

EAA Smilin Jack Chapter 866



Dunn Airpark early morning Power Chuter

Greetings Members and Friends of EAA Chapter 866,

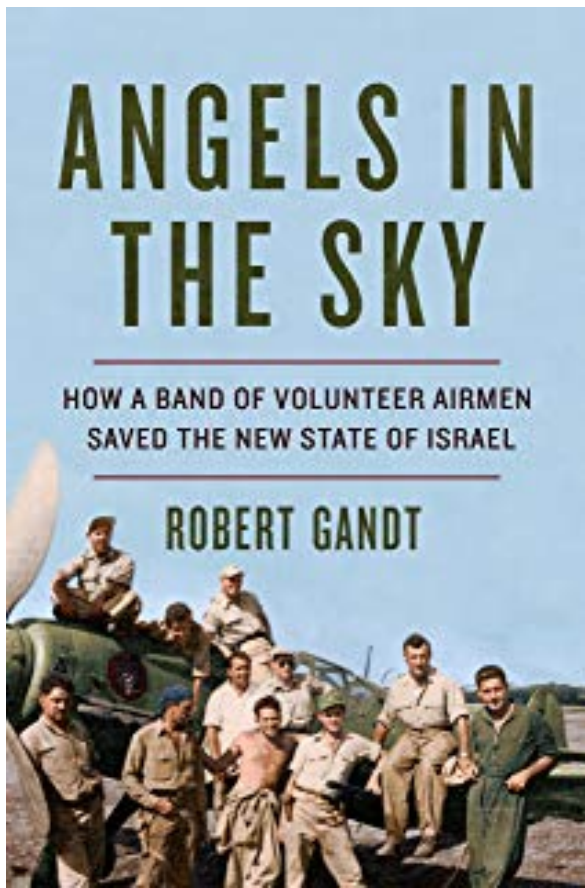


Les Boatright

I'd like to encourage you to make an extra special effort to be at our next Chapter meeting on this upcoming Wednesday, March 6th. We have a very special guest speaker scheduled to attend. Our friend and chapter member Dan Hillman has arranged for Author, Naval Historian, and Aviator Extraordinaire Mr. Robert Gandt to be our speaker. Mr. Gandt has written numerous books on aviation, both fiction and non-fiction, including his latest book called "Angles in the Sky"; How a Band of Volunteer Airmen Saved the New State of Israel. This is the little-known saga of the volunteer airmen who fought for Israel in the 1948-49 Arab-Israeli War, while flying an odd mix of surplus WW2 aircraft. This is a very exciting opportunity for our club! Try not to miss this one!

You can read up about Mr. Gandt here: https://en.wikipedia.org/wiki/Robert_Gandt

And some of his other books here: https://www.amazon.com/s?k=robert+gandt&i=fashion&ref=nb_sb_noss_2



WHAT!?! No Smilin' Flap-Jacks in April ??

That's right. At our regular meeting last month, we all decided to **CANCEL** the meeting for April, as well as the April Pancake breakfast. This is a rare situation for us, but when the nice folks over at Sun-N-Fun were selecting the dates for their weeklong Fly-In, they failed to take our monthly pancake breakfast into consideration! Ha, Slipshod planning I say! Ah well, Sun-N-Fun runs from April 2nd thru April 7th this year (Tues – Sun), and it's the biggest aviation thing going in our neck-o-the-woods, so you really shouldn't miss it. Many of our Chapter 866 members generously volunteer their time for several days at Sun-N-Fun, giving presentations, helping park airplanes, instructing in the workshops, camping, spending lots of dollars on new gadgets, you get the idea. Therefore, the Sun-N-Fun week pretty much knocks out both of our regular events for April. So we've **CANCELLED** our meeting **AND** breakfast for April, but will return in full swing for May. Please pass the word to folks you see from the Chapter.

Fly-Out Pie Out Update:

Well, last month's efforts to hold a Fly-Out to Massey Ranch for a Pie-Eating contest were stymied by unfavorable weather conditions. The Air-Wing commander grounded the Pie cargo Squadron due to 'crusty' weather. The weather guessers had been predicting steady rain and winds on the Saturday of the Fly-Out, so the event was postponed from Feb 9th. Then, when the morning of Feb 9th arrived, there was no rain, but it was quite breezy, with some clouds blowing in from the West. The way things looked, it could've started raining any time, and winds were certainly not ideal. It was a sage and well-informed decision to post-poner this event!! The rain did arrive later in the day, and I think the Pie-hauler Air Crews were just as happy being on the ground.

There will be another Pie-Out Delivery attempt on March 16th. So mark your calendars!

"President for a Day" Reminder

The "*President for a Day*" initiative is something we're doing in order to improve the diversity of our meeting programs and presentations. The idea is intended to be simple and not burdensome to anyone. If you'd like to be acting Chapter "*President for a Day*", simply pick a month in 2019 to be in charge of coordinating a program or giving a presentation at one of our Chapter gatherings. Then let me know about it, and come to the meeting that month ready to moderate, present, or introduce a guest speaker. Need some ideas for meeting topics? We can help with that! There was a list of topics and ideas in last month's Newsletter. The chart below shows what the monthly sign-ups look like right now. As you can see, there are still several OPEN slots available! Don't be shy, we can learn a lot from each other.

Meeting Date	2019 "President for a Day" Program
Jan. 2 nd	LES Boatright
Feb. 6 th	ED Brennan
Mar. 6 th	DAN Hillman
April 3 rd	NO MEETING! – conflicts w/ Sun-N-Fun
May 1 st	BEN Charvet
Jun 5 th	KIMBERLY Brennan
July 3 rd	OPEN SLOT
Aug. 7 th	ED Brennan
Sept. 4 th	OPEN SLOT
Oct. 2 nd	OPEN SLOT
Nov. 6 th	OPEN SLOT
Dec. 4 th	LES Boatright - (Officer Elections for 2020)

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

Les Boatright

EAA Lifetime #563003

President, EAA Chapter 866

The *Smilin' Jack* Chapter

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.

COMING SOON !!

Valiant Air Command Warbird Airshow !!

March 15, 16, & 17



Featuring a Gathering of Historic Warbirds.

B-17 Flight Experiences Available aboard “The Movie” Memphis Belle

The very unique, and freshly restored XP-82 Twin Mustang is scheduled to be there !!



Some reminders about upcoming events:

Date	Calendar Event	Place/Info
Mar. 2 nd	Planned Launch of SpaceX Falcon 9 on 1 st Orbital test flight of the new Crew Dragon Capsule.	Launch Complex LC-39A Scheduled liftoff at 2:49 AM
Mar. 2 nd	OUR Chapter 866 Monthly Pancake Breakfast	Building 10 / 8-10 am
Mar. 6 th	Regular Chapter 866 Monthly Meeting	Building 10 / 7 pm
Mar 10 th	DAYLIGHT SAVINGS TIME BEGINS	Set Clocks <u>AHEAD</u> 1 Hour
Mar 15 th -17 th	Valiant Air Command Warbird Airshow Weekend https://www.valiantaircommand.com/	Space Coast Regional (KTIX)
Mar 16 th	Fly-Out to the Pie-Out – Stay Tuned for Details X21 to X50: 22 NM at 344° Magnetic Heading	Massey Ranch (X50) 9:00 AM Departure from X21
Mar 18 th - 22 nd	SPRING BREAK for Brevard Public Schools	
Apr 2-7 th	45th Annual Sun-N-Fun Fly-In 2019 (https://www.flysnf.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 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 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
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 Arprt (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!



Last Months' Flying

Larry Gilbert

The "Impossible Turn, we all know what this is, I think. Remember the discussions we had about the side step on take off where once airborne we move away from the runway off to one side so, that if the engine power goes away we have a better chance of turning back and landing on the runway we departed from? Well Lenny Duncil and I took this a little further during one flight this month. We flew to altitude and practiced those turns. At about 2,000' we slowed and put the plane in takeoff climb with full power then reduced power to idle and counted to five and did some max performance 180 deg gliding turns, to take note of the altitude we'd lose. What I found interesting is that the more you do these the less altitude you lose in this turn which is a desirable thing and helpful when it comes to getting back to a runway. The first time we tried this we lost 400' but, by the time we'd done a few of these, we got so we'd only lose a little over 200'!

The count to five is because that might be how long it takes for you to realize what has happened when the power goes away and what you're going to do when it happens. You should know that when the engine quits the very first thing you're supposed to do is lower the nose, right? It seems to happen naturally unless you attempt to hold the plane in the climb attitude. If you do this chances are by the time the five count takes place, you've stalled! So, when it quits, the nose will probably start to drop on its own, let it happen! As the nose starts down and you only need to let it come down to the best rate of glide as you're turning back. You'll lose the least amount of altitude this way. The turn can be quite steep and we have to be aware that the plane will stall at a higher speed while in a hard turn. The Citabria 7ECA stalls at 51 mph at 0° bank and 72 mph at 60° bank at gross weight. Best rate of glide, 65 mph! Be careful if you're practicing this! Another thing that I thought about too, is the fact that when you're at full power and climbing, if you're doing it right the ball will be in the middle and you've got the right rudder pedal depressed. (left rudder with your counterclockwise turning props) You probably instinctively neutralize the rudders when it quits. I hope!

It's actually fun to practice and if you learn and practice this once in a while you'll react properly when it happens. If you're a Dunn Airpark pilot you should be aware of the limited options you have with where you are going to go if the engine quits on takeoff.

Bob Rychel and I did these and he has since practiced this with his 650 Zenith.



Request:

As your newsletter editor, I'm looking for stories to put in the newsletters about your flying experiences and adventures. We all have had a first solo, I remember mine 59 yrs ago and I enjoy telling the story about it but over the last 20 yrs it has been included in the newsletters twice. Have you ever actually been lost while flying? Since they developed VORs, Loran for aviation and then came GPS and it is a lot harder to get lost now. Before these nav tools when you drew lines on sectionals and then flew your plan and missed a check point then nothing on the sectional matched what you saw out the windows – dang! Some of you old timers must have stories! Have you ever had an encounter with weather? --- please send me stories..... Readers love these.

Larry

This was one of my flight lessons in 1962 that I think about once in a while.

My primary flight instructor, George Donnelly, was a 43 yr old Veteran pilot of WWII. When we started flying I was amazed that a person that old could still be doing this! At 80 yrs old and still a current pilot, my perception of things has changed a lot!

In 1962 during a flying lesson with instructor George Donnelly out of Mt Union, Pa, Airport (no longer exists) we had been flying the J3 for a while doing Georges' favorite stuff like 3 turn spins in both directions and 60 ° bank steep turns 720° in both directions George spotted the East Broadtop narrow gauge steam locomotive chugging along pulling some open passenger cars on an excursion along an elevated railroad. He said, "I have the airplane" and started down from altitude and lined up until we were alongside the engine at eye level with the engineer! We were over a big field with a windrow of tall trees across the end of it and our AGL alt was around 20' and George was looking at the engineer who was waving at us from his cab. That steam locomotive was about 50' off of our left wing, it was belching smoke and steam! I couldn't get my eyes off of those trees ahead coming up fast and I was hoping George knew they were there. He did! I experienced my first zoom in a plane, we'd built up some speed and used it to zoom up over the trees at the last possible second!

George Donnelly was an Army Air Corp pilot during WWII and flew a routine with his Cub at airshows. He



really could fly the J3!

Larry

Sun and Fun coming at Lakeland,

Loretta and I have only missed one or two Sun n Fun events in the last 32 yrs and we missed those due to poor flying wx conditions between PA and FL. Now that we live here in Titusville I've only flown in there twice. Ben and I flew the Citabria in there once and I flew Jerry Russells' Tri Pacer in once. Some of the Chapter members from PA (chapter 400) continued to fly in until about 2006 and now no one from that chapter attends anymore. Avgas was somewhere around \$1.00 a gal in the late 80s and early 90s! I don't remember when it went from being an EAA fly-in to the Sun n Fun Corporate organization. Our trips down and back were some very memorable flights and we had as many as 7 planes from chapt. 400 fly down together.

I still enjoy the event but miss the flying part! Loretta and I volunteer with the GAP (General Aviation Parking) and stay the week. GAP is a fun job with lots of action and some excitement every day! The chairperson for GAP is Donna Frantz who is a great manager of people. She has been with GAP since the beginning of this event, I think. She had a pilot license before she had a driver license!

Larry

Chapter officers

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Chapter Breakfast

Sat. March 2, 8:00 am

Bldg. 10 Dunn Airpark, Titusville, Fl

Chapter Meeting

Weds March. 6, 7:00 pm

Bldg. 10 Dunn Airpar k, Titusville, Fl