

EAA Chapter 866 Smilin 'Jack Newsletter

June 2021



Chapter Member Carlos Rosaly with his beautiful RV8



Hello to all EAA Chapter 866 members and friends,

Thanks to everyone for another great breakfast in May- 135 eaters and lots of airplanes that flew in. At our meeting this month we will have a presentation from Lennie Duncil regarding a device built for determining airspeed rates. He will demonstrate the device then show you how to build one for yourself. You may remember a few years ago, he gave a similar demonstration of how to use a Raspberry π to view aircraft using ADSB.

With more daylight as summer approaches, this provides opportunities to have cookouts and pot luck dinners prior to the monthly meetings. For this month's meeting, we will have a cookout with burgers and dogs and I would like to have everyone (for whom it is convenient) bring a side dish or dessert. This will all start at 6:00 and the meeting will follow at 7.

Moving on, the member spotlight this month features Carlos Rosaly:

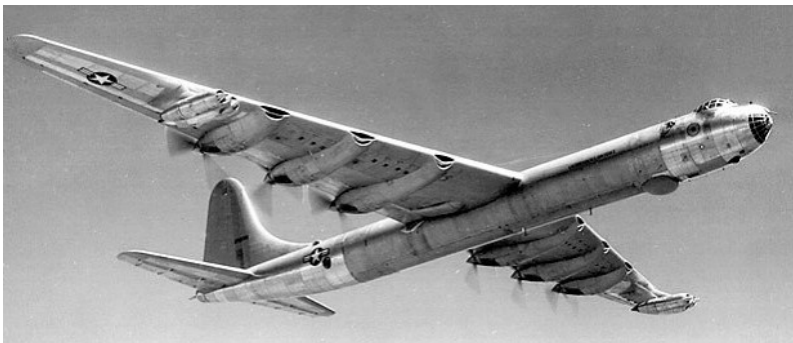
Carlos was born in Puerto Rico – a long time ago. During his childhood, he always enjoyed watching airplanes, but never really gave a thought to flying them. During WWII, his father worked at the nearby Air Force base. He enjoyed watching the B-29s – and one day, one of them crashed – sadly- only the tail gunner survived.



Carlos moved a couple of times during his childhood, finished high school, then joined the Air Force. He spent 4 years as an engine mechanic. For a while, he was stationed in Panama, where he worked on the Albatross SA-16 – an amphibious twin engine plane – which was used for rescue operations.

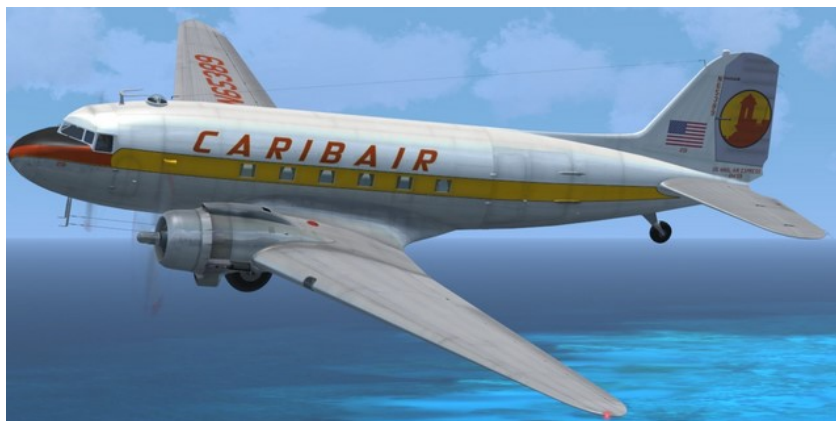


Later he was transferred back to Ramey AFB (his home base) where he worked on the Convair B-36. This was the largest mass-produced piston-engined aircraft ever built, and had the longest wingspan of any combat aircraft ever built. This aircraft had the “corn cob” R4360 radial engines. It had 4 rows of 7 cylinders each - that’s 28 cylinders per engine!!



When Carlos left the Air Force, he wanted to become an A&P Mechanic – but he only had engine experience – so he had to go to school. He moved to Miami, but instead of getting his A&P – he got his pilot’s license. That’s just the way it worked out – which started his profession flying career. He started in Puerto Rico flying air taxi at

the age of 23. Next, he was hired by the power and light company – where he often flew the governor around. Moving on, he was hired by Caribair – flying DC3s, then Convair 340s/640s and the DC-9. He would fly whatever plane he was assigned on any given day. The airline was expanding, which enabled him to make captain in just two years.



Caribair was taken over by Eastern Airlines – so he had to move to Miami. Now he mainly flew the DC-9 – all over the country. He lived out on the farm country around Miami for 35 years. When he turned 55, Eastern Airlines was no more. He flew for a cargo company – which would lease out planes with crews – until he was 59, then he retired from flying professionally. He continued living in the Miami area until his house was robbed twice – then he decided to move up to Titusville 3 years ago. (His knick- name is Tito – so he tells people that he lives in “Titosville”).

Carlos favorite thing to do is fly. His favorite planes are the 727 and the DC-9 – but I think he is also partial to his RV-8.



Carlos and his lovely wife Miriam have been married 60 years. They have 3 daughters and now have 7 grandchildren and 8 great grandchildren!!

When asked what he likes to do most – he replied – FLYING,

He also enjoyed restoring antique cars – though he does not do that anymore. He used to ride a big Harley-Davidson around, but gave that up after a couple of close calls. I think he swapped it for a scooter – with which he zips all around the airport. Watchout – he’s fast!

So now you might know just a little more about another of our multitalented members – Captain Carlos!

Minutes of the May 2021 Meeting of EAA Chapter 866 Inc.

The EAA Chapter 866 May meeting was held on the 5th 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. About 20 other members and guests were attending.

Prior to the membership meeting the Chapter Officers and a handful of members listened to a presentation by Bill Teixeira of the Valiant Air Command. He was assisted by Kashena Nembhard and Kathy Lowe. VAC offered some options for mutual co-operation and benefit. The presentation was similar to their previous offering and generated considerable discussion.

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

Two guests introduced themselves and explained their aviation interest.

Alberto Silva announced plans for the “Old Farts” club to fly into Dunn for their meal get-together on the 13th of this month, assembly beginning about 10 am.

President Anderson made a presentation about specialty pliers.

Vice President Charvet made a presentation about buying used experimental airplane.

Mark Briere added additional experiences.

Bob Anderson made a presentation about what can be done to a certified aircraft by an owner. FAR Part 43 Appendix A covers major repairs; certain preventative maintenance and servicing is allowed. The Type Certificate Data Sheet has vital information. Safety enhancements are generally allowed.

The meeting adjourned about 8 pm for birthday cake and ice cream, the assembly sang Happy Birthday to our senior birthday boy, Ray Thomas.

Welcome aboard new members Benjamin Weisel, William Ketterer and Cathy Jacob.



Meeting Minutes were assembled & submitted by Chapter Secretary,



Richard Van Treuren.



2021 - A flying trip to remember: following the Colorado River

– Bob and Kathy Anderson

While sitting around in our living room a few months back, our friend Clyde Butler mentioned that he had always wanted to fly down the Colorado River from the headwaters in the mountains, to Lake Powell. Since Clyde is a professional pilot and very familiar with mountain flying – not to mention that he grew up in Leadville, CO – we suggested that we should make it a trip for two airplanes. He agreed! Since his next month off was May – the plans were made to fly out to his home at the Silver West Airport (C08) when the weather was suitable – sometime in May.

After delaying 2 two days for the weather to clear, Bob and I left X21 early on Thursday May 13th. The weather was not ideal through Florida, but we knew that it would be getting better as we neared our first fuel stop in Mississippi.

The clouds were breaking up over Quitman, MS (23M) as Bob landed (470 nm). By the time I took off, the sky was clear – an answer to prayer. The flight to Sundance Airport (KHSD) in Oklahoma was uneventful; and since it was still early, and we would be gaining 2 time zones, we decided to press on (499 nm).

Clyde warned us that the winds at his 8390 MSL airport – were very dangerous, > 30 knots, gusty and directly across the runway. He advised us to fly over the City of Walsenburg and listen to the AWOS at La Veta pass for an indication of the winds. If favorable, we could fly up the valley to C08 – if not we could land east of the mountains. We figured that we would arrive at dusk, when the winds would hopefully subside.

Bob took off and headed west, any troublesome weather was well off to our south. As the mountains came into view ahead of us, the sun was getting lower. As we approached Walsenburg, the winds at the pass were reported to be calm – a beautiful word!

Bob banked the plane to the right and headed for our destination – 36 miles ahead. Landing just before the sun went behind the Sangre De Christo Range, the wind was calm and the runway was long – 6900 feet. (This leg 405 nm)

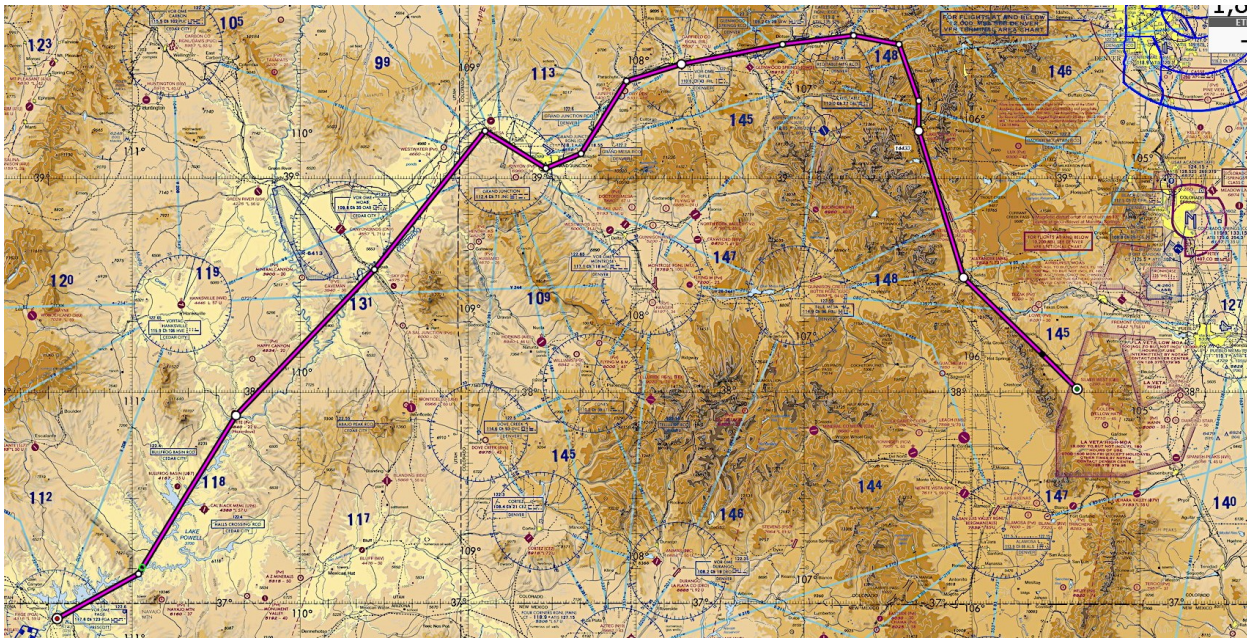


View from Clyde's front porch

The next day we worked around the airport, had lunch in Westcliffe – the closest town – and discussed the chances of taking off early in the morning.

The next morning (Saturday) at 0600 – the weather looked iffy – would fog form in the valley? By 0645, with no fog, we decided to go for it. Clyde took off first and we followed. All the other valleys we could see, were fogged in.





The ceiling at Leadville (KLXV) was reported to be 1600 ft – but as we got closer, the clouds cleared and then Clyde announced that the pass we would cross – Tennessee Pass (10424 ft) - was now clear. What a blessing!



Tennessee Pass



Leadville, CO



Beaver Creek Ski Area

We spotted, the Eagle River and I-70 then flew over Eagle County Field (KEGE) and followed the river to intercept the Colorado River near Glenwood Springs. Our fuel stop was at Rifle (KRIL), (179 nm) then we would follow the river to Page, AZ.



Fueling at Rifle

At Grand Junction, the Gunnison River flows off to the south, paralleling I-50 while the Colorado flows northwest, along I-70 – a little confusing at first – but we were not deterred. Now, this is where the landscape began to change. As I-70 heads due west, the river turns southwest and flows through the town of Moab and two National Parks (Canyonlands and Arches).



Grand Junction, CO



Scenery along the way

We decided to have Clyde come along side for a few photos as we were approaching Lake Powell – just for fun.



Clyde in his 180 HP Cessna 172



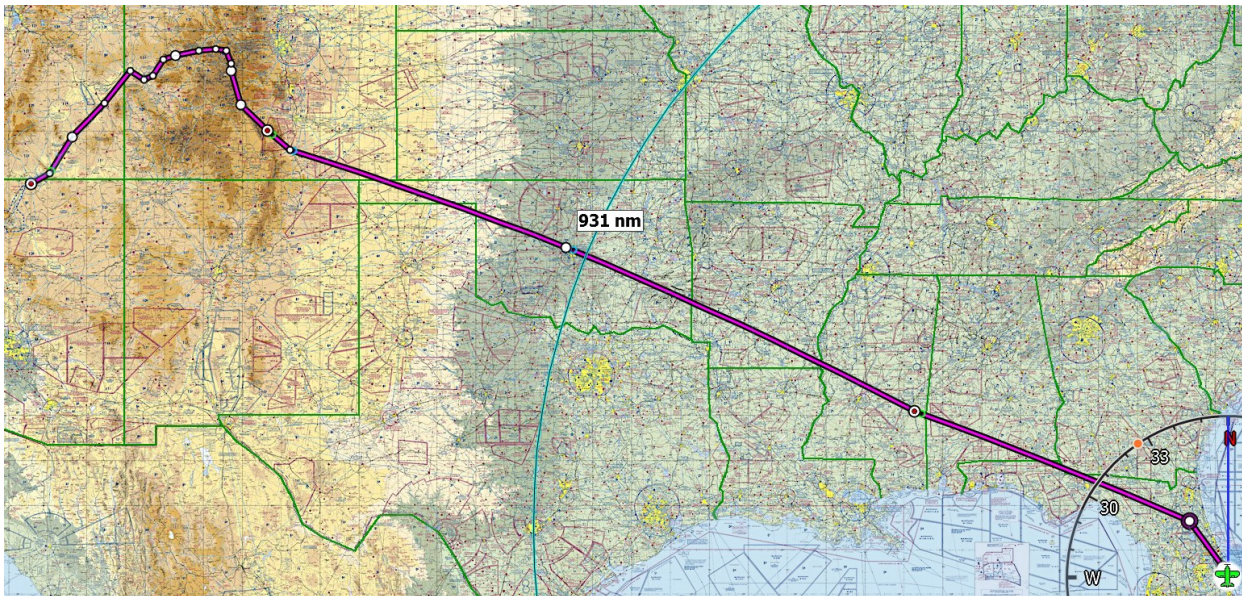
the way Lake Powell

Unusual sight along

We flew down Lake Powell, accompanied by increasingly bumpy air and landed at Page (KPGA) around noon. (273 nm)



Page, AZ



trip total 1826 nm

Return trip story next month.....

By the way:

Clyde, who is a CFI, A&P and IA, intends to retire in May 2022. His plan is to start a business as a guide and flight instructor for pilots who want to learn about mountain flying and land at the 5 highest airports in the USA – all in Colorado and New Mexico. The idea is anyone who has a plane with a minimum of 180 HP, could fly to C08. Clyde would then fly right seat and show them how to safely fly through the mountains. A one-day trip would cover 3 airports, an additional day would add 2 more – the high five:

Silver West 8290 ft (C08); Leadville 9934 ft (KLXV); Telluride 9070 ft (KTEX); Creede 8680 ft (C24) and Angle Fire 8380 KAXX.

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Isn't it interesting to read about these aerial adventures? This story and the interview that Kathy did with Carlos make for interesting reading, I think.

Do you have a story? How about your first solo? I'm sure there are some of us who've had an interesting first solo that is worth writing about. I think I did but have posted this story in a couple of past newsletters. How about your first solo cross country flight when there was no fancy nav equipment like now and we had to use Ded reckoning with an E6B and plotter on a sectional chart? Have you ever been lost? Now that's an experience you can write about if you have been!

I dare you to submit something!!!

Larry Gilbert, EAA C866 newsletter editor – larryglbrt@gmail.com





Chapter meeting June 2, 2021

Next meeting will be interesting with Lennie Duncil doing a presentation on an interesting device that he built. He will even show us how we can build our own device just like it. Lennie and I flew the Citabria a couple of months ago and we used this gadget to make some determinations about airspeeds and time to climb. I found it very educational and it would be handy gadget to use when you're test flying your new homebuilt aircraft.

Come to the meeting and learn!

Larry



Tango Flies Again!

Larry Gilbert

After 16 years of flying our Citabria ('Fancy) around in the territory of the alligators and snakes (St. Johns River and associated swamp ground) . We've changed rides and now we have a C172A, 1960 model which appears to be in decent shape. I've flown it a couple of hours and it's beginning to like me now! There are a few issues with the comm. radio and the intercom so, I'm flying using the hand held radio. So far I've just flown around Dunn and over to TIX for a few landings and take offs. Got a positive ADS(B) report on the first flight so, I know 'Big Brother is watching every move we make now and next step might be user fees! Anyway the plane flies great like all C172s. Oh, we call her Tango cause we're dancers and the N number ends with a T_{ango}. (N9845T).

Boy Scout Troop 497 Visit

By Lennie Duncil

A co-worker contacted me asking if it would be possible for some members of Boy Scout Troop 497 could visit the airport and fulfill some of the requirements for the Aviation Merit badge. The troop tries to do a different activity each month, for May the scouts chose aviation. Larry Gilbert, Les Boatright and I met Jim Huggins, his scouts and parents at Arthur Dunn on May 25th.

The Aviation Merit Badge has quite a few requirements involving learning about airplanes, their various parts and instruments and how they work. They also learn about airports and are introduced to typical aviation procedures. One of the items involved pre-flying an airplane. Another was to visit an airport to learn how the various facilities are used and how to determine if a runway is 'active'.

I offered to let them come out and see a pre-flight on the Cub. Larry and Les also volunteered to let the scouts look at a Cessna 172 and a Panther homebuilt. I think this gave them a great opportunity to see the wide variety of airplanes common in General Aviation and learn a bit about how aviation has grown and modernized. As we walked out to the hangar, they got to see how an uncontrolled airport works. The scouts (and the scout leaders and parents) were very interested in how different types of aircraft can use the airport together without a tower. They learned about the CTAF, windsock, signage, lights, AWOS. Their tax dollars at work. They were really interested to see Les turn on the airport lights with the aircraft radio.

We often get the impression that young people are not really interested in aviation anymore. It was wonderful to see the interest and enthusiasm expressed by these young people for aviation in general, and General Aviation in particular.



Les explaining the differences between certified and homebuilt aircraft.



Learning about the Piper Cub



Larry giving a view inside a lightplane from the 1960s

Note about Boy Scout event by Les Boatright

One Scout and his mother hung around as I pushed the airplane back and closed up my Hangar.

He seemed very interested in learning about a career in aviation, specifically Cargo flying like Fedex or UPS.

He wanted to know where to find a CFI and flight school, etc.

I tried to give him a few leads, but it has been quite a while since I dealt with a flight school & I know things are different today.

It sounded like he might try to come to our meeting next Wednesday. If so, then let's try to make him feel welcome and try to connect him with someone like Kathy ("Champ") . . . I forget her last name, but she flies big airplanes professionally & could advise this scout better than I could.

**Thanks,
Les**

Note from Larry

The Scouts were a joy to be around and were enthused to be around our planes. One of the adults asked me if the Cessna had to be started like the Cub does! (hand prop)

A young man and his mother stayed around as the rest of the troop went over to see Les's airplane and he's probably the same one who asked Les about being a professional pilot. His name is Tommy and we have tentatively scheduled a flight mid to late June. We'll log this as a Young Eagle flight.
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Tom and Melody Charlton ready to embark on a flight to celebrate their wedding anniversary! When they got back we asked Tom where he flew to and he replied, a high speed pass over the Shuttle Landing Facility (he must have got it up to 65 mph) and an aerial tour over Port Canaveral Great reason to fly!

Chapter Officers

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Newsletter Editor	Larry Gilbert	321 747 8576	larryglbrt@gmail.com

Chapter Meeting

**Weds. June 2, 2021 – 6PM for cook out and 7PM
meeting **You read that on pg 1, RIGHT?****

Bldg 10 Meeting Room, Dunn Airpark

480 N Williams Ave

Titusville, Fl

Chapter Breakfast

Sat. June 5, 2021 - 8AM

Dunn Airpark, (X21)

Titusville



Look what Chapter Member Richard Van Treuren saw at Dunn Airpark one day this week!