

EAA Smilin' Jack Chapter 866
Newsletter June 2018



Chapter Members Tom Waid and Jeff Wilde at Dunn Airpark compare the Kitfoxes that they built and Fly

Greetings Members and Friends of EAA Chapter 866,



Les Boatright

The local schools are out for Summer break and it's only about 7 more weeks until the start of the largest aviation celebration in the nation, EAA Airventure 2018! At Oshkosh, you can help build a plane in only 7 days, as another One Week Wonder project will be back again this year, only this time it will be an RV-12iS kit from Van's Aircraft. Also, EAA will salute airborne refueling tankers this year with the "Year of the Tanker", and several examples are expected to be on hand. You can also see a 1/3 scale replica B-17 bomber, the BALLY BOMBER, (also known as *Obsession*). It was built completely from scratch by Mr. Jack Bally at his home shop in Dixon, Illinois. As a "retirement project", Mr. Bally spent more than 16 years and an estimated 40,000 manhours to build this one-of-a-kind flying machine. Now it's coming to Oshkosh to tell its story and inspire others!

Jack Bally gives a very detailed tour of his little bomber here on YouTube:

<https://www.youtube.com/watch?v=KtdjkkjHWn4>

An extremely rare XP-82 Twin Mustang is also expected to attend Oshkosh this year, as it is nearing the completion of a 10 year restoration effort in Douglas, Georgia.



XP-82 Twin Mustang

You can read more details about the Twin Mustang Restoration effort here:

http://xp-82twinmustangproject.blogspot.com/p/home_17.html

In addition, there will be a number of aircraft on display commemorating the centennial of the conclusion of World War I; the final armistice being signed on Nov. 11th, 1918, ending the conflict. “The Great War”, as it was known at the time, brought aviation out of its infancy and rapidly advanced the state of the art of aviation technology.

And as always, there will be Classics, Vintage, Homebuilts, Warbirds, Daily Airshows, Forums, Workshops, Camping, Vendors, and so much more!

EAA Airventure 2018 Video: https://www.youtube.com/watch?v=cgN9E_vO8XU

Closer to home, our own Chapter 866 members are celebrating their own achievements. For instance, I recently got to see Ray Thomas’s J-3 Cub go for a flight over Arthur Dunn Airpark. It has just completed its own restoration effort and looks and sounds really amazing! Congratulations to Ben, and Kathy, and Ray and everyone who helped to encourage them!! Well done! We’re all delighted and excited to see this historic Cub back in the skies over Arthur Dunn.

When you build your own airplane under the rules of the Experimental–Amateur Built Category, the FAA inspects your workmanship and then assigns a limited flight test area, and a minimum number of flight hours that you must complete before you can haul passengers or take the airplane away from home on longer trips. This period is called Phase-1 flight testing, and the FAA usually requires a minimum of 40 hours for this, depending on the engine and propeller combination used. I’m happy to report that the Panther aircraft which I have been flight testing over the last 8 months or so, now has a little over 41 hours of flight time logged! I can’t wait to take it out and stretch it’s legs a little bit more.



Panther Sportplane built by Bob Rychel, Ed Brennan & Les Boatright
 Completes Phase-1 Flight Testing

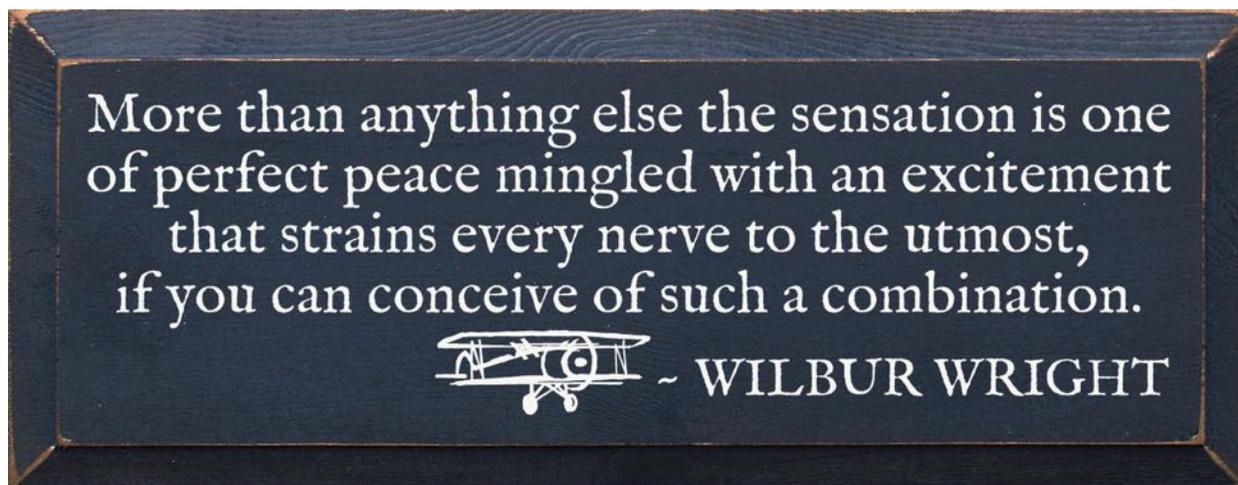
If you happen to be new to our chapter, or new to EAA and want to know more about building your own airplane, then you can download a brief resource guide here that will answer some of the basic questions and help get you started: <https://www.eaa.org/~-/media/files/ea/homebuilders/1-20-17-homebuilding-sourcebook.pdf>

Or better yet, you can come out to our regular chapter get-togethers, or pancake breakfasts, and ask any of our experienced builders. They're always happy to talk about airplanes!

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

Les Boatright (EAA #563003)

President EAA 866, The Smilin' Jack Chapter



Some reminders about upcoming events:

Date	Event	Place/Info
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June 2	OUR Chapter 866 Monthly Pancake Breakfast	Building 10 / 8-10 am
June 1 st – 3 rd	National Biplane Fly-In http://www.nationalbiplaneflyin.com/ Come drag your Tail in the Grass!	Freeman Field (3JC), Junction City, Kansas
June 6 th	Regular Chapter 866 Monthly Meeting	Building 10 / 7 pm
July 4 th	Independence Day Holiday	
July 4 th	Regular Chapter 866 Monthly Meeting (Meeting should be over Before the Fireworks)	Building 10 / 7 pm
July 7 th	OUR Chapter 866 Monthly Pancake Breakfast	Building 10 / 8-10 am
July 19 th -22 nd	Annual Pietenpol Reunion (by the Cheeseland Chapter 431) http://www.pietenpols.org/annual-pietenpol-reunion/	Brodhead Airport, WI (C37)
July 23-29	OSHKOSH – EAA AirVenture 2018 (https://www.eaa.org/en/airventure)	Wittman Regional Arpt (KOSH)
Aug 1 st	Regular Chapter 866 Monthly Meeting	Building 10 / 7 pm
Aug 4 th	OUR Chapter 866 Monthly Pancake Breakfast	Building 10 / 8-10 am
Sept 1 st	OUR Chapter 866 Monthly Pancake Breakfast	Building 10 / 8-10 am
Sept 3 rd	Labor Day Holiday	
Sept 5 th	Regular Chapter 866 Monthly Meeting	Building 10 / 7 pm

June 9 th Cedar Knoll (Gator Drink (0FL) Breakfast

Cedar Knoll Airport, Geneva, FL 8 am

Gone West



Neale R. Cranston
 Jun 25, 1928 – May 8, 2018 (Age 89)
 Past Chapter 866 Member and Officer

Neale Cranston

Larry Gilbert

When we moved from Pennsylvania to Titusville in October of 1999, we visited the Space Coast Regional Airport to try and secure a hangar at Dunn. While we were there we also asked if there was an EAA chapter nearby. The secretary told us about Chapter 866 based at Dunn Airpark and the contact person was Neale Cranston. As it turned out he lived just a couple of houses from us on our street so, when we returned home we walked over to his house and introduced ourselves to Neale and Nanette, his wife. The next day Neale picked me up with his Jeep and he showed me around Titusville and then over to Dunn Airpark to the hangar where the chapter met at that time. In the hangar Wayne Bullington was working on the chapter project, a Pietenpol. They told me about the meeting day and time of the chapter meetings being held in that hangar. We went to the next meeting and met the 10 active members of C866. Mike Herring was president and Steve Pangborn was VP. Neale was the Secretary/Treasurer. Neale was also a charter member! He passed away in May of this year. He was an asset to the chapter and certainly welcomed Loretta and me to join!



Neale's Obituary

Neale was born on June 25, 1928 and passed away on Tuesday, May 8, 2018. Neale was a resident of Florida at the time of passing.

Young Eagles

Larry Gilbert

After many years as Y-E coordinator with responsibilities involving two EAA chapters, I've decided to let someone else have the fun of doing this. So, if you, as a member of the chapter have any interest in this position you should step up as soon as possible and let our president know. We have traditionally held a yearly rally in the month of October and if we are to continue with this it takes some planning starting about August so, it would be good if this position is filled soon.

Larry Gilbert

Good News, (in my opinion) AC 90 – 66B

Larry Gilbert

Sometimes, when I'm flying with other pilots and we're approaching our non towered destination airport (usually Dunn) I'll ask how they are planning to enter the traffic pattern for the airport. If we are approaching the field in such a way that we have to cross to the other side because we're coming from the West and the favored runway is landing to the South. This means that some way we're going to have to get to the East side of the airport and then get into the pattern. When they say we'll cross the airport at 500' above pattern altitude and fly out and make a right teardrop turn while descending to enter the downwind leg with a 45 deg. entry. I grit my teeth and say nothing because that was how they learned. Actually I've always hated that procedure and I think there's a better way! Cross midfield at pattern altitude and make a left turn into the downwind leg. I think it's safer! The FAA now seems to deem that acceptable again. What do you think?

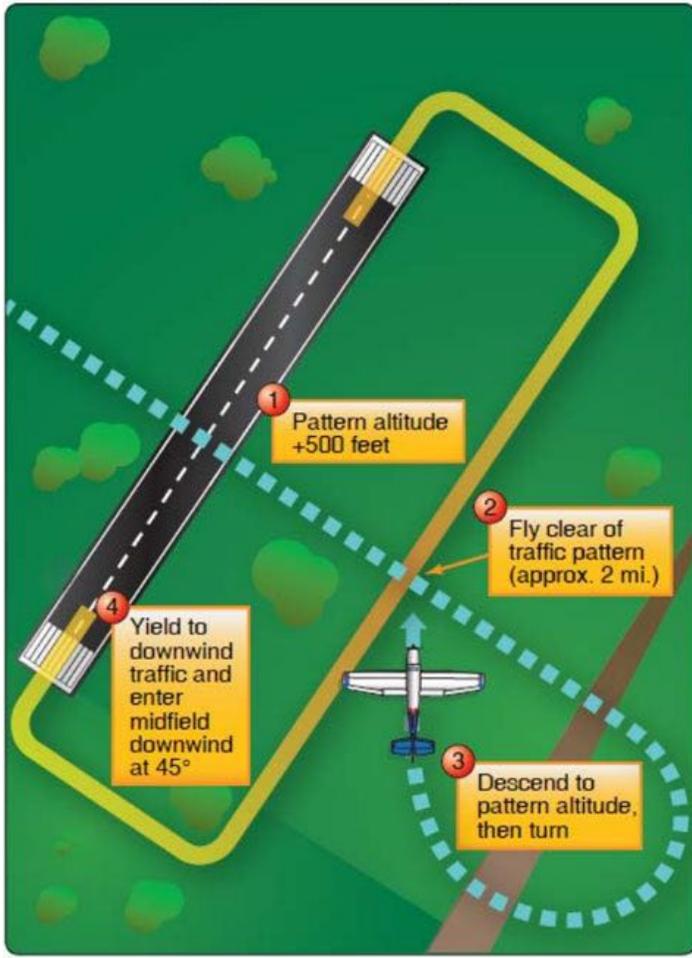
Most traffic patterns are 1,000' AGL at non towered airports but not all of them are. Do you always check the A/FD for the TPA when going to an airport? What's the TPA at Dunn? (X21)

Pattern Entry Clarification

Section 11.3 of the AC clarifies traffic pattern entry procedures. Unlike previous guidance, the FAA has expanded their guidance for entering the pattern when you're crossing over midfield. The preferred method is the "midfield overhead teardrop entry" (left diagram), and the second option is then "alternate midfield entry" (right diagram).

If you're crossing midfield to get to the downwind leg, the FAA recommends that you cross pattern altitude at 500+ above pattern, fly clear of the traffic pattern (approx 2 miles), and then descend to pattern altitude and make a teardrop entry to the midfield downwind.

Preferred Entry When Crossing Over Midfield



Alternate Midfield Entry



Lots of Chapter News at Dunn This Month!

Larry Gilbert

Ray Thomas and his partners, Ben and Kathy have the J3 Cub in the air once again and they have been flying the plane around Dunn for a couple of weeks now. It is really a special plane because Ray learned to fly in this very plane in 1947! I was even lucky enough to get a ride with Ray one day. He is giving me some dual so that I can become proficient with the Cub once again. The last time I flew as PIC in a Cub was June 1962 when I learned to fly. It's a great plane and Ray (91 yrs) is in his element flying this beauty!



Les finished flying the time off on their Panther



Deborah's Twister was flown again in May by their test pilot



Twister Progress...

Several members of the "Dunn Patrol" were on hand to witness the most recent flight (1.8 hrs) of the Twister on 9 May. We are getting closer to my first flight and less than 2 hours remain before that can happen. Jim did a couple of low passes down 33/15 to the thrills of everyone watching! He has been very instrumental in making useful suggestions to improve performance, handling and some general improvements to the airplane we may or may not have incorporated except through lots of trial and error. The value of Jim's input can not be overstated. We have done some tweaks to the airplane that might have taken many hours of flying to determine- a trim tab on the rudder- something the kit manufacturer didn't mention, "bobbing" the muffler ends to keep it from hitting the inner lower cowl, reworking the canopy latch so it can be operated with just one hand, recalibrating the glass panel, reworking the baffling for better cooling of the oil and back cylinders and a few other things we did not think of. No one said building and flying an experimental - and only the second one in the U.S. - would be a quick trip around the pattern!

Deborah Van Treuren

Chapter officers

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Monthly Breakfast

Sat. June 2, 2018, 8:00 AM

Bldg. 10 Dunn Airpark

Titusville, Fl

Monthly Meeting

Weds. June 6, 2018, 7:00 PM

Bldg. 10 Titusville, Fl

Dunn Airpark