

EAA Smilin 'Jack Chapter 866 Newsletter April 2022



Photo: Chapt. Pres, Kathy Anderson 1st flight of her newly completed RANS S21 03 25 22 at Dunn Airpark Titusville, FL (X21)



Hello to all EAA Chapter Members and Friends,

As was emailed earlier in March, our regular monthly meeting will NOT be held in April. The reason is that the meeting falls right in the middle of Sun 'n Fun week – and many of our members will be volunteering there all week. Our breakfast falls on Saturday April 2nd, and will be held as usual. Hope to see everybody there.

Fast forwarding

to the month of May – Wednesday May 4th – the meeting will feature a presentation by Mark Fox. He built a Pulsar experimental aircraft several years ago and he hangs it here at X21. Mark is an accomplished Balloon pilot and he will be speaking to us about flying balloons and flying in balloon competitions. Sounds interesting to me!

On a personal note, the first flight of my Rans S-21 was Friday March 25th. It went smooth with no surprises. I will show a short video of the first flight at the meeting on May 4th.

I hope to have an open hangar day – like we did last year – later in April. Notification will go out by email and I will post a notice in the restrooms and on the entry gate card readers.

Our member spotlight for April was submitted by:

Thomas E. Charlton EAA #12712

Joined EAA as a teenager in 1960

1964, Got a Private Pilot Certificate before having a driver's license.

EAA Chapters I've belonged to over the years:

1966, Chapter 68 Beaver Falls, PA

1971, Chapter 229, Winter Haven, FL

2015, Chapter 180, Sarasota, FL

2020, Chapter 866, Titusville, FL

I did build and fly one of the early Ultralight aircraft. An "Easy Riser" tail-less, swept wing, bi-plane thing. Also partially built a Rand KR-2. In the very early days, of the Sun n Fun fly-in, I was the Corn Roast Chairman.

In the beginning:

First light t'was in the middle of WWII, in a small Kansas town with B-29s circling overhead training pilots. Dad was stationed there as a Link Trainer Instructor. Who could know at the time how intrigued I'd be, while growing up, by the flight training manuals my dad brought home after the war labeled with a big red "RESTRICTED" stamped on the front covers? Also who knew that by the age nineteen I'd be working as an Air Force mechanic, on what was a derivative of the B-29, the Boeing KC-97 StratoTankers. Furthermore I would be assigned to the historic 509th Bomb Wing in the Strategic Air Command.

I grew up on a 60-acre farm near Wheeling, WV, dreaming about airplanes or building models. I was just completely bored with school and almost always brought home terrible grades. The good news was I always liked to read and hung out at the school library. Dad was a type setter for the Wheeling newspaper. He always had a project going in his workshop building furniture or casting metal.

I'd ride my bicycle up to the ridge road near our house and watch and listen to the echoes across the hills of DC-3 airliners taking off out of Wheeling Airport about 5 miles to the northwest.

First airplane ride:

Probably about eleven or twelve years old. Parents had previously driven me out to the airport several times to look at airplanes through the fence. Another time my dad brought me there to see my first air show. Harold Krier and his Krier Craft, Johnny Skyrocket and his De Havilland Vampire among others. I'm sure my interest in

airplanes must've been overt. This was when the Piper Tri-Pacer was a neat new airplane. So . . . I finally got my dad to buy me a ride in an airplane. They charged nine dollars per flight. Now as you probably know, the Tri-Pacer has four seats. Good news: there were two other kids at the airport that day so my dad only had to pay three dollars for my seat. That was the good news. The other two kids were a boy about my age and his ah . . . large sister. We all sauntered out to the airplane. Now the bad news. Guess who gets strapped in the back seat, under the single lap belt, with the large sister? Yup, me. Guess who got to actually manipulate the flight controls in flight? Nope not me. Yup large sister's brother. Now other than that, it was an enjoyable flight and, an otherwise unforgettable experience.

Ok . . . several weeks went by and I hatched a plan. Two neighbor buddies, Tom R. and Mikey M., were a year or two younger than me. We all saved up three bucks each and got Mikey's mom to drive us out to the airport. Now . . . I was wise to the front seat deal, but my buddies, Tom and Mikey . . . not so much. So finally I got my sticky little fingers on some flight controls.

First Job:

After my dad died in 1960, our mom moved my sister and me to our parent's small hometown on the Ohio River. I met an old black guy who'd been a good friend of my dad's when they were growing up. He was the projector operator at the small town, one screen theater. He was very busy and needed help, so he taught me how to run the projectors. It was a fun technical job that required a good amount of responsibility.

USAF:

Sign me up! In January of 1963 Mom dropped me off at the bus station headed for the induction center in Cleveland. Life got real interesting. The night before induction some new buddies and I went to a real, old-time, burlesque show. Country boy in the big city. With favorable aptitude test and high entrance exam scores I was able to start down a path of my choosing. I wanted to work with airplanes. My first airline flight: A three-leg flight from Cleveland to San Antonio. It was through the night via two piston powered airliners and finally a B-707. Basic Training at Lackland AFB was a mostly fun adventure. Then I had a few months Tech training at Sheppard AFB, Wichita Falls, TX.

Next came Pease AFB, Portsmouth, NH:

Systems school on the KC-97G. Interesting times on alert duty and temp assignments to Goose Bay Labrador and Sondrestrom Air Base, Greenland. At Pease, I took the night shift so that I could spend my days at either (7B3) Hampton Airport (2,000' grass runway) taking flying lessons or (KDAW) Skyhaven Airport, Rochester NH. I had no car neither did I have a driver's license. I spent all my money flying. So I always thumbed or bummed a ride to the airport. I earned my Private Pilot's License with an early Cessna 150 then joined an Aero Club with a Luscombe 8A. The Luscombe taught me what those foot rest were actually for. Ah . . . the airplanes, the people, the parties and stories. Luscombes -n- Taylor Crafts, Cessna 140s, Piper Cubs -n- Champs. What a fun time for a young lad! But . . . the fun flying got put on hold for a year.

SE Asia:

Stationed at Ching Chuan Kang Air Base, Taichung, Taiwan and Tachikawa air base, Japan. Attended systems school on the Lockheed C-130. As an Assistant Crew Chief, I got to travel to interesting places all around the area. Another interesting eye opening adventure for a young man but enough of that.

Herron Airport (7G1):

In 1966, after four years of Air Force adventure, I came home and worked at the small northernmost airport in WV. There's a county road that crosses the middle of the narrow 2000 foot hilltop runway. The new GI bill hadn't come about yet so while working on my Commercial Pilot Certificate I mowed grass, pumped gas and learned how to do dope -n- fabric work and other stuff. I took my Commercial flight check in a Piper Tri-Pacer.

Reno, NV:

The new GI bill finally kicked in. 90% from Uncle Sam, 10% from me. Magazine ads for "Ag Aviation Academy" at Reno Stead Airport, Reno, NV (KRTS) caught my eye. So, I left in a snow storm in my Mom's VW camper bus for Reno. I got my Flight Instructor Certificate and decided Ag Aviation Academy was a money guzzling scam. So, I went to the FBO at Reno Municipal Airport (KRNO) and got my instrument and instrument instructor ratings. It was an interesting time in an interesting town.

Parkersburg, WV (KPKB):

I got my first paying flying job working for a small air charter company: Rambar Aviation. They had three Beech 18s, a couple of Cessna 150s and couple of sub lease airplanes for rent. I started as a right seat holder on the eighteens and filled in doing flight instruction with the C-150s. I will always remember my first flight as co-pilot on a "Twin Bitch" to Pittsburg, PA to pick up a passenger. Eventually the insurance company thought maybe the co-pilots ought to actually be multi rated so with a bunch of right seat twin beech experience I went off for a fun 10 hours in a Piper Apache and got multiengine rated. We eventually acquired one of the early Mitsubishi MU-2s. I learned so much flying passengers all over the northeast, did lots of flight instructing, and learned about ice in the winter, storms in the summer and flying in general. There was a Flight Service Station next to our flight office and I'd spend hours in there hanging out watching the teletype printers clatter out their reports. During the winter . . . I sure did take notice of the consistently sunny and warm reports issued out of Florida.

South to Florida, January 1970:

With a pregnant wife, and no job lined up, we packed what little we had in a small U-Haul trailer and headed south in a snow storm in our 1968 VW bug. We stayed at an aunt's house in Tampa while I circled Florida looking for a flying job . . . nada. We rented an old house in Bradenton, FL and I worked for a few months at a trailer factory as a punch press operator. Then a stint as a line-boy at Sarasota Bradenton Airport (KSRQ).

Bartow, FL (KBOW):

Finally . . . I found a job as a Flight Instructor at "Bartow Air Academy". Mostly students from Europe and Scandinavia. Eighteen instructors and a variety of aircraft: C-150, 172, Aero Commander Lark, Socata Rallye, Piper Apache, Twin Comanche, Lake Amphibian and a Boeing Stearman. While there, I got my Single Engine Sea rating with a flight exam by Jack Brown using the Lake Amphibian. I got to spend a couple of hours with

most of my commercial students in the Stearman teaching basic aerobatics. I met my next employer one evening while I was teaching an evening ground school.



Aerial Mapping: (A fun way to earn a living with air-o-planes)

In late 1971, I started working for “Aero Metrics Inc.” also at Bartow, FL. We had an old Cessna 182 modified with a big eighteen inch camera port in the belly. With a WWII surplus, large format film camera, we captured stereo imagery for producing engineering contour maps for land developers and other clients. Eventually we upgraded to a Cessna T206 and a new Zeiss aerial mapping camera. By the mid 1970’s, I owned half of the company . . . then we sold it to a bigger company.

I continued on as an employee of “Continental Aerial Surveys” out of Knoxville, TN. I was still based out of Florida but was traveling around the country a lot more in a Cessna 206, 207, 411 a 402 or 337

Eventually, didn’t care for the quality of their aircraft maintenance so, I jumped ship for “Aerial Cartographics of America”, in Orlando FL. We flew out of Kissimmee Airport (KISM). I started with a Cessna 206 then a Cessna 320 for a long time. In 2003, as VP Flight Operations, I convinced the others we should get a Cessna 208B Caravan. So we bought a new one. What an amazing and capable aircraft for our operations.

Also for a lot of years I was given the opportunity to develop techniques for acquiring low altitude mapping imagery and LiDAR data using helicopters. Although not rotary wing rated . . . I’ve tasted the forbidden fruit - and it’s fun. I was also heavily involved in the development of a multi camera system for capturing what’s now come to be known as “Birds Eye View”. The oblique imagery is paid for by county property appraisers then made available to the public.

Aerial Mapping was an amazing journey for me during the coming of age for technology. From a stone age, WWII surplus camera - up through computers. From following grease pencil lines drawn on maps- to specialized GPS navigators. I embraced constant change with the advancement from film based to million-dollar digital camera systems, multi-spectral scanners and LiDAR.

Another adventure: Sailplanes:

1970/71 Using up some more GI bill benefits, I spent some fun time at the Circle-X Airport near Mulberry, FL, a grass strip now called South Lakeland Airport (X49). I got my Commercial Glider and Glider Flight Instructor ratings using Schweitzer SGU 2-22, SGS 2-33, SGS 1-26 and 1-23 gliders. I also had fun towing sailplanes with a ratty ole, 90 horse, J-3 Cub.

Space Coast, Part I: Port Canaveral (Life aboard the SV Gypsy Wind)

During the early 1990's, Melody and I bought, fixed up, lived aboard, and sailed a West Sail 32 sailboat. We sailed Gypsy Wind out of Port Canaveral for 5 years. Met some amazing people and enjoyed sailing in the Atlantic. We had a couple of memorable month-long cruises in the Bahamas.

Retirement: Living in a Motorhome:

After 41 fascinating years in the Aerial mapping field I was able to retire. Melody and I moved into a motorhome and traveled the USA for four years. We eventually settled down in a house we bought near Bradenton Florida. Longing to revert back to just plain fun fly'n . . . I bought my Piper Cub and flew it home from California. (31 hours 6 flying days, 11 fuel stops.)

I got to know a bunch of folks in EAA Sarasota Chapter 180. Melody and I ran the breakfast part of the monthly Young Eagles events until the C-19 pandemic kerfuffle.

Space Coast, Part II: Titusville:

Early one morning . . . I drove across the state to X21 and experienced a Chapter 866 breakfast event. Decided small-town Titusville and the grassroots aviation community here was a better fit for me, Melody and my Piper Cub. Also, I want to finish out my days near this unique place in the world. I feel strongly that the world of rockets and the local "on-ramp" to space is on the cusp of some incredible things. (yes . . . Tommy is a Space Cadet)

Ben and Carol Charvet worked very, very hard and found a house for us. Thanks Ben and Carol!

Aviation:

I can get bored easily but one aspect or another of aviation has always kept me nicely amused for a lifetime. I've learned and benefited so much, for over half a century, from a continuous parade of the most amazing folks in Aviation.

Wife and daughter:

Met my Melody while she was waitressing at a small restaurant in Parkersburg, WV. We got married in 1969. We are still in love and best buds. I never could find the instruction manual on raising a kid but our daughter turned

out to be a good and very interesting person. Couldn't have been easy being the wife or daughter of this pilot all these years.



Tom (back seat) in his Cub

Regards,

Tom Charlton

PS: I've been accused of tooting a horn at people on the ground while flying my Cub. That's crazy talk. Airplanes don't have horns. I didn't do it. You didn't see me do it and you can't prove a thing. I'm innocent I tell ya! Now there might'a been that one time an errant roll of TP fell out of the Cubs' open door . . .

NOTE: One day were gonna be recording flights on video at Dunn and when the horn tooting starts we'll have the goods on that person flaunting the noise abatement suggestions there! We're thinking about installing a DB meter on the top of the hangars too. We're gonna find out who is tooting and throw the book at em!

.....Anonymous



1st Flight 03 25 22Dunn Airpark



Bob and Kathy with RANS S21 that she just flew for the 1st. time

Minutes of the March 2, 2022 Meeting of EAA Chapter 866 Inc.

The March EAA Chapter 866 meeting of 2022 was held on the 2nd at 7:00 PM at the regular meeting location, 480 N Williams Ave, in Titusville, Florida, following a dinner of pizza, chili and salad.

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.

Ray Thomas's passing was noted by the assembly, and plans were made to attend his celebration of life on Thursday.

Alberto Silva briefed the assembly on the upcoming Old (er,) Friends fly-in for visitors to eat at the Dixie Crossroads on Thursday.

Visitors and new members were introduced.

Joe Marshall's donations to the Chapter's holdings were noted. A video of the Goodyear-Zeppelin *Wingfoot Two* was shown. President Anderson showed how to make an inexpensive canopy cover. Vice President Charvet did a show-and-tell about his plans-built biplane project.

The evening's main presentation was on mishaps: Chris Fauver gave his presentation, "Density Altitude." Chris vowed to return next month. Additional stories of near-mishaps were offered.

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

The Loaded Gun



By Larry Gilbert

Of course we all check the magnetos (if we have them) when we do our run up before flight, don't we? Did you know that in the interest of safety there's a magneto check that should be done from time to time when you are doing the engine shut down after the flight. You probably won't find this in your operating handbook but, I think it's a pretty good idea.

The common magneto switches are configured as follows, with the pointer of the switch pointing all of the way to the left is the off position, one click right is marked with L, another click right and it's marked R, one more click is both and in a lot of planes there's another position to the right labeled starter.

Now, everything you've learned in dealing with electricity, to turn something on you close the switch so contact is made between the voltage supply and the load, (maybe a light). Right? (answer to this is yes) magnetos are wired just the opposite, in other words, you open a switch to energize a magneto. The switch that you use to run these things is actually opening rather than closing. ...??? You see a magneto makes its own electricity and is totally isolated from everything else that makes your engine start and run. To make the magneto stop making electricity to the spark plugs we close a switch between the magneto primary connection and ground.

Why in the name of Lycomingcontinentalfranklin are we even talking about this? It's because if a magneto becomes ungrounded, it's hot and any movement of the prop could make it fire or even start the engine, regardless of whether the master switch is on or not! That's why we say, always treat the propeller like a loaded gun! Don't touch it unless you know for sure that the magneto switch is off and the throttle is all the way back. Even then if you have to move the prop blade do it in such a manner that it won't hit any part of you if it fires. Turn the prop backwards if you have to move it.

A couple of weeks ago Bob Rychel and I were getting ready to take the plane out. Newly overhauled magnetos had just been installed and checked a day before. We decided to do another check on the magnetos just to be sure before we left. We did the standard check at 1,600 rpm L then R we got a 50 rpm drop one and **NO** perceptible drop on the other. Hmm! I said to Bob that there was another test we should do once in a while in any airplane and that is, during the shut down routine at very low rpm (500 – 800) before pulling the mixture, set the magneto switch to the off position, if they're working properly that will shut the engine down if not the engine will continue to run! We did this and the engine continued to run!! We then shut down by pulling the mixture. We removed the key from the switch in the off position and put it on a hook I have where I can see it from outside the airplane. We hit the starter again and the engine started right up! We shut it down and pushed the plane back in the hangar and removed the cowling. We discovered that the Primary lead wire had broken at the crimp connection on the terminal! That was repaired and tested and now we're movin on. What a find eh? We wouldn't have noticed any problem while flying because the magnetos are always supposed to be hot at that time..... Right? **The horrible and maybe deadly problem could've happened when we tried to move the prop to put the tow bar on to push the plane back in the hangar!**



P lead terminal – wire broke off at the crimp

I've said all of this because it's good to do that pre shutdown magneto check once in a while.

The way I check it is while the engine is idling, switch the mag. Switch to the off position and if the engine starts to die – good, switch it back to both and do the normal shutdown. It might now be safe to move the prop if you have to. If you do this, turn it backwards because the magnetos probably won't fire in that direction!.....Larry

March Breakfast

Perfect weather and they're back! The report was that there were 191 eaters at the March breakfast. Big bunch of airplanes, helicopters, and Gyro planes stopped in for the Smilin 'Jack famous breakfast. A good time was had by most! Mark Briere is back manning the meat grill too. Cookin bacon, sausage, and taters he's an artist with with a spatula on that grill!

One of our eaters, a pilot, drove over from Orlando and was asking if we knew where he might find a tachometer for a C65 Continental engine he is putting on a plane he's building. I asked a few folks that I know at the airport and no one knows of any available. What is unique about this tach is that it turns in the opposite direction of most other tachometers. Do you know where he might find one? If you do contact Gary Gunderson 414 213 8132

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Must have been dress alike day at Dunn this day. St. Patricks Day

L-R Alberto and Elizabeth Loretta and Larry

Dunn Airpark Tenant Party

Last month the Airport Authority set up grills on our airport and their employees manned the cookers and served up some delicious food. I think it was a wonderful thing for them to do. I know I got to meet the whole crew who maintain the grounds and physical structures of the airports. Most of all Kevin Daugherty the authority Administrator was present to get to know some of us tenants. Justin Hopman, Facilities Manager was cooking up a wonderful sausage for sandwiches!

Loretta and I enjoyed ourselves and I feel a little closer to management of our great little airport and that gives me comfort and confidence being a tenant there.

If you are a tenant of Dunn and were not at this party you missed out.

Larry

Taxiing In The Wind

There was a beautiful Decathalon tailwheel airplane that went up on its nose while taxiing at Dunn one day this month. Some folks who either witnessed it or were told by the occupants of the plane that it was a taxiing incident and happened during strong winds blowing from behind. I don't know exactly what happened but, I do know how important it is, especially in light tailwheel planes to apply the proper control inputs when it is windy. The

Decathalon went up on its nose and that resulted in a damaging prop strike. This is a very expensive deal that probably will involve a teardown of the engine to check for damage and a new propeller.

Below text in red print explains what can happen when taxiing in strong tailwinds. Just sayin!.....Larry

THE TAILWHEEL TRANSITION

TAILWHEEL FOLLIES AOPA PILOT

April 5, 1995 By Alton K. Marsh

Taxiing On most tailwheel-type airplanes, directional control while taxiing is facilitated by the use of a steerable tailwheel, which operates along with the rudder. The tailwheel steering mechanism remains engaged when the tailwheel is operated through an arc of about 30° each side of center. Beyond that limit, the tailwheel breaks free and becomes full swiveling. In full swivel mode, the airplane can be pivoted within its own length, if desired. While taxiing, the steerable tailwheel should be used for making normal turns and the pilot's feet kept off the brake pedals to avoid unnecessary wear on the brakes. When beginning to taxi, the brakes should be tested immediately for proper operation. This is done by first applying power to start the airplane moving slowly forward, then retarding the throttle and simultaneously applying pressure smoothly to both brakes. If braking action is unsatisfactory, the engine should be shut down immediately. To turn the airplane on the ground, the pilot should apply rudder in the desired direction of turn and use whatever power or brake necessary to control the taxi speed. At very low taxi speeds, directional response is sluggish as surface friction acting on the tailwheel inhibits inputs through the steering springs. At normal taxi speeds, rudder inputs alone should be sufficient to start and stop most turns. During taxi, the AOA built in to the structure gives control placement added importance when compared to nose-wheel models. When taxiing in a quartering headwind, the upwind wing can easily be lifted by gusting or strong winds unless ailerons are positioned to "kill" lift on that side (stick held into the wind). This is standard control positioning for both nose-wheel and tailwheel airplanes, so the difference lies only in the added tailwheel vulnerability created by the fuselage pitch attitude. At the same time, elevator should usually be held full back to add downward pressure to the tailwheel assembly and improve tailwheel steering response. However, in a strong quartering headwind a wing could lift, and the elevator may be held closer to neutral. When taxiing with a quartering tailwind, this fuselage angle reduces the tendency of the wind to lift either wing. Nevertheless, the basic vulnerability to surface winds common to all tailwheel airplanes makes it essential to be aware of wind direction at all times, so holding the stick away from the crosswind is good practice (left aileron in a right quartering tailwind). positioning in **Elevator tailwinds is a bit more complex. Standard teaching tends to recommend full forward stick in any degree of tailwind, arguing that a tailwind striking the elevator when it is deflected full down increases downward pressure on the tailwheel assembly and increases directional control. Equally important, if the elevator were to remain deflected up, a strong tailwind can get under the control surface and lift the tail with unfortunate consequences for the propeller and engine.** While stick-forward positioning is essential in strong tailwinds, it is not likely to be an appropriate response when winds are light. The propeller wash in even lightly-powered airplanes is usually strong enough to overcome the effects of light tailwinds, producing a net headwind over the tail. This in turn suggests that back stick, not forward, does the most to help with directional control. If in doubt, it is best to sample the wind as you taxi and position the elevator where it will do the most good.

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NO April Chapter Meeting!!

Cause not enough members would show up because of Sun N Fun. A lot of us will be volunteering there.

**Chapter Monthly Breakfast
Sat. April 2, 2022, 0800 hours
Dunn Airpark Bldg. 10
Titusville, FL**