

# EAA Smilin 'Jack Chapter 866

## Newsletter February 2022



View of KTIK from my seat on the Ford Tri Motor 2yrs ago - *Larry*

*A big winter hello to all Chapter 866 and Friends Members,*

*Kathy Anderson*

Thank you to all who worked and ate at the breakfast on January 1<sup>st</sup>. What a way to start the new year! Even with the unfortunate (but necessary) price increase, and the fact that it was the first day of the new year, we had a great turnout!

By the time you read this, our annual Winter Party will be at hand – always a great event- one we look forward to all year long. There will be a great meal, great music, door prizes and a silent auction for a beautiful leather flying jacket.

With the colder temperatures – and the fact that the Airport Authority hinted at an X21 event this month – and the Winter Party, I decided to hold off on having another chapter event in January.

If you were at the airspace explanation that Larry Gilbert presented at the last meeting, then you know there is some interest in doing a group fly-by around the Kennedy Space Center and Cape Canaveral Space Force Station. I think that February will be the perfect month – launches permitting. We will discuss this some more at the meeting on February 2<sup>nd</sup>. In addition, Jim Pack has agreed to talk to us about propellers in general and the repair of composite propellers.

I am also asking you all to gather up memories you have of issues that have been found during your annual inspections. I would like to have a (monthly) meeting in the near future to discuss these issues. The reason is to give us some food for thought on the types of things you have found so that the rest of us can be aware of potential problems that we might have.

In March I hope to have a presentation on flying STOL competitions and modifying aircraft for these competitions. If this works out, we will have a cookout before the March meeting and hopefully a demonstration of STOL flying.

In personal news, with help from my husband Bob, Mario Jimenez and Bob Rychel, my RANS S-21 project now has the wings attached.

Hope to see you all at the Party on Saturday the 29<sup>th</sup>, then again at the meeting 7 pm Wednesday February 2<sup>nd</sup> and lastly, at the breakfast on February 5<sup>th</sup>.



Bob Rychel's custom designed and built wing stands have been used by just about anyone at X21 that has attached wings to an airplane. They worked perfect!



*Spotlight this month is on our Chapter Treasurer Herman Nagel: Our member*

Herman was born a long time ago in a land far away –, South Dakota. He was raised on a 1600-acre farm, and was the oldest of six boys and one girl. They raised wheat, flax, corn, sunflowers, oats and barley. They also had 400 cows and 1200 hogs.

He started driving a tractor at the age of four – but had to be a “lap-sitter” because he could not reach the pedals. By age five, he

had grown enough to drive the tractor by himself and do whatever was Gettysburg required – he completed his first harvest!

He spent time with his father and uncle learning how to run and repair all of the farm machinery. This included fabricating parts and tools.

Tragically, Herman's father died when he was 19 years old – so Herman became the father of the family. Passing on to his siblings what he had learned along with running the farm business.



Later, his mother remarried and her new husband had a large farm, which was combined with what they already had. In addition, other relatives had passed away and willed land to his family. The farm grew to 10,000 acres and Herman was a busy guy!

One of his brothers served in Vietnam, and when he returned home, he wanted to learn to fly. So almost on a whim, the farm bought a Cessna 170 and three of the boys proceeded to get their private pilot's licenses. At this time Herman was also a member of the National Guard. Herman loved flying and he used the plane to support the farm business; flying the plane all over the country. He soon moved up from a 170 to a Cessna 180 and incorporated it into the farm operation. Following are some of the trips he fondly remembers:

During the harvest, he made a hurried flight to Minneapolis (a five-to-seven-hour drive) for parts. When he returned home, there were more parts needed for the combine. He next flew to Aberdeen (100 miles), got the parts, and were harvesting by noon the same day!



**He flew the 180 to Las Vegas and San Diego via Deming, NM. Made three trips to Reading, PA and a trip to Florida. He also used the plane to attend the AOPA and Farm Bureau conventions and used it to attend air shows and the EAA convention in Oshkosh.**

**His next adventure was to build his own camper for his pickup truck. He set it up with extra fuel, all of his tools and a place to sleep. He lived in his camper for six years. Along the way, (in between airplanes) he decided to drive to Orlando, for an AOPA convention. He liked it here and decided to stay a while. Not to miss an opportunity, he obtained his commercial license, instrument rating and multiengine rating at Orlando Executive Airport at that time. Soon after that, he purchased a twin Comanche.**



**While in Florida, he went to a square dance and met Becky – who was later to become his wonderful wife – and our co-treasurer. They dated for four years (because Herman returned to the farm each spring) but finally Herman and Becky married. Becky’s kids welcomed Herman to the family.**

**The Twin Comanche was their honeymoon transportation – taking Herm and Becky to New London, then Buffalo for a second wedding celebration. Next, they flew over the great lakes to South Dakota for a third celebration. Becky chided: after three celebrations Herman definitely knew he was married.**



**Then, tragedy struck again – Herman lost his arm in a “corn chopper” accident. He had been married less than a year when this happened. In the long recovery process, Herman continued to work the farm and made tools to compensate for his handicap. He did not let this slow him down. He continued to winter in Florida for the next year, then Herman and Becky decided to relocate permanently.**

**While adjusting to Florida life with his handicap, the men’s club at the Good Shepard Church gave him the strength and encouragement he needed to do things he was used to doing. In addition, Herman**

**says that EAA Chapter 866 has also been a blessing in his life.**

**Herman and Becky went into the realty business together and were realtors for 36 years.**

**Looking back, in the years following the death of his father, Herman became the father figure for his siblings and a friend's kids, and was also a guardian for a deceased brother's kids. He said he raised three families – but had none of his own.**

**To this day, his family still works the farm – and he owns a one-fifth interest. His sister, the youngest of the family, and her husband became involved in Custer National Park and the herds of buffalo there. They happened to meet Ted Turner – and managed the herd of buffalo that he had.**

**Herman and Becky have been co-treasurers of our chapter for six years. They keep the books and manage the finances. They do a perfect job!!**

**So, if you want to know about triumphing over adversity or flying long trips, all over the country – in good and horrible weather – in heat and freezing cold – just ask Herman!!**

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**The first EAA Chapter 866 meeting of 2022 was held on January 5 at 7:00 PM at the regular meeting location, 480 N Williams Ave, in Titusville, Florida.**

**Chapter President Kathy Anderson presided over the meeting. Ben Charvet, Chapter Vice-president, Herman Nagel, Chapter Treasurer, and Richard Van Treuren, Chapter Secretary, were in attendance.**

**Deborah Van Treuren, member-at-large of the Chapter Board of Directors was also present, as was much of the regular membership of Chapter 866, numbering around 25, thereby establishing a voting quorum.**

**The meeting began at 7pm with the recitation of the Pledge of Allegiance.**

**Visitors and new members were introduced.**

**A report on the January 29<sup>th</sup> upcoming banquet was given by Chair Deborah Van Treuren.**

**Larry Gilbert made a presentation about the local airspace, classes and restrictions, with the object of a possible local tour.**

**Bob Rychel gave a show-n-tell presentation about making his anti-corrosion air circulation device to help keep engines dry during storage.**

**Kathy Anderson showed how salad, lettuce and other clear plastics can be reused to make templates.**

**Kathy Anderson showed a video of visible wingtip vortices and a presentation about in-flight incidents.**



**The meeting adjourned at 8pm for apple pie, coffee, and fellowship.** Richard VanTreuren

*Tango*



Another month has gone by and the plane is running like a top! I've got some time on it since the new cylinder and oil filter kit was installed and I'm going to do a precautionary oil change again and cut the filter open to see if there's metal in it and I'll also have the oil analyzed. If all is good, we'll consider the plane is good to go for the everyday use. I've run the engine quite hard for over four 10 hours with mineral oil in it to break in the new cylinder. The oil temperature has come down some but, I suspect that this could be because of the cooler outside air temps. It had been running about 3/4 of the way up the green arc and lately it's about 1/2 way up. This gage isn't calibrated in degrees of temperature, just a green arc so I don't know the actual temperature of the oil.

We flew it out to a couple of places for the legendary \$200.00 hamburger a couple of times and Tango is beginning to like us again, I think.

*Something more to think about for an excursion around KSC!*

You can't fly through an active Restricted Area without permission from the controlling or using agency. Even if the restricted area is "cold" or inactive, you should still call the controlling agency to get a definitive answer on whether you can fly through it. Asking your local FSS or ATC tower controller isn't sufficient, so you really should contact the controlling agency. Why? While they might be able give you information on if it's active or not, they can't give you final authorization to enter the airspace, since they aren't the controlling agency.

I saw this on a Boldmethod site on facebook and I'm not sure that they're right about this. At least that isn't the way I interpret what the AIM reads. FAR Part 73, subpart B, 73.11 thru 73.19. It probably will take a call to the controlling agency to be sure. Check this out for yourself if you like.

Larry

**Chapter Officers**

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**PARTY!!!!**

**Saturday Jan. 29, 5:30 – 9:30 pm**  
**Indian River Preserve**  
**RT 46 Mims (near I95 ramp)**

See attached flyer

**Chapter Meeting Weds. Feb 2, 7pm**  
**Bldg. 10 Dunn Airpark**  
**Titusville, FL**

**Monthly Breakfast**  
**Saturday Feb. 5, 8:00 am - ?**  
**Bldg. 10 Dunn Airpark**  
**Titusville, Fl**