

EAA Smilin 'Jack Chapter 866 Newsletter July 2022

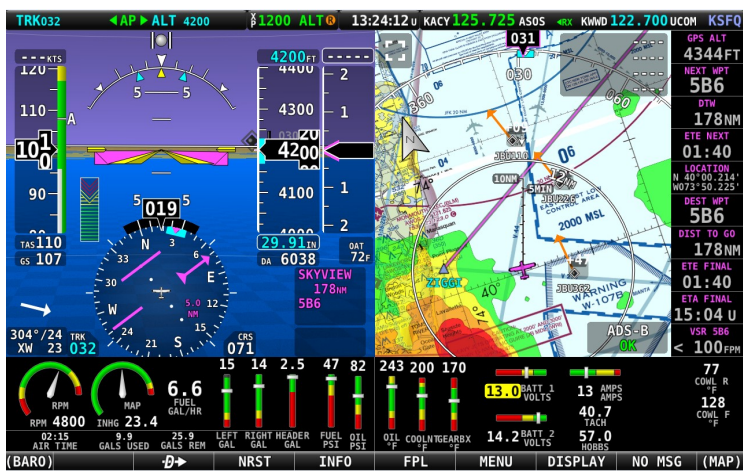


From Kathy Anderson - Hello to all EAA Chapter 866 members and friends,

Many thanks to Ben Charvet for taking the chapter presidency duties while I was out of town. Weather blocked our path for a trip to Idaho, so we decided to fly to a closer location during the last chapter meeting. Then, in the middle of the month, we flew our Rans S-21 to Cape Cod. It was an interesting trip – testing the endurance of the plane. The first leg was 5 hours and 12 minutes direct to Franklin, Virginia. A crew car was waiting for us when we landed. Next we drove to a nearby hotel, and then walked to a great Mexican restaurant for dinner. We flew to Falmouth Airpark the next morning, arriving before noon. Except for diverting further out to sea than we had intended to outrun an approaching squall line, that leg was uneventful. After visiting with friends and family and attending a 50th anniversary luncheon (which was the original reason for the trip) we took off from Cape Cod in the rain and headed home to clear skies.



Heading north off the coast of South Carolina



Avoiding a squall Line off the coast of New Jersey



Block Island, Rhode Island



Woods Hole, Falmouth, Massachusetts



Parked at Falmouth Airpark – 5B6

The member spotlight this month is on: Brad Berry

Brad is a native Floridian – born in Melbourne; but he had the opportunity to see much of the world as the result of his family’s frequent moves due to his father work on various government contracts installing radar sites. His earliest memories center on watching F4 Phantoms from the end of the runway at Ramstein AFB in Germany.

Brad enjoyed building airplane models. Plastic eventually graduated to balsa because things that flew were way cooler than things that just sat on the shelf. The only downside was the inevitable landing place. They had a large cactus in the yard which seemed to attract most every model that he flew. His favorite plane was a balsa wood “Avenger” that was rubber band powered. After too many trips to the cactus, it was time for it to go. He packed it with fire crackers, dutifully checked the W&B so it would fly with its new payload, a little work on timing the fuse, then wound up the propeller, lit the crackers and watched it fly. His timing was perfect- the plane disappeared in a flash!

In junior high, his dad asked him what he wanted to do with his life – that was easy – he wanted to be a fighter pilot. (How many 12 year olds had already read Pappy Boyington’s autobiography?) So his Dad informed him that he would have to get his act together and learn to study so that he could get a scholarship to go to college. So he did! A 7th grade C student who had never cared about what was being taught was a straight A student 2 years later.

In his junior year of high school, an Air Force representative gave a presentation on the Academy– just what Brad wanted to hear. He sat in the front row so that when it was over, he would be the first one to talk with the Officer about his plans to attend the academy and fly for the Air Force. The presenter took one look at him and casually said, “you wear glasses, you can’t fly” and moved on to the next person. Brad was crushed! He no longer had an incentive to excel in his studies, and floundered around for a year or two. His first year in college was far from stellar and he considered enlisting, or taking a year off. His Dad helped out again: he went to a family friend and got Brad a job working construction (on the roof of the Sam’s wholesale Club on route 192) all summer long. By August, Brad was once again an inspired student and once again went from C’s to A’s!

At UCF, Brad found some model airplanes to play with. His AIAA chapter competed in and won the SAE Aerodesign competition his senior year. They built Carbon Fiber models with a 10’ wing span that lifted weight boxes in a fly-off at Wright-Patterson AFB.



He graduated just about the time a recession hit – aerospace jobs were hard to find - but he landed one working for USA on the Shuttle Program. He worked there three years then began working on the Atlas V program. There was a huge difference in philosophy between the 2 programs. Shuttle would have 30 guys handling a system, and it would take 3 years to get trained to operate it. On Atlas, there was 1 guy. You watched him process a rocket, and 2 months later you were expected to process the next one. The previous guy watched you until he was confident you wouldn't

kill anybody and then you were turned loose. After a few years in Operations, Brad found his true calling in the design and construction world where he modified the ground pneumatic and cryogenic systems for the existing Atlas pad, and then built those systems on the new Atlas launch pads on Cx 41 at the Cape and SLC3 in California.



Along the way, he obtained a Master's degree. The objective of his thesis was to recertify the Umbaugh U-18A Gyrocopter. He worked with the FAA Designated Representative to re-perform every stress calculation on the aircraft. Thankfully Excel meant he could do it once and let the computer run the numbers for every potential load case!

In exchange for the design work, the aircraft manufacturer was to teach Brad to fly. The plan was for a 2 week flight school in Paducah, Kentucky - over his Christmas break. Unfortunately, the fog was so thick for the first week, that he

couldn't see the hangars on the other side of the runway. Eventually, the family had to pack up and go home. A few years later, he started flight training again, and accumulated about 20 hours. His last lesson was September 9, 2001. So once again, his desire to fly was put on hold.

Eventually Brad became a lead designer with ULA mainly working on launch pad piping systems. He enjoyed the job and was managing a growing family – this was – and continues to be - a busy time of life. As his family grew he enjoyed building his house and shop and restored a 1972 Plymouth Roadrunner with his eldest daughter.

He worked for ULA 25 years before new management decided to lay off 65% of the senior engineers. Brad survived the layoff, but did not appreciate the new management style and the loss of expertise in the engineering group. He decided to move on and work for Aerospace Corporation, a company which, among other things, provides oversight and expertise to the aerospace industry.

After the job change, Brad finally had the time and opportunity to complete his flight training at Spaceport Aviation in Titusville. He obtained his Private Pilot's license and is now working on his instrument rating. Within the last two years, he has also purchased an RV7 tail kit, which is almost completed. The next step is to purchase the Vans wing kit, which was once again put on hold when his youngest daughter informed him he was coaching softball again this summer.

In addition to aviation, and softball, Brad is an avid golfer, enjoys running (slowly) in half marathons with his wife and often serves our chapter by working on the grill – cooking bacon, sausage and hash browns for our monthly



breakfast.

He points out that he is always ready for an airplane ride and is actively looking for a nice Cessna Cardinal at a reasonable price – if you know of one – give him a call. Like many of the members of our chapter – Brad has proven himself to be a very determined guy! One day I am positive that he will be flying a Cardinal and there will be an RV7 tucked under the wing in his hangar.



EAA Chapter 866 Inc. The Smilin' Jack Chapter

Minutes of the June 1, 2022 Meeting of EAA Chapter 866 Inc.

The EAA Chapter 866 meeting of June 2022 was held on the 1st at 7:00 PM at the regular meeting location, 480 N Williams Ave, in Titusville, Florida.

Ben Charvet, Chapter Vice-president opened the meeting with the pledge of allegiance, then presided over the meeting. Herman Nagel, Chapter Treasurer, and Richard Van Treuren, Chapter Secretary, were in attendance. (Chapter President Anderson was off on a flying adventure.)

Deborah Van Treuren, member-at-large of the Chapter Board of Directors was also present, as were several of the regular membership of Chapter 866, numbering around 11, thereby establishing a voting quorum.

Joe Schmalz made a talk showing how he plans on offering FFAST team presentations to the Chapter. First such presentation will be made after the July chapter breakfast, circa 9:30 am, weather permitting (not tying up our air conditioned room).

Joe Marshall displayed "Dunn Patrol" appliques he has created for anyone who would like to put one on their airplane, reimbursing Joe for their cost.

Don White passed out printouts explaining the web services he will offer our Chapter. The officers will take this under consideration and get back with Don with the Chapter's decision.

The assembly watched an AV web program about engine failures and their causes, presented by Chris Fauver.

Coffee, ice cream and apple pie were served and the meeting adjourned about 8:30 PM.

... For the JULY breakfast and meeting:

Saturday July 2nd - as usual- will be our monthly breakfast.

Wednesday July 6th, at 6:15 pm:

There will be a traditional forth of July type summer cookout - hamburgers, hot dogs, salads, chips and drinks.

You are welcome and encouraged to bring a salad to complement the dinner offering, or pie for dessert - if you are so inclined.

Meeting to follow at 7pm - our guest speaker will be Jan Eggenfellner - of Viking Aircraft Engines- who will talk about a variety of subjects.

After the meeting - plan on pie and ice cream for dessert.

We are scheduled to add something new to our monthly breakfasts - a WINGS Safety briefing.

This will be held at 9:30 in our meeting room.

Since our breakfasts are generally over by this time, this should offer an opportunity for us to have some additional social time with our members and breakfast guests. The briefing lasts about 20 minutes and will be administered by Joe Schmalz, a well known flight instructor and one of our new chapter members.

The program will offer WINGS credit.

Our chapter has not been involved in this type of program previously - and this is not an EAA sponsored event; however, I hope it will be beneficial to the aviation community and a positive addition to our breakfast offerings.

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Chapter Members at Dunn Flying out for breakfasts

For the last few weeks we've been flying out for breakfasts once a week and for the last two we went to Deland and ate with a nice view of sky divers landing right outside the large window of the restaurant. Those folks ain't wrapped too tight! They're fun to watch though.

When we deplaned at the airport we marched in C866 formation to the chow hall,



Did someone say food?



C866 Smilin' Jack chapter lost squadron pilots. They look fairly respectable, don't they?

This Months Flying

Tango made some flights with Loretta and me a few times and Bob Rychel and I made a couple of flights too! I'm making a short video about glides to torture our tribe with in August at our meeting. I hope not to use more than 15 minutes of the valuable chapter meeting time.

Other than that and flying to breakfast a couple of times and a couple of solo flights to nowhere, we gave Tango some rest too. I'm still finding some issues like a nose wheel shimmy that has happened a couple of times that need attention. She's a good honest airplane and I think she's starting to like me!



Stopping in at TICO

Larry

Chapter Officers

| | | | |
|--------------------------|----------------------------|---------------------|------------------------------|
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Chapter Breakfast
Sat. July 2, 2022-06-29
Dunn Airpark (X21)
Bldg. 10
8:00 am

Chapter Meeting
Weds. July 6, 2022-06-29
7:00 pm
Dunn Airpark Bldg. 10

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