

**EAA Smilin 'Jack Chapter 866
Newsletter
June 2022**



Hello to all EAA Chapter members and Friends

Hello everyone!

Wasn't that a great presentation by the balloonist Mark Fox at the last meeting; and a great breakfast the following Saturday. Thanks to everyone for all your help.

Ben Charvet, our Vice President will be in charge at the next meeting. As you know, he is always full of surprises! Bob and I plan to be flying the Cessna west at that time. Since I have been busy test flying the S-21, I didn't have time to interview anyone so

Our member spotlight this month is on me!

I think most of you know me and what I have done in the last few years. It has been fun to be based at X21 and enjoy everyone's company and take advantage of your expertise – on just about every facet of aviation. Dunn is a nearly perfect airport for flying – don't you just love the beautiful grass runway - and the fact that when you need help – there is always someone around who has just what you need...

So here is my story:

I was born in Quincy, Massachusetts and grew up in a suburb south of Boston. My two brothers and I spent countless hours outside, as did everyone else in the neighborhood. My dad was a teacher and my mom an RN – though all the moms stayed at home in those days, until the kids were old enough to be trusted to come home from school to an empty house.

Dad always saved up for summer vacation and we went camping, usually in Maine (where Dad grew up). Mom didn't think camping was so great, but we kids loved it. Once, while camping in Rangely, Maine, dad paid to have us kids take a scenic airplane ride. One brother sat up front, while I sat in the back with my other brother. I think it was an Aero Commander; a high wing plane. My memory is that it was bumpy and I rode it out until I could get on the ground.

When it was time for college, I studied biology and chemistry. One Saturday in April, during my freshman year, my younger brother (who was taking flying lessons from his shop teacher) asked me for a ride to the airport – because he wasn't old enough to have a driver's license. After his lesson, his instructor pressured me to take a ride – which I tried hard to avoid. After he took off he practically forced me to take the controls of the Cessna 150 – which I did – just so that I could end the ordeal. But – something strange happened – my mind totally changed – this was now something I had to do. So that became my first lesson, which I continued through the summer at \$5 per half hour (which included the plane, with gas and the instructor).

One day, while fueling the plane, I met another student who was working on his commercial. He was friendly, outgoing and persistent. Yes - you know him – Bob my husband. We were married about two years later – now it's coming up to 47 years.



A fter I graduated, I worked in a State bacteriology lab and we lived in rural Lakeville, MA – which we loved. We had a great church which we were involved in, good jobs and we never planned to leave. We owned a Cessna 150 for 10 years, then a 172 – we flew all over the country, and to Canada.

Then, one day, Bob came home with a GTE recruiting VHS tape of a place called Kwajalein. Palm trees looked good to me – any it only required a two year commitment – so off we went with our two year old daughter. Kwajalein is a one square mile island on a coral atoll between Hawaii and Australia. You fly to Hawaii, stop over, then take Air Micronesia to Majuro, then Kwajalein, in the Marshall Islands.



Bob worked as a radar transmitter engineer, while I would try staying home. It wasn't long before I started doing lab work part time. Later our son was born there – I was the only patient in “Kwaj” Hospital. By the time we left, 12 years later, we had a 13 year old and a 10 year old and I was the Utilities Manager, while Bob was the transmitter leader. We even had a flying club for a few years – we could fly “within gliding distance of the reef”.

Tropical life was great with hard work, scuba diving, swimming, lots of sports to play, and great people. We took many trips from that part of the world, which was also great – but we wanted our children to live in the USA before they were old enough to go off on their own. When our son said “what island is Massachusetts on” we knew we needed to think about leaving.

A job became available for me with Johnson Controls at the Cape Canaveral Air Station – so we moved here and I took a job doing utilities work. I built a Rans S-12 in the late 90's, which I flew for 20 years. Our kids graduated from Merritt Island High, Bob continues to do consulting work for the radar site, and a few years later I built a “quick built” Rans S-19. When I retired from the Cape, I built the Rans S-21 for something to do. Bob always does the technical electrical work on the planes. Phase 1 for the S-21 is now complete, and we look forward to taking it on a long trip. I have posted an ad in Barnstormers to sell the S-19 – which I may regret – since it is such a great flying plane.



Anyhow, I hope to have a cookout before the July meeting and also hope to line up interesting speakers in July and August. I have enjoyed being chapter president and plan to have the December meeting be the end of my term – so start lining up now to be the next President!!

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EAA Chapter 866 Inc. The *Smilin' Jack* Chapter



Minutes of the May 4, 2022 Meeting of EAA Chapter 866 Inc.

The EAA Chapter 866 April 2022 was not held, owing to the number of members attending Sun N FUN.

The May EAA Chapter 866 meeting of 2022 was held on the 4th at 7:00 PM at the regular location, 480 N Williams Ave, in Titusville, Florida, following an elaborate multi-course dinner of pasta, garlic bread and salads.

Ben Charvet, Chapter Vice-president opened the meeting with the pledge of allegiance. Chapter President Kathy Anderson presided over the meeting. 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.

Guests and new member Percy Parker introduced themselves.

Guest speaker Mark Fox gave his presentation and Q & A about hot air ballooning. The assembly went outside to watch Mark open his ballooning trailer, extract his wicker basket and listen to his explanation of the technology.

Coffee and ice cream were served and the meeting adjourned about 9 pm.

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I saw this ad on Barnstormers maybe because our C172A, "Tango" could be described a lot like this.....*Larry*

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Flight testing the Rans S-21

By Kathy Anderson

The airworthiness certificate for N73KA was received March 17 and the first flight was March 25th.

I thought the power was more sluggish than it should have been with the 150 HP Honda engine on the first flight, so after flying it about 10 hours, Jan at Viking Aircraft Engines connected his laptop and did some engine tuning. He advanced the timing – among other things. The pitch on the propeller is in-flight adjustable, so he also adjusted it for higher maximum RPM. WOW! What a difference. To document maximum takeoff and climb, Viking did a video showing takeoff at 150 feet, and climb to 1000 feet in 48 seconds.



With the Dynon Skyview System, there is a built-in data logger, so about anything you want to know is recorded. After the flight, the data is downloaded to a thumb drive and uploaded into the website “Savvy Analysis”- which is a company owned by Mike Busch – a very well-known authority on aircraft maintenance. He provides this free.

Below is an example of one of the charts from this program. At the vertical line the information shown is: Density Altitude 11,557 (yellow), RPM 4825 (green), True Airspeed 115.6 knots (yellow) and Fuel Flow 5.4 GPM (blue).



We have used the autopilot during the testing to hold altitude to try to determine the best combination of altitude, fuel flow and RPM. Flying at a density altitude of 11,500, the fuel flow varied between 5.5 to 5.7 GPH and the airspeed varied between 105 and 116 knots, at an RPM of about 4620.

As I write this, phase 1 testing has been completed and there are 41.8 hours on the plane. Bob and I hope to fly to Cape Cod in June to get some good cross country cruise information. Since it will hold 45 gallons of Mogas – we plan of making this trip with one stop in Virginia.

I am thus far happy with the plane, the engine and the propeller in every way.



Tango Ready for Another Year!

The annual inspection was just completed on our 62 yr young C172A this month. Compression anxiety is over now with all cylinders in the high 70s! Whew! Did a few routine maintenance things like repack the wheel bearings and change the oil and filter. Cut the filter element out of the housing and expanded the accordion type folds and didn't find metal. A good sign! Can't say enough good about the mechanics involved in this annual inspection! Now, to get flying again.

We were considering flying up to PA this summer with Tango but, \$1,700 just for gas is a little too much for us to spend for that!

Instead were going to be flying with some of the other Dunn Patrol Airport bums off to breakfast ea week and do some neighborhood rides around our hometown.

Engine Power Loss Exercises

A few days ago one of our pilots in our hangar was telling me about a flight he'd just made. He had been shooting landings and was pleased with his and the airplane's performance. I asked if he had tried any power off landings and he said he hadn't so, I said if you get bored shooting normal landings maybe you should try a few of these. He hadn't done any power off landings since he finished pilot training and started asking questions about these. I explained some things about this to him and we parted ways. Then I started thinking about some of the fun things we can do right here at X21` to improve our chances to make a safe landing should the engine quit on us. So this

month Tango and I are going to do some of this stuff with the cameras running and if it looks OK, show this at one of our meetings or just in our hangar.

Larry

Chapter Officers

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Chapter Meeting

Weds June 1, 2022, 7PM

Bldg. 10 Dunn Airpark

Titusville, FL

Chapter Breakfast

Sat. June 4, 2022, 8:00 AM

Bldg. 10 Dunn Airpark

Titusville, FL

