

EAA Smilin 'Jack Chapter 866 April 2019 Newsletter



Jim Morgan receives 'Chapter Builder award for his part in building a Vans RV6A kit he purchased in 1998. The airplane was completed by Bob Rychel

Greetings Members and Friends of EAA Chapter 866,



Recently, I took a few moments to think about what Chapter 866 means to me. Our Chapter is celebrating its 33rd anniversary as a chapter later this month. So, Congratulations to us *Smilin' Jack* folks! If my memory serves me right, I've been a pretty regular attender and active part of our club for something like 11 years. It started out just coming to the pancake breakfasts to see the airplanes and eat some great food. Then I came to the meetings to hear about projects, and before long I was volunteering and helping work the monthly breakfast events. In the process, I've made some really wonderful friends! Paul Poberezny, the founder of EAA, has said that the airplanes bring us together, but it's the people, the friends, that keep us coming back. It's all pretty simple. EAA chapters bring together people who share a common interest in flying machines and who love the excitement, the adventure, and the wonderment of the sport of flying. My non-pilot father got me interested in airplanes at a very young age. He brought home little airplane toys for me and took me to many airshows. Over more than 4 decades, I've developed a love of flying machines of all sorts. In the process I have made some great friends and even built an airplane with some of them! These experiences and friendships, plus the sharing of knowledge and stories, and the encouragement and support we find in getting together, these things serve to enrich our lives. I imagine you feel the same way. That's a big part of what our chapter means to me, and it's why we're still going strong after 33 years.

So grab a friend and bring them to our next Chapter get together. Before long they too could be battering up the pancake griddle, or covered in bacon grease, or writing something for our newsletter!

At last month's regular chapter meeting, our good friend and longtime Chapter member Dan Hillman was our "*President for the Day*". He served as chapter President about 10 years ago, and he had not lost his touch. I'd like to give a big thanks to Dan for arranging to host our guest speaker, Aviator and Author Robert Gandt gave us a fascinating presentation about the aviation history surrounding the opening months of the new state of Israel in 1948. I have a copy of the book and it is a great read!

Don't miss our May presentation. One of our Chapter's two Tech Counselor's, Ben Charvet, is putting together a presentation about the history of the Pietenpol Air Camper. Ben has been flying the beautiful Pietenpol he built for several years now. Believe it or not, the design is celebrating it's 90th Anniversary this year! Come and learn more about the timeless appeal of this plans-built design.

Your Chapter Secretary, Kimberly Brennan has also volunteered to be your "*President for the Day*" for the June 5th meeting. She has very skillfully scheduled another special guest speaker for the June meeting, Author and Pilot Spencer Lane. One of his books, entitled *First World Flight: The Odyssey of Billy Mitchell*, was featured some years ago on C-Span's BookTV.

Oh by the way, there's a fellow building a replica of one of the World Cruiser airplanes, check it out here:

<https://video.eaa.org/detail/video/3972051534001/douglas-world-cruiser:-seattle-ii>

“President for a Day” Reminder

You can be the Chapter **“President for a Day”** ! See the schedule below. There are several open slots still available. Give a safety talk, introduce a guest speaker, do a presentation about your project, give a flight or trip report, bring a video, the sky’s the limit! Just let me know, it’s that simple.

Meeting Date	2019 “President for a Day” Program
Jan. 2nd	LES Boatright
Feb. 6th	ED Brennan – US Postal Service’s history and influence on our modern air travel
Mar. 6th	DAN Hillman – Guest Speaker Robert Gandt Author of Angels in the Sky
April 3rd	NO MEETING! – Enjoy going to Sun-N-Fun!
May 1st	BEN Charvet – History of the Pietenpol Air Camper (90th Anniversary of the design)
Jun 5th	KIMBERLY Brennan – Guest Speaker is Author Spencer Lane. Topic: “The Life and Times of General Billy Mitchell, and his role in The First World Flight in 1924”
July 3rd	OPEN SLOT
Aug. 7th	ED Brennan
Sept. 4th	OPEN SLOT
Oct. 2nd	OPEN SLOT
Nov. 6th	OPEN SLOT
Dec. 4th	LES Boatright - (Officer Elections for 2020)

A couple weeks ago, some of the Arthur Dunn pilots made another attempt at having a Pie-Out Fly-Out up to Massey Ranch airpark, just up the way a bit. Well, once again the weather played some tricks on us, and the morning fog turned into a very low overcast layer which hung around until well after 9:30 AM. No worries, Contingency Plan B was quickly implemented and the Pie-Out turned into a Drive-Out. That was OK, and there were at least 20 or 25 folks who participated altogether. The nice folks at Viking Aircraft Engines were wonderful hosts, and we helped celebrate Jan Eggenfeller’s birthday by bringing him all the great pie he could eat! On the way back to Arthur Dunn, a few of us decided to continue the revelry, so we stopped by Deborah and Richard’s Aero-Dome in Edgewater to see Deb’s Twister aircraft project. This is a very interesting and unique little airplane, with beautiful lines. Deb and Richard are making great progress on their flying machine!

On a personal note, I’d like to send out a **BIG THANK YOU** to chapter member Mark Briere for his help in moving my RV-4 project. It had been at the airport for a while so I could test fit the wings, but then I got distracted with another little project, called a Panther. I want to get back to the RV-4, but it’s hard to work on that one, when there’s another “Ready-To-Fly” airplane sitting right there in the same hangar calling my name. Having the RV-4 back at home should help me make better progress as I try to finish up that last little 90% to go. Mark’s trailer made this the easiest and fastest aircraft move I’ve ever done! Thanks Mark!

Hope to See You All at Sun-N-Fun Next week!!

Keep on Building, Flying, and Flippin those *Smilin'-Flap-Jacks!*
Les Boatright
EAA Lifetime #563003
President, EAA Chapter 866
The *Smilin' Jack* Chapter

Please Remember!!

We have CANCELLED our regular Chapter events for April. Everyone is encouraged to get together with several thousand of our closest aviation friends over at Sun-N-Fun in Lakeland. The Fun starts next week, Don't miss out!

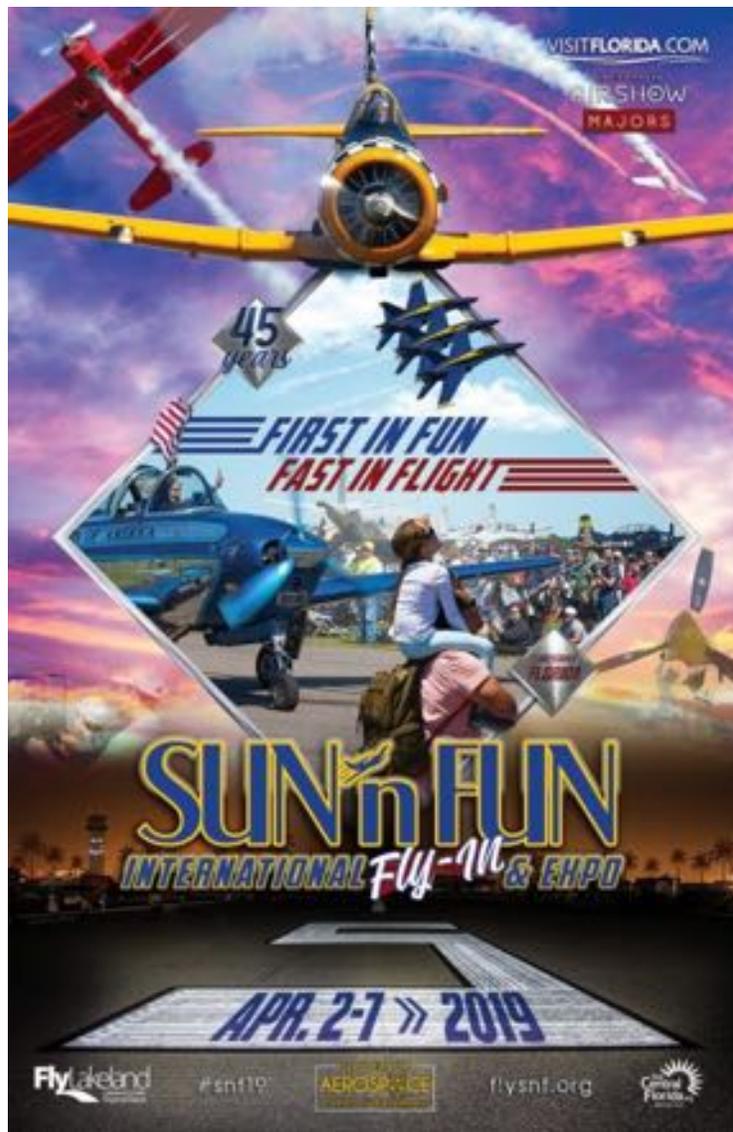


NO MEETING & NO PANCAKE BREAKFAST For APRIL

45th Annual Sun-N-Fun Fly-In is NEXT WEEK!

Spring Break for Pilots

April 2nd thru 7th



[\(https://www.flaysnf.org/sun-n-fun-intl-fly-expo/\)](https://www.flaysnf.org/sun-n-fun-intl-fly-expo/)

Some reminders about upcoming events:

Date	Calendar Event	Place/Info
Mar 29-30	Wings over Suwannee – Free Camping & Admission https://www.facebook.com/events/suwannee-county-airport/wings-over-suwannee-2019/483030875434059/	Suwannee County Arprt (24J) Live Oak, FL EAA 797 “Catfish Sqdrn”
Apr 2-7 th	45 th Annual Sun-N-Fun Fly-In 2019 (https://www.flaysnf.org/sun-n-fun-intl-fly-expo/)	Lakeland Linder Arprt (KLAL)
Apr 3 rd	CANCELLED Regular Chapter 866 Monthly Meeting	Building 10 / 7 pm
Apr 6 th	CANCELLED OUR Chapter 866 Monthly Pancake Brkfst	Building 10 / 8-10 am
Apr 18 th	33rd ANNIVERSARY of the Founding of EAA 866 !!	
Apr 21 st	EASTER SUNDAY	
May 1 st	Regular Chapter 866 Monthly Meeting	Building 10 / 7 pm
May 4 th	OUR Chapter 866 Monthly Pancake Breakfast	Building 10 / 8-10 am
May	Learn to Fly Day	

May 27 th	MEMORIAL DAY HOLIDAY -	
May 31 st Jun 1 st	National Bi-Plane Fly-In - This is the <i>Last Year</i> of this event! https://www.nationalbiplaneflyin.com/	Junction City, Kansas (3JC) Come Drag your Tail on the Beautiful Grass Runways !
June 1 st	OUR Chapter 866 Monthly Pancake Breakfast	Building 10 / 8-10 am
June 5 th	Regular Chapter 866 Monthly Meeting	Building 10 / 7 pm
June 8 th	INTERNATIONAL YOUNG EAGLES DAY !	
July 3 rd	Regular Chapter 866 Monthly Meeting	Building 10 / 7 pm
July 4 th	INDEPENDENCE DAY HOLIDAY	
July 6 th	OUR Chapter 866 Monthly Pancake Breakfast	Building 10 / 8-10 am
July 18-21 st	Hatz/Pietenpol Fly-In - http://www.eaa431.org/ Hosted by EAA 431 – The Cheeseland Chapter	Brodhead, WI (C37)
July 22-28	OSHKOSH – EAA AirVenture 2019 (https://www.eaa.org/en/airventure)	Wittman Regional Arpt (KOSH)
Aug 3 rd	OUR Chapter 866 Monthly Pancake Breakfast	Building 10 / 8-10 am
Aug 7 th	Regular Chapter 866 Monthly Meeting	Building 10 / 7 pm
Sept 2 nd	LABOR DAY HOLIDAY	
Nov 14-16 th	Deland Sport Aviation Showcase – Thurs, Fri, Sat https://www.sportaviationshowcase.com/	Deland, FL (KDED)

PLEASE SEND IN in any additions / updates to the Calendar of Events.
We'd like to keep this current and accurate!

The Spencer Air Car “Wings” project that the Chapter acquired a few months ago has been advertised for a few weeks now and I’ve gotten probably a dozen or so inquiries, including a couple of them that seemed pretty serious. A recent one was from a small aviation museum in South Carolina who offered to accept it as a donation, and there was a guy from the UK who was just interested in buying the plans only, couldn’t afford the shipping. Hmm, I wondered how he could afford to build the remaining 94% of the airplane if he couldn’t afford the Trans-Atlantic shipping. So, no one serious enough yet to come and get the project. We’ll continue to advertise here in the newsletter, and I’ll re-post the Barnstormers’ Ad. You can do your part by spreading the word in your circles and maybe talking to folks over at Sun-N-Fun next week. Hopefully we’ll find a good home for the project with a the right plans-builder before too long.

PROJECT FOR SALE !!

SPENCER AIR CAR PROJECT/PLANS • \$100 • Plans, Completed wing structures - less covering, miscellaneous parts & wood materials; This project was saved from the estate of local builder. The workmanship seems very nice. For a motivated plans-builder looking to build a 4-place amphibian, this is a good jump start on the project!
• Contact [Les Boatright](#) President EAA Chapter 866, located Titusville, FL USA (X21) • Telephone: 321-269-1723



STANDARD DATA: Gross wt. 3,200. Empty wt. 2,190. Fuel capacity 94. Wingspan 37'4". Length 26'5". Engine 285-hp Continental.

PERFORMANCE: Top mph 147. [Cruise](#) mph 135. Stall mph 43. Climb rate 1,000. Takeoff time 16 sec. Range 700.

The Air Car is a four-place retractable with a strong family resemblance to the old Republic Seabee. The resemblance is no accident because the Air Car was designed by the same man, P.H. Spencer. The Seabee was designed in metal, but Spencer has gone back to wood covered with fiberglass for the basic Air Car hull structure. Extensive use is made of molded fiberglass for the fuselage, cabin section, engine cowl, wing root fairings, tips, floats, and miscellaneous parts. The heart of the [Air Car](#) design is a single steel-tube weldment combining the engine mount, wing-spar carrythroughs, and lift strut attach [points](#). This steel skeleton attaches to the hull and carries all major flight loads. The all-wooden wings have a mahogany threeply skin. The original powerplant was a 260-hp Lycoming; a 210- or 285-hp Continental may also be mounted on the airframe.



Jim Morgan receives Award



Ceremony For Jim Morgan

Award Ceremony for Jim Morgan

Larry Gilbert

President Les had prepared an award to be presented to Jim at our last chapter meeting but Jim couldn't make that meeting so, the award was made at an un disclosed location in Titusville, the following week.

Jim purchased materials to build a Vans RV6A in 1998 and began to build the plane. This kit was not like the modern ones where all of the holes in the metal are pre drilled and matched to speed up the process of building, this kit is a much more labor intensive than the new ones! Well, Jim did a masterful job of building jigs and then building the structures in these jigs! I remember visiting his project a couple of times when he was building this at TICO. He had built a fuselage jig and over the length of it there was a slight alignment discrepancy less than 1/8th of an inch. That was not good enough for Jim and he rebuilt the whole jig! He had completed the wings and tail feathers and was almost done with the fuselage and then life circumstances got in the way and the project ground to a stop. He managed to work on the project once in a while and at chapter meetings when building project reports were given, he'd announced that he got 3 rivets installed and beer drinking got in the way once in a while and always got a laugh out of his reports. Then, knowing that he would never complete the plane he told me that he wanted to see this completed and asked if I was interested. I told him no but, I knew someone who probably would finish it and we could see if he wanted to. Bob Rychel had already built two planes in less than three years and was interested so they struck up a deal and Bob completed the RV6 that is now complete and has been inspected and is ready to fly! Jim had done a big part of that and needed recognition for his part in that project as an active member of the Smilin 'Jack EAA chapter!

The award included a Certificate, a zip loc bag with 3 rivets in it, and a new building project for him (model airplane).

Larry



It was a different time when I first learned to fly. In those days (1962) a lot of instruction took place at airstrips out in the country, these were grass strips where there might be only one or two airplanes. There used to be a lot of these around with a person who had a J3 or a Champ and had an instructors license. Most of these folks were WWII pilots who wanted to keep flying after the war. My lessons took place at one of these airports in Williamsburg, PA. Most of my friends who fly now have learned at flight schools with modern planes with marvelous nav equipment and even weather information in them and the experience of learning is a lot different than mine. I have wonderful memories of learning to fly and I know few experience the things that I have. So I say this to explain why I like to write about these. Sometimes I wonder if it is a selfish thing to do. It would be great if some of our members would submit stories about their experiences so, your're stuck with my stories unless somebody else sends me one.

Below is a story one of my instructional flights back then.....Larry

Thunderstorm Experience with Geo. Donnelly

Larry Gilbert

George had finally quit yelling at me about keeping the nose of the J3 on the horizon this Saturday morning in June of 62. He had shown me what he called a roll cloud and in the background a towering cumulous. He pointed out the roll cloud and the thunder storm and said "never get any closer than this to a roll cloud or a tstorm, because you'll die if you do!" Anyway, I must have been doing a great job of keeping the nose on the horizon to maintain level flight because he wasn't yelling. Since the altimeter wasn't visible to me and I wasn't used to judging altitude by sight yet I was sure I was doing a really good job.

In those days the only way to communicate with your instructor in a J3 was by yelling! No headsets or intercom and a lot of noise to make it hard to communicate in that thing. Besides that, really mean yelling was the Army way to train students and that was how he instructed. OK with me because I'd been yelled at by experts at Parris Island and George was no match for them!

So I was in the back seat concentrating on staying level when he looked out the left side, he looked down and then snapped his head back around to glance at the altimeter. He said, "I have the airplane" and immediately pointed the nose down and opened the throttle for full power to the 65 HP Continental. It didn't help and we were still going up and up! We went through 10,000 feet! How high we went we don't know because the altimeter only went to 10,000 ft! I didn't have any idea how serious this was because I knew nothing about anything! It seemed like this went on for a long time but was probably only a couple of minutes and then it felt like the bottom fell out from under us and we fell for a few seconds and then "bang" it sounded like a rifle shot and all of a sudden we were flying and everything seemed to be OK. George turned his head to face me and said "Ill bet you're glad you've got your seat belt on, without it your head would be sticking through the *#@**ng roof"! we had gotten into an unbelievable updraft but, actually we never got in that thunderstorm. It is hard to say how far away the towering cumulous was maybe 5 or so miles! After we landed George rocked the plane by each wingtip to listen for sounds that could indicate a cracked spar or something and I think he had his mechanic inspect later on. I never really thought much about that flight, just figuring that was all part of this new flying thing we were doing!

Years later, 20 or so, our EAA Chapter (400) sponsored an airshow at the municipal airport and my instructor was announcing the show on a flat bed trailer stage. He was a former show performer and knew how to narrate these shows. As I was walking by the trailer I waved to George and he immediately insisted that I come up there with him. When we were together at his announcing post he told the whole audience about that flight. That's when I finally realized what a close call that was for us!

What I find really strange is that George didn't mention that experience in my logbook on the day that happened.

I learned to fly at 6G6 – Williamsburg, PA Check it out on google earth if you want

Larry



Dick House WWII pilot celebrated his 96th birthday by taking me for a ride in the Citabria, practiced LZ 8s & stalls

Chapter officers

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NO

Chapter Breakfast this month!!!

NO

Chapter meeting this month!!!