bob's pick-up, poured some gasoline in, and started the engine! It was a very short run since we didn't have the cowl installed for cooling, but as any aircraft homebuilder knows, this is a big milestone in the life of any project! I confess I couldn't sleep much later that night just thinking about how far we've come and how much we had done together as a team since we started the project in January. We went from picking up the kit to first engine start in 168 days! There are a lot of factors that contribute to the fast progress of the build, but the most important is having two talented and dedicated partners like Bob & Ed.



Recent Weight & Center of Gravity Determination



Our Chapter scales have gotten a lot of use recently!

Since that first engine start, we have finished up all the engine baffles, have run the engine several more times, finished the wing root fairings (including paint), and installed our N# decals and some other placarding and labeling. We've also completed a Weight and Center-of-Gravity determination, performed a fuel flow-rate test, and some additional engine testing and adjustments. Our FAA paperwork is in full swing, and we've written the first drafts of our Pilot's Operating Handbook.

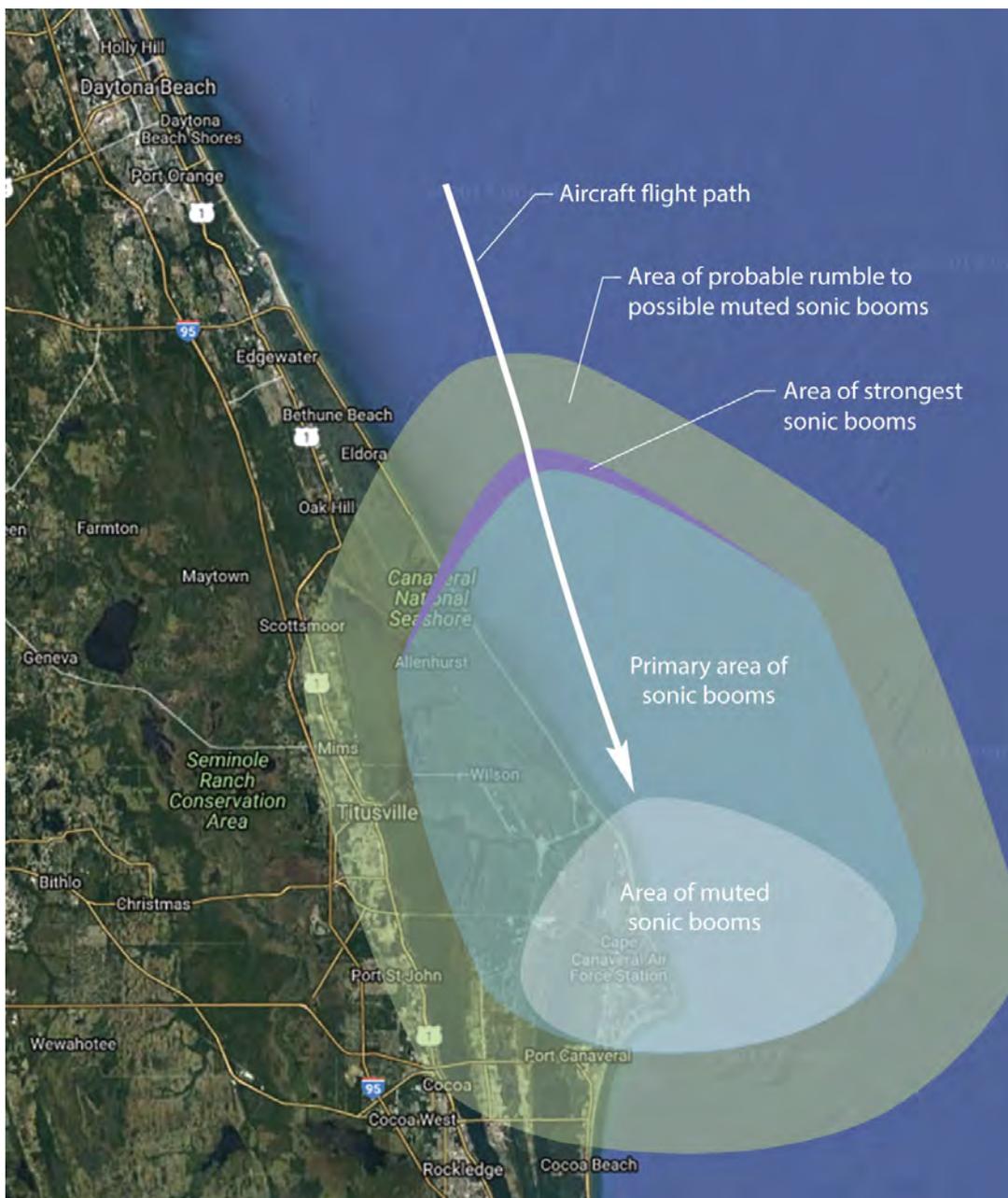


Chapter 866 has another member project with "866" in the N-number

It came to my attention recently, that researchers from NASA Armstrong Flight Research Center (Formerly NASA Dryden Flight Research Center) will be coming to the Florida Space Coast in late August to perform Sonic Boom research flights. These flights will take place just off the Atlantic coast alongside Kennedy Space Center. Starting around Monday, Aug. 21, NASA is expecting to fly an F-18 research jet two or three times per day, and will conclude the test campaign around the end of August or early September. Their goal is to collect atmospheric data from a planned minimum of 33 sonic booms. Depending on atmospheric conditions and your location along the East Coast, these Sonic Booms should be audible from Scottsmeer to Cocoa.

You can read more about this research in a NASA Press Release here:

https://www.nasa.gov/centers/armstrong/features/sonic_boom_tests_set_for_ksc.html



I'm looking forward to hearing some good stories from Oshkosh next month, and be sure to write up something about your project and let the rest of us know how it's coming along!

Keep on Building and Flyin' and Flippin' those *Smilin' Flap-Jacks*!!

Les Boatright (EAA Lifetime #563003)

President EAA Chapter 866,

The *Smilin' Jack* Chapter

P.S.



Some Reminders about upcoming events:

Date	Event	Place/Info
July 24-30	OSHKOSH – EAA AirVenture 2017 (Blue Angels) (http://www.eaa.org/en/airventure/aaa-airventure-tickets)	Wittman Regional Airport (KOSH)
Aug. 2	Regular Chapter 866 Monthly Mtg	Building 10 / 7:00 PM
Aug. 5	OUR 866 Monthly Pancake Breakfast	Building 10 / 8-10 am
Aug 19	Valkaria Chapter 1288 - Pancake Breakfast (every 3rd Sat.)	Valkaria Arpt (X59) 8-10 am (Fly-Out Opportunity for C866 members)
Aug 20 – Sept 1	NASA Conducts Sonic Boom Research Flight near the Kennedy Space Center	Regular flights out of the Shuttle Landing Facility (SLF) for about two weeks.
Sept 2	OUR 866 Monthly Pancake Breakfast	Building 10 / 8-10 am

Sept 6	Regular Chapter 866 Monthly Mtg	Building 10 / 7:00 PM
Sept 16	Valkaria Chapter 1288 - Pancake Breakfast (every 3rd Sat.)	Valkaria Arpt (X59) 8-10 am (Fly-Out Opportunity for C866 members)
Sept. 27	CONFIRMED - Chapter 866 Tour of the Institute of Military Technology (IMT) private collection. (Limited to 25 in Tour Group, Sign-up at Mtgs)	Wednesday 1:30 – 5 PM at Knight Enterprises 701 Columbia Blvd, Titusville, FL 32780 www.instmiltech.com
Oct. 4	Regular Chapter 866 Monthly Mtg	Building 10 / 7:00 PM
Oct. 7	OUR 866 Monthly Pancake Breakfast	Building 10 / 8-10 am
Oct. 21	Chapter 866 Young Eagles Rally (https://www.eaa.org/en/eea/aviation-education-and-resources/eea-youth-education/eea-young-eagles-program)	Arthur Dunn Airpark, Building 10 / from 8 AM to about 2PM (Weather permitting)
Oct. 27-28	2017 AOPA Fly-In Location #4. Tampa, FL (http://www.aopa.org/fly-ins)	Peter O. Knight Arpt (KTPF)

This Months Flying

By Larry Gilbert

This past month we managed to put around 12 hrs on our plane. Some very pleasant flights too! We flew down to Valkaria for breakfast where we met a few other chapter 866 members and dined with them. Kip, Fred Burgess, Steve Quickel and Mario Jimenez, to name a few were there that morning. One morning Mark Breire and I flew in to Blue Ride airport and then over to Tulley at Edgewater very near where Deborah lives. Made some landings and takeoffs with Les one day and made 9 or 10 circuits at X21. Loretta and I made a nice flight just for the fun of it and then a couple of solo flights just to go do some lazy 8s, Chandelles, and steep turns. Also managed to go for a ride with Lenny Duncil in his sweet little C140.

Young Eagle Event Coming in October

Larry Gilbert

We have decided, as you probably already know, to do our annual Y-E rally on Saturday October 21st this year. I hope many members take part in this. So far all that has been done is to get a couple of pilots and planes lined up to do the rides. If you want to help in any capacity there will be a form passed around at one of our later meetings for you to indicate what you can help with. It will be great fun for us to get these youth their Young Eagle experience and everyone always seems to have a good time. Talk this event up help get the youngsters to the rally. Loretta, my wife has made great efforts in the past to get candidates to come, last year she was even telling the kids at the school bus stop near our house about this. She always tells folks in our church about this too. There are ways to get these youth out to the airport even if you're not directly involved with them. Please see what you can do. Ideally, we can get 30 to 50 candidates for this. I'll have literature for you soon.

The Merritt Island chapter will also be doing a rally in October and I think theirs is being held on the 14th. the Saturday before ours.

Larry Gilbert C866 Y-E coordinator

Below are some pictures from past Young Eagle rallies



Here's something that I've been thinking about for a long time. As we prepare for take off from any runway we should have a realistic plan in case our engine quits. Where ya gonna go? It's is just good sense! For those of us who are actually flying out of Dunn Airpark coming up with that plan takes some thought because we are in a residential neighborhood and the options once we depart and climbing are sparse. When we do a flight review here I sometimes ask the pilot what the plan is for an engine failure on takeoff and most of the answers I get are not realistic! If you've flown with me or discussed this with me you probably will come up with the good answers to the scenario created here. Look at this aerial view of Dunn and lets say you're flying and airplane with performance like the one I fly. This scenario is based on the performance of the plane I'm flying doing a (normal) takeoff.

If you're interested in discussing this with me, you can respond by e – mail, stop at the hangar some morning or we can discuss after a meeting or at the monthly breakfast. I'm really interested in what you have to say about this particular setup using rwy 33 at Dunn.

Departure rwy 33

1/3 mile from end of rwy take off VY (70 mph)
400'/minute

Distance from takeoff spot approx 2/3 mi

since T/O 46 seconds alt slightly over 300'

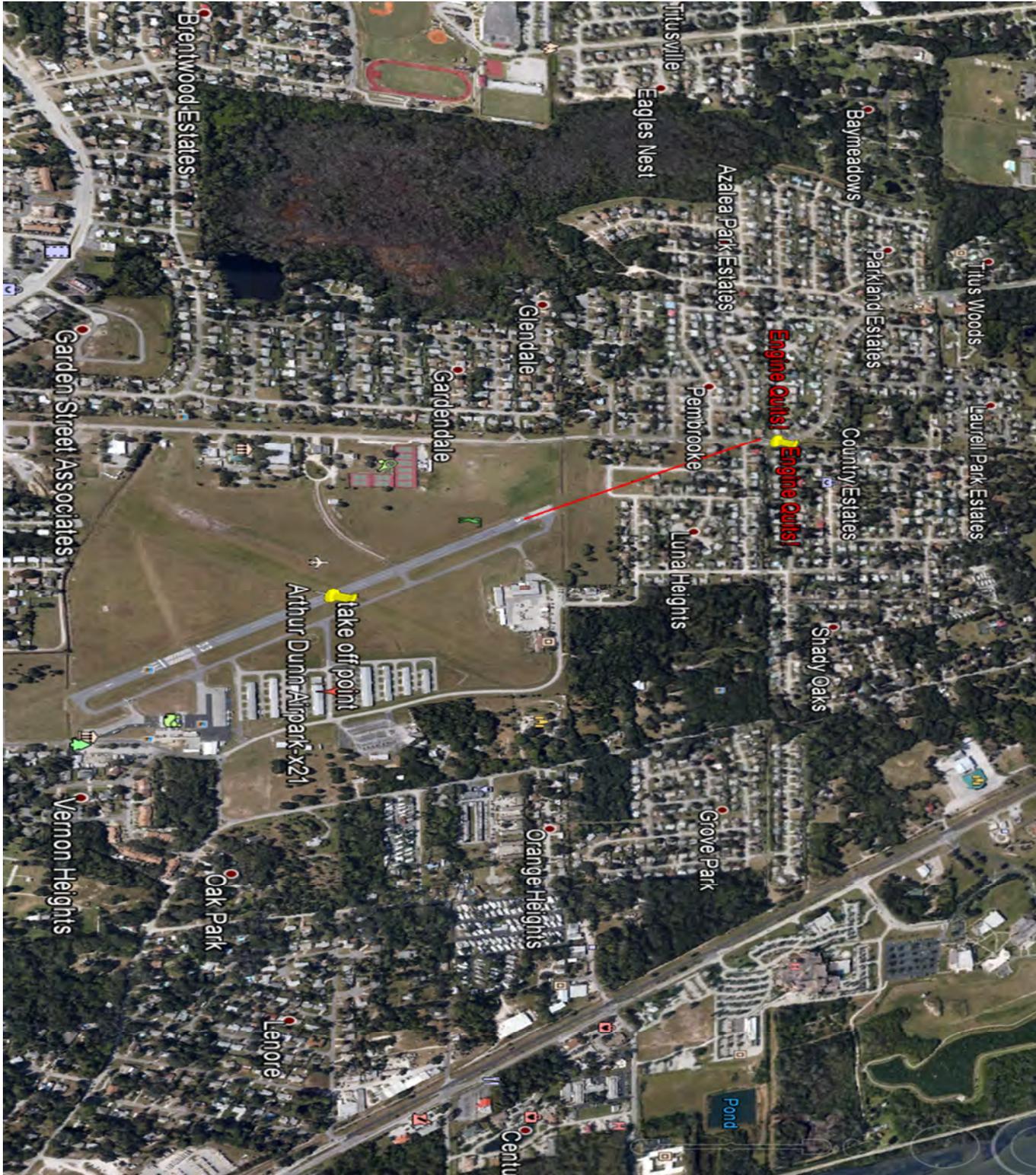
engine quits.....Where're ya gonna go??

Engine Quits!

You're at 300' It's going to be at least 3 seconds before
you realize what just happened!

Where are ya gonna go?

Larry Gilbert (e mail) larryglbrt@gmail.com





Gabriel's Third Ride

Although I don't do it often enough, I love to give rides. My grandson Gabriel is 8 years old, and he had his first flight right after his 7th birthday. Prior to his second flight a few months ago, he got very anxious and almost chickened out, but eventually we flew and he had a good time.

Last weekend he spent the night with us on Friday night, which made a Saturday morning flight an easy thing to do. We seemed pretty excited about it right from the start. Unfortunately he arrived at my house with only flip-flops for footwear. I like my passengers to be dressed for a walk home (possibly through the woods). I think that goes back to my early flight instruction. We went by and got some real shoes and off to the airport we went.

There was a typical Saturday morning crowd at Larry and Loretta's hangar, and Gabriel was introduced around. Larry helped me get him strapped in, and with a flip of the prop we were on our way. I had been telling Gabriel about all the sea life I've been seeing lately. I mentioned that there was the chance to see dolphins, manatees, turtles (its nesting season), sharks, fish, and mantas. He kept his mental checklist in his head and wasn't disappointed, as we saw everything but a shark. After an unusually smooth landing we taxied back to my hangar and parked.

I had been telling Gabriel about the J-3 project, so we hopped on the scooter and went to see that. Then we rode over to see Bob and Kathy Anderson at their hangar. Bob has a new full sized refrigerator there and asked if Gabriel would like some ice cream. It was 11AM by this time, but Gabriel said sure and proceeded to eat a bowl. As we rode back toward my hangar, the Panther was out and we also stopped to visit with the Panther boys. We headed over to my hangar to close up, and Loretta came over and offered a Rice Krispie treat. Gabriel had just had ice cream, but said he would take it to his sister (he really did). As we were getting in the car he said "Pappa

there are sure a lot of nice people at the airport!" He was proud of himself for not getting worried prior to the flight and is looking forward to going again. Who knows, maybe this boy has a future in aviation.

Ben Charvet

Chapter officers

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Chapter Meeting

Weds. August 2, 7pm

Bldg. 10

Dunn Airpark, Titusville, FL

Monthly Breakfast

Sat. August 5, 8:00am

Bldg. 10

Dunn Airpark, Titusville, FL

That sonic boom thing that Les mentioned..... Actually Panther testing!!