

July 2018

EAA Chapter 866

Smilin 'Jack Newsletter



Greetings Members and Friends of EAA Chapter 866,

Happy Independence Day everyone!! In case you haven't heard, Chapter 866 members will be celebrating America's 242nd Birthday with a simple cook-out on Wednesday afternoon right before our regular Chapter Meeting.

WHAT: Chapter Meeting & Cook-Out

- Hot Dogs, Burgers, Chips, Beans, Drinks, Ice Cream Bars & Popsicles



WHEN: **5:30 PM for Cook-Out; 7:00 – 8:00 PM** for Regular Chapter Meeting

WHERE: Chapter 866, Building 10 at Arthur Dunn Airpark

WHO: Chapter 866 Members, Guests, & Family

This cook-out is intended to be a real simple affair, just another excuse to get together with our flying friends for some food, fun, and aviation fellowship. If you'd like to help set-up, feel free to show up a little early. It is a National Holiday, so some folks will understandably have family gatherings or other plans. But for the rest of us, the Chapter is covering the cost of the food, so just come out and grab a bite and visit for a while.

Our regular Chapter meeting will be dismissed by 8PM to allow everyone plenty of time to go continue their Independence Day celebrations by watching the local Fireworks display.

The *City of Titusville* will be having a Fireworks display over the Indian River to celebrate Independence Day. It can be viewed by the public from Sand Point Park in Titusville, Florida, or from other nearby areas such as the *A. Max Brewer Memorial Parkway* Bridge, or any appropriate waterborne conveyances for that matter.

The Titusville Fireworks are scheduled to begin at dark (**approximately 9:15 P.M. Eastern Daylight Time**) on **July 4th, 2018**. The Fireworks will be launched from nearby *Marina Park*.

In addition to the fireworks display, there also will be Live Music, Bounce Houses, and food and drink vendors beginning at 7:00 P.M. at Sand Point Park.

In other July News, at the end of this month is the World's largest annual Fly-In and Airshow!!! EAA Airventure Oshkosh 2018 is only about 3 weeks away! I've already spoken to a number of our Chapter 866 members who are planning to make the pilgrimage North to the great aviation Mecca. There are too many events and attractions at Oshkosh to preview them all here, but EAA has a little video promo:

- EAA Airventure 2018 Video: https://www.youtube.com/watch?v=cgN9E_vO8XU



In spite of being a Private Pilot for 28 years, a longtime EAA Member and airplane builder, and even your Chapter President, I've never been able to make it to Oshkosh myself. It has always been one of my aviation goals to go, but sometimes life just gets in the way. This year I hope to finally remedy that situation. I'm currently gathering information and planning my trip, and I hope to see some of you there. As I'm sure you all know, Bob, Ed & myself built the Panther Light Sport homebuilt last year. The Good Lord willing, the Panther and I will be flying to our very first Oshkosh together! The best piece of advice I've gotten so far about making the thousand-mile cross-country flight to Oshkosh: "You don't *have* to get there."
GREAT ADVICE!

Have a Safe & Happy Fourth!!!
Keep on Building, Flying, and Flippin those *Smilin'-Flap-Jacks!*
Les Boatright (EAA #563003)
President EAA 866, The Smilin' Jack Chapter

Juneau International Airport, Alaska:
ATC Ground Controller:
"Skywagon N185AK, bear to the left, disabled aircraft ahead to the right."
Skywagon Pilot:
"185AK, Roger, I have the disabled aircraft in sight, but I still don't see the bear."

The 4th of July, as American as Fireworks and Yellow Cubs



Some reminders about upcoming events:

Date	Event	Place/Info
July 4 th	Independence Day Holiday	
July 4 th	Chapter 866 Cook Out Regular Chapter 866 Monthly Meeting (Meeting will be dismissed Before any Fireworks start!)	Building 10 / 5:30 pm Building 10 / 7 pm
July 7 th	OUR Chapter 866 Monthly Pancake Breakfast	Building 10 / 8-10 am
July 19 th -22 nd	Annual Pietenpol Reunion (by the Cheeseland Chapter 431) http://www.pietenpols.org/annual-pietenpol-reunion/	Brodhead Airport, WI (C37)
July 23-29	OSHKOSH – EAA AirVenture 2018 https://www.eaa.org/en/airventure	Wittman Regional Arprt (KOSH)
Aug 1 st	Regular Chapter 866 Monthly Meeting	Building 10 / 7 pm
Aug 4 th	OUR Chapter 866 Monthly Pancake Breakfast	Building 10 / 8-10 am
Sept 1 st	OUR Chapter 866 Monthly Pancake Breakfast	Building 10 / 8-10 am
Sept 3 rd	Labor Day Holiday	
Sept 5 th	Regular Chapter 866 Monthly Meeting	Building 10 / 7 pm
Sept. 12 th -16 th	RENO National Championship Air Races http://airrace.org/	Reno-Stead Airport (RTS) Nevada
Oct. 3 rd	Regular Chapter 866 Monthly Meeting	Building 10 / 7 pm
Oct. 6 th	OUR Chapter 866 Monthly Pancake Breakfast	Building 10 / 8-10 am
Oct 8 th	Columbus Day Holiday Observed	
Oct. 16 th -18 th	NBAA Business Aviation Convention & Exhibition https://www.nbaa.org/events/bace/2018/ Orange County Convention Center & Orlando Executive Airport (KORL)	Orlando, FL
Nov. 1 st – 3 rd	DeLand Sport Aviation Showcase https://www.sportaviationshowcase.com/	DeLand Arprt (KDED)
Nov. 3 rd	OUR Chapter 866 Monthly Pancake Breakfast	Building 10 / 8-10 am
Nov. 7 th	Regular Chapter 866 Monthly Meeting	Building 10 / 7 pm

SkyWagon Pilot:

“Ahh-haa, there he is Juneau Ground! Looks like he just caught a nice Beaver.”





Acorn Story *Larry Gilbert*

These acorns were retrieved from the intake air box of our 1966 Cessna 172G. One Saturday morning in 1993 when I had a student scheduled for 8:00, I arrived an hour or so early and flew our own Cessna for an hour just for the fun of it. My student, Kevin Frederick arrived on time but the plane we had reserved for the training flight didn't check out. We decided to fly my 172 again. We taxied to the run up area at Blue Knob Valley airport in Duncansville, Pa and when we did the run up, the carb heat check didn't indicate a drop in engine rpm. Hmm, I had just flown this for an hour and everything worked very well on that flight! I was tempted to fly anyway but, what kind of example would that be for my student? That plane had a carb air temp sensor and a read out on the instrument panel so, when landing if the carb temp wasn't close to freezing I didn't use it. I decided to check things out before attempting another flight. We pulled the airfilter and looked in the carb air box. What we found was 22 acorns and one of them was binding the alternate air door (carb heat) and holding it partially open. The rest of the acorns were lying in the bottom of the box. Chipmunks had stored the acorns in the scat duct for winter food! While on my early morning flight they rolled down into the air box and were prevented from being ingested by the carb heat valve when it was closed. When we opened the alternate air door they rolled into the air box! There they were waiting to be sucked into the carburetor on take off!

It was a good day!!

Would you have made the flight if you didn't get a drop when checking carb heat item on checklist after you had just flown the plane?Larry

Flying with Legends

Ben Charvet

In the 12 years I've been an EAA member I've met quite a few characters. Most of our members were quite a bit older than me at the time, but welcomed me warmly to the aviation fellowship. One such member was Ray Thomas. Ray was in his late 70's at the time, owned a Piper J-3, and was a CFI. I had recently bought a Baby Ace from another older gentleman who was hanging up his wings, and I needed a tailwheel endorsement. Another member, Larry Gilbert had been working on getting me current in his Citabria after 15 years away from flying. Larry and I agreed that some time in a Cub would be a better transition to the Baby Ace. The Baby Ace is a single seater, so my first flight in it would be solo. Ray agreed to take me up for a few hours of training in his Cub.



Ray, circa 1948. I asked who the woman was, he said "I have no idea"carcar

Ray's Cub had been in his family since 1948, only a year after it was built. Ray actually soloed this very Cub in 1948. He went on to a career as a professional pilot, flying everything from DC-3s to Jets when they became available. He was once even hijacked to Cuba! The training he gave me served me well, and my first flight in the Baby Ace was uneventful. I flew it nearly 200 hours while finishing my Pietenpol, then moved on to flying the Piet.

Ray wasn't flying much, but one afternoon about four years ago he had a landing mishap that damaged the Cub when it hit a runway sign. One of the landing gear legs was destroyed, and the engine suffered a prop strike. Ray was uninjured fortunately, but the Cub was pushed into the hangar where it would sit for 3 years. During that time the fuselage was stripped down to bare tubing, and a replacement landing gear leg was found. The engine was bolted to a stand, and the wings leaned against the side of the hangar. Ray tried to find someone to restore the Cub to its former glory, but the only estimate he got was \$60,000, much more than it would have been worth.

It was suggested to me that Ray would sell the Cub to an EAA chapter member for a reasonable price, but I already had a nice Pietenpol that flies the same mission as a J-3. Besides that I wasn't an A&P, just a home

builder. The idea presented itself that maybe a few of us could form a partnership to restore the Cub, with the ultimate goal of getting Ray back in the air. I approached Bob Anderson, who I knew was an A&P IA. Bob said he wasn't interested but I should talk to his wife Kathy. Kathy had recently completed a Rans S-19, and prior to that a Rans S-12. Bob agreed to supervise and sign off our work. The partnership of Ray, Ben, and Kathy agreed to split costs three ways, and we sent the proper paperwork to the FAA changing ownership to the threekath of us.

Over the period of the next year we blasted the fuselage and recovered it using the Stewart System. The old engine was beyond repair, but we found a great used one in Colorado that even had the correct propeller. After we got it mounted it started on the first blade! We decided to reuse the wings since they were undamaged. We applied for and received insurance. On the application Ray listed over 25,000 hours total, with 15,000 of that in tailwheel aircraft.

The first time Ray tried to get back into the front seat of the Cub it took some doing. If you've never tried, it isn't easy for anybody. I'm getting better at it, but I can climb into either seat of my Pietenpol easier. After I had a few hours in the Cub I called Ray to ask for some "dual" time with him. Every time he gets in now he is a little quicker. After all he is 91 years old! It is amazing to sit in the back seat and watch this legend reach for all the controls without looking, just knowing where the trim, carb heat, etc are.



As I was on base leg for landing Ray commented that I was "high", and he pulled the throttle all the way closed. I had my doubts, but when I turned final sure enough he was right! We have flown again since then, working on my Cub landing techniques. It has been an honor to work on such a magnificent airplane, and fly with such a legend. Also I have made many incredible friendships with my Chapter 866 friends.



Kathy, Ben, and Ray

Submitted by:

Andre "Ben" Charvet

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This pleasant article above was submitted to me by Ben for our newsletter. It has also been submitted to EAA for publication in Sport Aviation. Did you enjoy this story? I did! Doesn't this make our newsletter more interesting? How about you submitting your story for a future newsletter? Everyone has a story! Did you have an interesting first solo or did you ever get caught in IMC or a storm. Any off airport unplanned landings? – Send me your story.....Larry

Aspiring Tail Dragger Pilots

**Old Army tail wheel training film using the famous "Bird Dog" Cessna airplane. You might enjoy, I did!
.....Larry**

www.youtube.com/watch?v=U3hRFCP40F4&feature=youtu.be

Flying This Month

Larry

My favorite flight this month was with Nathan Bierman, we did a bunch of wheel landings with “Fancy” at TIX and X21 and he now has a tailwheel endorsement in his logbook. He is one of our Young Eagle successes who has earned his Private license and is headed to Liberty U to participate in their Aviation program. His ultimate goal, Air Force fighter pilot! It has been a real pleasure to have been involved in his training. A very good pilot!

Chris Raisch and I did a whole lot of wheel landings one day and he will soon have his TW endorsement too.

Bob Anderson and I went up and did some full break stalls and had some conversation about the base to final stall/spin recoveries. We did some med bank turns and simulated engine out emergency stuff also. A very fun flight!

I did a couple of solos flights so I could do all of the Dutch Rolls and Lazy 8s that I want and no one asks me to stop. They kind of just clear my head sometimes!



Chapter officers

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Monthly Meeting + Independence Day Cookout

Weds. July 4, 2018, 5:30 PM
Bldg. 10 Titusville, Fl

Dunn Airpark

Monthly Breakfast

Sat. July 7, 2018, 8:00 AM

Bldg. 10 Dunn Airpark

Titusville, Fl