

EAA Smilin' Jack Chapter 866 August 2021 Newsletter



We celebrated Deborah's Birthday at the July meeting



Hello to all EAA Chapter 866 members and friends!

Now that the heat of summer has fully descended upon us, as we all know, hanging out at the hangar much after 10 am is much like walking into an oven – but the still air beforehand is great for flying around the patch.

Last month's breakfast was met with liquid sunshine – even so, a few hardy adventurers from Spruce Creek flew in and had their planes washed from above while they ate. Everyone eventually gathered inside, and all were accommodated. It was a friendly crowd and everyone seemed to enjoy themselves.

This month's meeting will include a dinner beforehand at 6:30. We will have pizza for the main course with salad as a side along with soda, ice tea and coffee.

The meeting will start – as usual- at 7pm. This month there will be a discussion on engine failures/ power reduction during takeoff and flight. I would like anyone who has experienced this problem to share what happened, why it happened (if known) and what they did. If you have photos, please bring them or email them to me before the meeting so they can be displayed on the TV screen. At 7:45 we will break for ice cream sundaes.

At the September meeting, aerobatic pilot Travis Gier will tell us about flying competition aerobatics.

Hope to see everybody Wednesday August 4th at 6:30, then again at the breakfast Saturday August 7th





Minutes of the July 8, 2021 Meeting of EAA Chapter 866 Inc.

The July EAA Chapter 866 meeting followed a pot luck dinner with basics provided by the Chapter, members bringing in additional dishes and treats to the regular meeting location. (480 N Williams Ave, in Titusville, Florida)

Chapter President Kathy Anderson presided and opened the meeting at 7pm with the recitation of the Pledge of Allegiance. Ben Charvet, Chapter Vice-president, Herman Nagel, Chapter Treasurer, Richard Van Treuren, Chapter Secretary, and the members of the Chapter Board of Directors were in attendance, as was much of the regular membership of Chapter 866, thereby establishing a voting quorum.

Guests Blaine Morgan and Chris Fauber introduced themselves and were welcomed.

President Anderson presented a short video about performing proper preflight inspections, and the catastrophic results that happened in one case. She then gave a demo of the new hole-cutting tool that delivered much more professional-looking results than the previous generations of fly-cutters and curved snips.

Bill Bilsky had constructed a seal installation tool, then offered it for Chapter use via the tool box. There was some discussion concerning possible enhancements to the Chapter tool box and a locator system.

Don White offered the latest information concerning the new leadership at county.

Richard Van Treuren made a presentation concerning how the rigid airship might have been designed in 1938.

The Chapter Meeting adjourned around 7:40 PM as the members enjoyed a birthday cake and other treats. The assembly sang the birthday song to Deborah Van Treuren, member-at-large of the Chapter Board of Directors.

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The member spotlight this month features everybody's favorite: Larry Gilbert

By Kathy Anderson

Have you ever been in jail overnight? Larry has.

But before you jump to any conclusions, here is the story:

Larry and a buddy were in the Marine Corps, stationed in California. The two of them decided it would be a great idea to avoid an upcoming inspection by getting out of town, so they applied for leave and rode to his friend's house in Omaha on their motorcycles. So, with minimal preparation, they set off headed east. As they approached Cimmaron, NM, the sunlight began to fade and the temperature began to plummet. They were shivering and decided to stop at a rest stop and try to warm up. While they were shivering on a picnic table, a policeman came by, checked their papers and asked what they were doing. Being a kindly sort of guy, he thought they would appreciate spending the night in a warmer place – so they followed him to the local jail and spent the night warm and somewhat comfortable. Now the rest of Larry's story:

He was born and grew up in Lewiston, Maine – a native “maniac”. When he graduated from high school, he joined the Marine Corps and stayed in for four years. During that time, his parents moved to Florida. After his service he had a friend who lived in Altoona, PA – so he settled there – and began working at a gas station. He eventually moved up to a service station manager position with Mobil Oil Company to keep service Stations open after dealers went out of business. This was so Mobil could maintain a good image by not having closed stations. He also had a lawn spraying business on the side, pulling a trailer and equipment with his 1953 Studebaker.

He was also successful at selling shoes. He sold work shoes as a franchised dealer for the Knapp shoe company and found a niche selling official post office shoes. He moved on to other jobs, among them working at Hite Electrical Supply. He started as a delivery truck driver then he worked in counter sales and went on the road, sporting a suit and tie that the owner of the company bought for him. At Hite, he met his talented wife, Loretta. He was highly successful increasing the sales in the region with commercial and industrial customers. The company asked him to manage a new store in Somerset, PA- which he did for a year. He decided that managing employees was not what he really enjoyed. So, it was back on the road again – which he did until he retired in 1999.

When did Larry have time for aviation? While he was in the Marine Corp, Larry worked as a crewman in helicopter maintenance. After the Marine Corps, while he was working at the gas station, he was driving home one day and stopped at a small airport in Tipton, PA. He went into the office – where there was a group of guys hanging out. He said he was interested in flying, so the owner had one of the men take him up for a ride. He remembers doing spins – not the best intro flight! Later, at the gas station, he met Mr. Montgomery who had a Stinson based on his own grass strip. He recommended a flight instructor (George Donnelly) who had flown in WWII, had a cub and based it at Montgomery's strip. He was a great instructor. One day, they were flying and George told him to keep the Cub's nose in the horizon and keep five miles away from a “roll” cloud. Soon afterwards, George looked out at the ground and said “I'll take the plane”; they were above 10,000 feet! That was as high as the altimeter went! George applied full throttle and pointed the nose down – but they were still going up. They came out of the updraft with a snap that required a careful inspection when they landed.

There was a period of time that Larry did not fly – about 13 years – which ended when Mr. Montgomery who built his own airport Blue Knob Valley with a gravel runway and bought a couple of Citabrias. He rented planes until he bought a Cessna 172 in 1984, which he had for 22 years. Along the way, he got his commercial and CFI. By instructing, Larry paid his hanger rent and airplane expenses. He taught in Piper Cherokees at Altoona Airport. One of his instructing memories was flying out of a dirt strip called Blue Knob Valley. He was preparing a student for his first solo. The student was told by an individual where he worked the best way to recover from a stall would be to abruptly shove the nose all the way down and apply full throttle. On their next flight he did this and in the momentary weightlessness, everything in the plane ended up in their laps.

Larry and Loretta were members of EAA Chapter 400 in Altoona, PA. He served as president for 2 years and newsletter editor for 4. They brought the idea of having pancake breakfasts to our chapter – and we had been having them ever since



Blue Knob Valley Airport (7G4) Duncansville, Pa



Larry and son Dan 1976

During the 1980's he flew to Sun 'n Fun many times. He fondly remembers flying to Moosehead Lake and landing in Greenville, Maine and flying to Canada. They flew to many locations in Maine including Wiscasset and Brunswick. He had an uncle who lived in Brunswick and made sure he brought Larry to Moody's Diner – a famous restaurant on Route 1 in Waldoboro, ME.



Larry and Loretta moved to Florida in 1999. His parents had moved here many years before and he also has a brother who lives in Titusville – so he was familiar with this area.

In 2005, he sold the Cessna and bought a Citabria. He flew it for two years, then rebuilt it using the Stewart System for covering and paint. As you all know, it was named "Fancy". The plane was sold this year and he bought a nice 172 – which is named "Tango".



Loretta and Larry with Fancy



Tango the New/old Cessna

We all know Larry as the unofficial mayor of Dunn Airpark, expert pancake griller and the chapter newsletter editor. He is also everyone's favorite flight instructor – the guy who asks the questions that make us think about what we would do in unexpected flight situations. He has also produced a video about what you should do if the engine quits while taking off at X21- instruction that could save your life!

Larry and Loretta taught Sunday school at Park ave Baptist Church in Titusville for a number of years when they moved here. He and Loretta said those were fun times for them here.



The article that follows is clarification (yeah right) concerning flight instruction in experimental aircraft. If you desire any instruction or flight reviews in your experimental you might be interested in this. You or the instructor will need a document called the LODA exemption..... Good luck with that, read on. Larry

FAA Releases Policy on Training in Experimental, Primary, and Limited Category Aircraft

July 8, 2021 – On Thursday the FAA released a [yet-to-be-published policy](#) addressing the issue of training for compensation or hire in Experimental, Primary, and Limited category aircraft. The policy follows up on a letter from the agency last month that asserted that, without exception, **no compensated flight training can take place in these aircraft categories without an exemption or letter of deviation authority (LODA).** The newly announced policy maintains that position while offering a short-term solution that allows these operations to continue.

The policy confirms the FAA's position that any instructor is "operating" an aircraft, regardless of who owns, rents, or otherwise uses the aircraft, and regardless of whether the use of the aircraft is compensated. Therefore, paying any instructor to provide training violates the language of FARs 91.315 (Limited), 91.319(a)(2) (Experimental), and 91.325 (Primary).

For as long as can be remembered, the FAA rules were interpreted as an instructor could usually not charge for the use of the aircraft, but could charge for flight instruction services. FAA's own policy on LODAs backed this up, explicitly stating that such private individuals did not require a LODA to pursue training in their own aircraft. While a commercial flight training operation could not provide the training, an individual instructor could provide training for a private owner, co-owner, flying club member, or lessee.

The FAA explained in their policy statement that the previous policy on LODAs was erroneous. The stunning turnabout meant that tens of thousands of rule-abiding warbird, homebuilt, vintage, and other pilots and instructors are instantly out of compliance with the Federal Aviation Regulations. The FAA's only acknowledgement of this radical change for the GA community was the statement "The FAA acknowledges that the disconnect between the regulations and the guidance to inspectors has caused confusion in the industry."

In response, the FAA admitted that flight training in one's own aircraft is essential for flight safety, which EAA contended, and announced the rollout of a vastly expanded LODA system to authorize individuals to receive compensated training in their own aircraft.

Under the new LODA system, applicants can send an email to 9-AVS-AFG-LODA@faa.gov with their name, address, email address, pilot certificate number, flight instructor number (if applying as a CFI), aircraft registration number (if applying as an owner), aircraft make and model, and aircraft home base (if applying as an owner). The request will then flow to the local FSDO, who will issue the LODA. For aircraft owned by flying clubs, ownership groups, and other shared ownership models, the entity owning the aircraft may hold the LODA rather than each individual member. **Either the owner/operator of the aircraft or the instructor can have the LODA, as long as one person in the cockpit has one.** LODAs issued under this system will not allow rental of the aircraft to the general public. Those LODAs, issued for transition training and other targeted operations, will continue to be issued per the guidance in FAA Order 8900.1.

The policy is anticipated to go into effect on Monday, July 12. Due to an anticipated bottleneck, EAA is encouraging members to apply for LODAs when an anticipated need arises, to maintain capacity for those individuals who need a LODA immediately. LODAs will be effective for 48 months, by which time the FAA hopes to have a more permanent fix in place.

The LODA policy does not help owners of Limited and Primary category aircraft, as the rules associated with these categories do not contain a LODA provision. These aircraft and their operators will require exemptions. The exemption requirement for Primary category is particularly frustrating, as the category was specifically created to allow flight training as stated in the rule's preamble.

“This LODA/exemption process is not a permanent solution. It is cumbersome, can easily be taken away, and is a solution to a nonexistent problem,” said Jack Pelton, EAA CEO and chairman of the board. “Under no circumstances is a private individual who receives training in their own aircraft detrimental to safety. EAA will continue seeking a rule change or legislation to permanently restore the longstanding and common sense ‘facts on the ground’ for the GA community.”

Pelton continued: “This entire episode is a scary example of how new interpretations of the regulations can upend the entire community. While this short-term fix allows operations to continue, it never should have come to this point. Creating more than 30,000 new LODAs and exemptions is a paperwork exercise that does nothing to advance safety.”

There are many more questions surrounding this still-evolving issue. If you have questions of your own, please call us at 800-564-6322 or send an email to govt@eaa.org.



Like Yogi Berra said, “when you come to a fork in the road, take

it”.....Larry

Emergency Landing

Larry Gilbert

On July 21 I needed to go to Massey to get some fuel for Tango, (Our C172) and I invited Bob Rychel to go along. We departed Dunn at about 8:15 am and landed at Massey about 20 min later. The old C172 never ran better on our way up there and we were even talking about how smooth the plane was running we landed and took on 16 gal of avgas. We taxied back to 18 for take off and when it was our turn we took the runway. I made a remark to Bob as we left the ground about how much longer our takeoff roll was with the extra weight of the fuel. Almost always, as I bring the takeoff power in, I look at the tach to be sure all the revs are there. This time I didn't look at that and as we were climbing out I asked Bob if he noticed what RPMs we had on take off and he said he hadn't. The engine started to vibrate a little and I decided to level at 1000' rather than keep full power in to go any higher. We leveled at 1000' headed South back to Dunn and as we passed Tulley and Blue Ridge airports and we took note. Not too much later we were passed Trade Winds, this is another grass strip at Scotsmoor, this one hadn't been mown for quite a while. We passed the runway and were a quarter to ½ mile Southwest of Trade Winds and suddenly a big loss of power and some loud engine noises. It sounded like a machine gun! I told Bob we had an issue and we had to land. Trade Winds was at about our 7 o'clock and we made a left turn and when the field came into sight we were a little high (I like that) Bob said we were getting some smoke in the cabin so I opened the window and said “I hope we're not on fire”. I had two notches of flaps in and we were still high on final so a forward slip put us right on target. We landed in the high weeds and rolled to a stop. There was no sign of a fire so we mustered enough power out of the engine to taxi off and stopped in the short grass near Jacks' house.

After it was over and I was home safe again, I began to mull the whole event over and over again and even the next day still I am pondering it. Did I learn anything? A lot of things were re affirmed if nothing else. Pay close attention to what is going on because like an old sage told me more than once that an airplane will always be talking to you! It was! The long take off at Massey was one thing and as we climbed out over the trees I felt a

vibration and mentioned it to Bob. Because of the vibration I didn't climb to 2000' like I had planned to do because I thought keeping climb power in would be harder on the engine if something was going wrong. We leveled at 1000' feet. I applied carb heat to see if we had carb ice and nothing changed. When that didn't work I leaned the mixture a little No change! The vibration got worse and suddenly the power went away! What I'm getting at is we have to pay close attention to these things. If we hadn't felt the vibes would we have been looking for places to land? I hope so. It's called situational awareness.

Being a flight instructor and doing flight reviews, at some point I will bring the power to idle and call it a power failure and then see how the pilot reacts and if the outcome would be good. We usually do this from 2.5 - 3 thousand feet which gives the pilot a little time to figure things out. I've done this many times in the vicinity of Trade Winds. Sometimes we have had to do it over with a little coaching.

Anyway we landed safely with a little help from above and now we're working on fixing the problem and getting Tango back home.

Here's what we found when we pulled #5 cylinder looks like it started when a piston ring broke. Why did the ring break and why had that jug heated up so? The valves looked perfect! We had suspected a valve not closing and this was not the case, both valves were completely closed.



Larry

Fun at Dunn

Dunn Airpark is a fun place and the tenant/pilots there are all interesting characters! One Saturday this vehicle showed up and the driver stepped out and announced that he had just gotten his vaccine and he wasn't feeling any after effects.



“Got the shot and I’m OK!”

Awww it was just Carlos who showed up with his new Ford. He just acquired this beautiful 1928 Model A Ford and as you can see it is in pristine condition.





!928 Model Pietenpol Air Camper and 1928 Model A Ford

Special Visitors at Dunn This Month



Eddie (red shirt) and Kimberly (white cap) EAA C866 chapter members who moved away (escaped) early this year were back to visit. It was sure nice to see them again!

Chapter Officers

President	Kathy Anderson	321 795 8811	N73ka@earthlink.net
Vice President	Ben Charvet	321 961 5117	bencharvet@gmail.com
Treasurer	Herman Nagel	407 568 8980	bhnagel@earthlink.net
Secretary	Richard Van Treuren	386 689 9914	rgvant@juno.com
Newsletter Editor	Larry Gilbert	321 747 8576	larryglbrt@gmail.com

Monthly Meeting Weds. August 4, 7PM
Bldg. 10, Dunn Airpark
N. Williams ave, Titusville, Fl
Come early 6:30 PM for Pizza and other stuff and then
stay for the meeting

Monthly Breakfast Sat. August 7, 8 AM
Bldg. 10, Dunn Airpark
N. Williams ave, Titusville, Fl