

# **EAA SMILIN 'JACK CHAPTER 866**

## **Newsletter August 2022**



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

**Another great breakfast in July and a fun and informative meeting with Jan and Alissa Eggenfellner of Viking Aircraft Engines. The talk and the discussion were both interesting and your questions made it even better!**

**With the long summer days, we plan to have another cookout before the August 3<sup>rd</sup> meeting. Cookout time 6pm, meeting time 7 pm.**

**The meeting this month will feature our own – most excellent- flight instructor - Larry Gilbert. Larry has recorded a video showing glide testing he has done in his 172. As always, he will provide plenty of food for thought for all X21 pilots.**

**Additionally, Tom Charlton, professional pilot, flight instructor and Cub Pilot extraordinaire, will include a syllabus with this newsletter regarding his topic of hand propping. It is amazing how many accidents are caused by hand propping (and how uninformed we may be). I talked to Tom about this a few months ago and he asked me if I could hand prop my homebuilt planes (they have gear boxes). I had not even thought about this!! – My bad! So read over the syllabus then we will have a guided discussion on this topic.**

**Also at the meeting, a “Bag of Tricks” segment on a new tool I have recently used.**

**Several of our members will hopefully have returned from the EAA Fly In at Oshkosh and I look forward to hearing their stories and possibly having them present information at the September Meeting.**

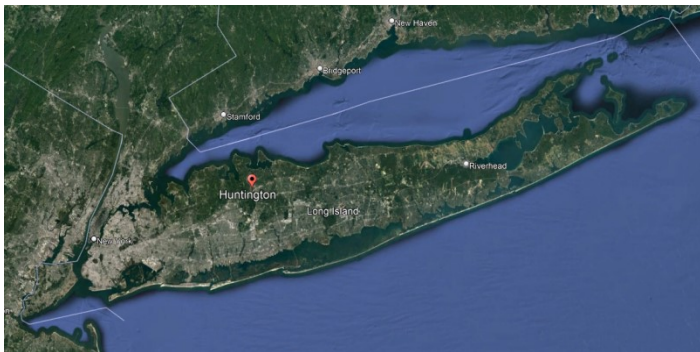
**At the end of the breakfast, August 6th, Joe Schmalz will do a presentation for FAA WINGS credit -This will happen at 9:30 in the meeting room and will be on the topic of Takeoffs and Landings.It will be open to anyone who would like to attend and receive WINGS credit.**

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***The member spotlight this month is on: Fred Burgess***

**Before I sat down with Fred, I only knew him as “the guy who directs the pilots who land the planes for our monthly breakfast”. Now, my eyes have been opened to know more about this extraordinary member of Chapter 866.**

**Born in Huntington, NY – on Long Island, he credits his Dad – who was a power plant mechanic- with his early interest in aviation. They would visit Islip Airport and watch the planes, attend open house events and airshows. W hen he was 14, he had a ride in a Cessna 172.**



**He grew up, with his two brothers in nearby St. James, graduating from High School there. Next, he attended an aviation operations program at a technical college in Farmingdale where he learned everything from riveting to engines to private pilot ground school. This was a great way to start an aviation career.**

**His next stop was working at a VW dealer for flying money. He began flight training in Islip and soloed a Cessna 150; but shortly afterwards he was in a car crash and his arm was broken. The car was totaled, but his desire to keep flying was intact.**

**After his arm healed, he joined the Air Force and served for four years, mostly in air traffic control (ATC) – this was during the Vietnam era. VA benefits were available for him to continue his flight training if he got his private license; which he did, in “upstate” Plattsburg, NY. He continued on to his commercial, instrument and flight instructor ratings. He did a considerable amount of flight instructing in Plattsburg, then Burlington, VT.**

**His next step was applying for a position in ATC. Over a year later, he was offered a position in Miami and told to be there in two weeks; which he did. He was a controller for Miami Center for several years – until the ATC strike in 1981.**



Not to be deterred from an opportunity, Fred's new career was with the Miami-Dade Fire Department. He worked fire and rescue trucks until an opportunity arrived for him to receive helicopter training through a tuition refund program. This gave him the chance to receive his helicopter pilot, commercial and instrument ratings. He spent the next several years flying helicopters for the Fire Department – where he did everything from medical, SWAT, diving, and repelling operations. He loved it – it was his favorite job yet! During this time, he also provided flight instruction for the PanAm flying club at Tamiami Airport.



After his Air Force time, 23 years with the Fire Department and 5 years of helicopter operations, he decided it was time to retire and move to a less congested area of Florida. He tried a few locations, and then settled in Titusville in 2005. He rented planes for a while – then purchased N7111A – a Cessna 172.

Fred has two sons, one an engineer in Texas and the other a mathematics teacher for the DOD at a NATO base in Germany.

His Dad and his younger brother have flown with him often. Last Christmas he flew to Georgia to visit his older brother and has traveled often with him and his wife.

He told me about a month-long trip they made to Iceland. Did you know that the Apollo Astronauts trained in Iceland? As it turns out, 9 of the 12 astronauts who landed on the moon, (32 astronauts total) trained in Husavik, Iceland; thought to be “one of the most Moon-like terrains on Earth”.





In addition to his interest in aviation, Fred has always enjoyed athletic events – he has participated in bicycle road races, triathlons and has run in 10 – that’s right -10 marathons!! He also enjoys line dancing.

Next time you see him directing planes in for breakfast – now you know Fred has well over 3500 flight hours – and a wealth of experiences to share. why he is the best man for the job! He is our professional controller.

*Kathy Anderson*

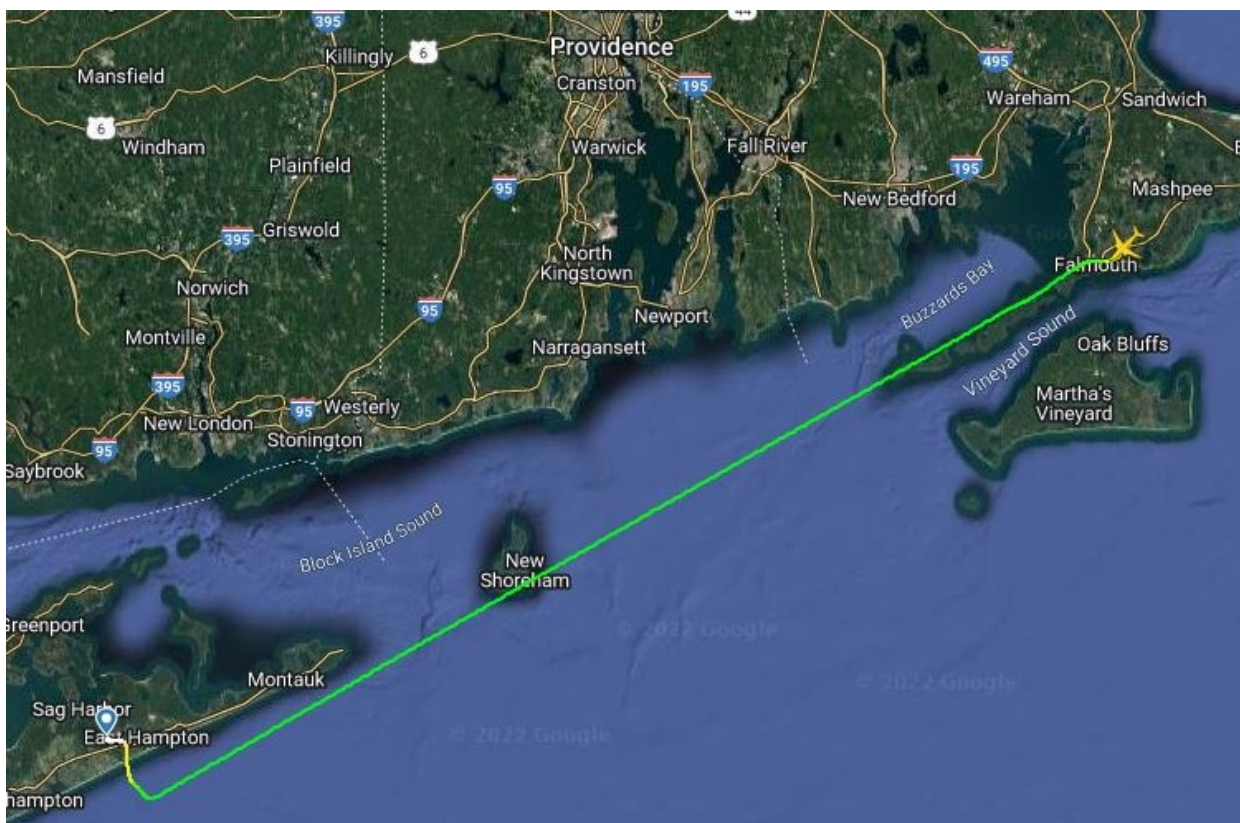
***From Kathy and Bob Anderson, our return flight from Cape Cod – part 2:***

.] After visiting family and friends, it was time to depart 5B6 (Falmouth Airpark). The weather was much less than ideal – with rain and marginal VFR, but it was time to go.[I will show a video of the return trip up on the TV screen in the meeting room during the cookout



**Leaving Falmouth, MA Approaching Long Island, NY**

About an hour into the flight, a couple of miles off the shore of Long Island (Hampton), NY, we noticed a strange smell and a rising gear box temperature – otherwise, the engine was running smoothly. Since we “just happened” to be in communication with ATC – due to a huge TFR over the Delaware shore – we told them we wanted to land. They suggested East Hampton- JPX – a 90 degree turn to the right. We took their advice, and landed there.

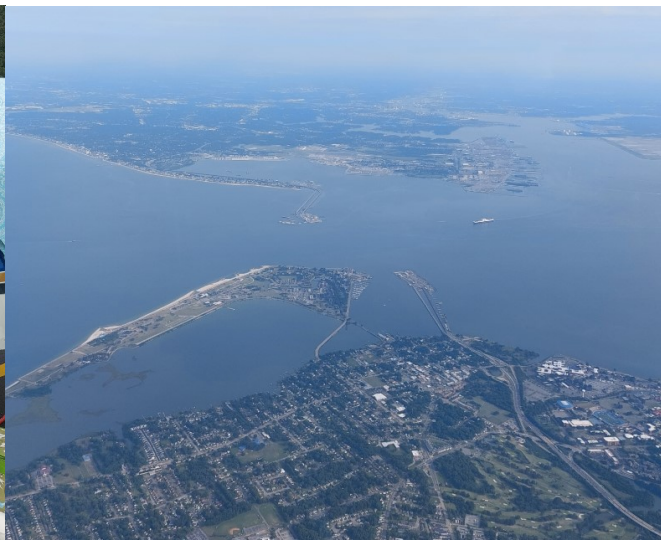


We drained the gearbox oil and found small metal fragments on the magnetic drain plug. We called Jan, at Viking Aircraft Engines and he sent a replacement gearbox, and all the instruction, tools and supplies we would need to do the job. Before the trip, we knew the gearbox was the first installation on the new Viking 150 engine – with a constant speed propeller. Essentially – we were testing pilots for this new engine/ gearbox/ propeller combination. Jan had advised caution with this untried configuration.

We spent a day exploring “The Hamptons” – a place we had never been before.

The next day, the gearbox arrived in the early afternoon. We installed it – then, with the weather forecast to close in the next day, we took off for Virginia. It was our 47<sup>th</sup> anniversary – so we treated ourselves to a wonderful Mexican dinner.





**Putting the prop back on Norfolk, VA**

**We took off from Franklin, VA bright and early the next morning and flew home – non-stop about 5 hours. The weather was perfect.**



**St. Simon Island, GA Ponce Inlet, New Syrna Beach, FL**

**Failure analysis:**

**After the flight, the original gearbox was disassembled. It was found that the race on the bottom ball bearing, which coupled the crankshaft to the gearbox had failed. There were about 50 hours on the**



**engine.**

**Since then, the gearbox bearings have been replaced with high performance roller bearings – a much more robust design. We are now testing this configuration before our next long planned flight to Maine in August. I cannot thank Viking Aircraft Engines enough for their tireless efforts to provide the most advanced and reliable engine to us with unbeatable customer service. I think this is what**

Experimental Aviation is all about. I won't say that I enjoy it when there is a mishap – but I am happy to play a small part of working toward solutions to advance performance, fuel efficiency and reliability.

Kathy

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**Dave Tellema,** a fellow builder/pilot with a Zenith Cruiser, Viking Engine and Duc variable pitch propeller has just completed his “48 State Challenge” in just 11 days!

He flew from his home airport in Pearland, TX; northwest to Washington State; southwest to Florida; northeast to Maine and finally west to Wisconsin. He plans to fly over to Oshkosh and assist in the Zenith and Viking booths. Dave built the plane himself in about a year, after attending a Zenith rudder build workshop. He then flew 700 hours in the next three years and had it on his heart to land in all 48 states; then attend Airventure before flying home to Texas. I met Dave at the wedding of Jan and Alissa (of Viking Aircraft Engines) in November of 2020. As it turns out, this will most likely set a Guinness Book world record. Previous record: 12 days.

Dave's route as planned:



**Congratulations to Dave on completing this incredible challenge!**



## July Breakfast

Last months breakfast was more fun than the last few have been and we had more folks visiting. According to Herman we had 149 eaters! Nowhere near a record but more like a “normal” breakfast and probably due to the favorable weather. My job, flippin the pancakes was enjoyable and I had a good time yukking it up with the folks. ....Larry

### *Author of the book On The Brink*

One of our regular breakfast customers, James Boyd who owns and flies a Cozy III at Dunn Airport has written a book titled “On The Brink.” At our June breakfast while it was raining he was headed for his parked vehicle with his hands full because he had bought some breakfasts to go. Since it was raining I thought I should go to his vehicle and open the door for him. While I was with him he asked me if I liked to read books and I said yes. He handed me this book that he’d written so, I thanked him and took it home to read. It took me a while to get to it because I was in the middle of the book “Fate is The Hunter” which is a long read and I’m a slow reader. Well when I finished that and started on the new book I became a faster reader because I couldn’t put it down because I was enjoying it so!

On the Brink is a novel that is a scenario that I relate to current events regarding our military in the South China Sea and the author was actually an Air Force Colonel serving aboard the USS Carl Vinson (CVN-70), the United States Navy's third Nimitz-class supercarrier as the Senior Medical Officer. That is what makes the whole thing authentic to me.

He includes this carrier in his story and Several chapter members have read and enjoyed the book and chapter member Tom Charlton wrote a glowing review about it on Amazon!

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Dr. James "Shotgun" Boyd, a retired Air Force Colonel, has brought his experiences as an aircraft crew-chief, carpenter, Naval Flight Officer, and Flight Surgeon together into a fast paced action novel. He capitalized on his unique position as an Air Force doc leading an aircraft carrier medical department to bring a true to life medical oriented adventure on the high seas.

US Navy Commander Derek "Leopard" Lloyd, a former Navy SEAL, is now the Senior Medical Officer of the aircraft carrier USS Carl Vinson, steaming in the Western Pacific, and he soon finds himself at the center of escalating events as nations maneuver for control of resources in the South China Sea. These events have Lloyd grappling with personal demons from long ago while at the same time a beautiful Naval Flight Officer from his past arrives to be the Admiral's new Chief of Staff.

US Air Force Staff Sergeant Ronald Anglin, a RED HORSE carpenter, is about to make the first of two parachute jumps from an MC-130J over the Florida panhandle. By the end of the day, Anglin will be on his way to Scarborough Shoal in the South China Sea to help build an airbase for the Philippines as he learns that his marriage is falling apart.

Chinese Navy Lieutenant Commander Liang Yao, a hotheaded J-15 Flying Shark fighter pilot, is at his uncle's side and being groomed for a fast-track career. His desire to prove himself and his animosity towards the United States soon has that career go wildly off track with the near sinking of the Vinson, bringing the two world powers to the brink of war.

Larry

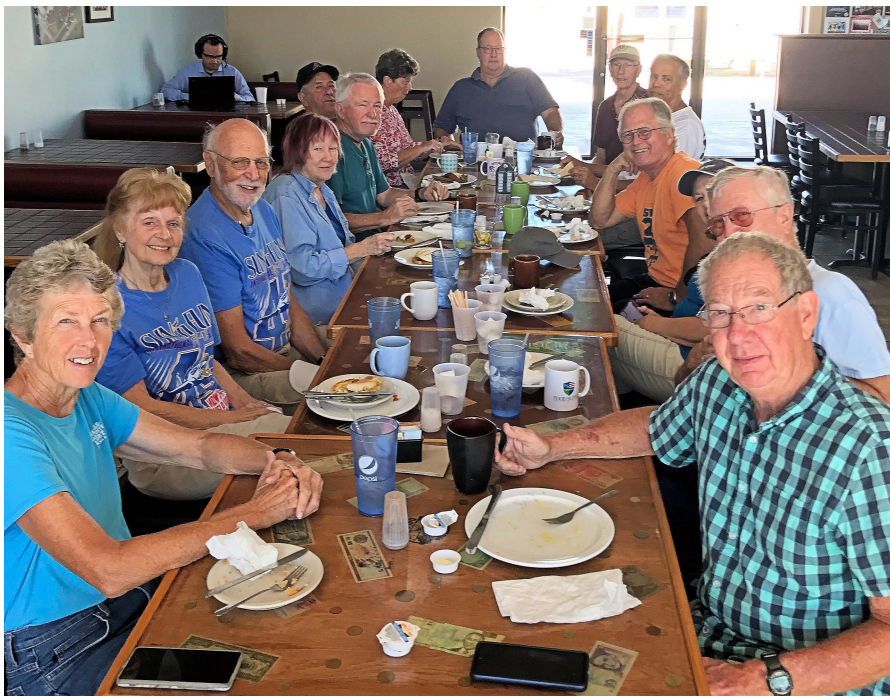
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## *Dunn Flyouters*

The Flyouter people are a fun bunch! A group of X21 aviators have been flying out to breakfast at Deland for several weeks now and enjoying the little jaunt and the camaraderie of the gathering.

Pictured below we're at The Perfect Spot restaurant next to the skydive operation at DED. A fun bunch!



*Larry*

### *From The newsletter Archives*

At one of our Flyouter breakfasts Bob Anderson asked me if I had anything from my writings about the early days of our breakfasts to put in the newsletter and I found this picture of one of our 2000 events. We served mostly chapter members and some Dunn tenants until early 2001 when we started getting fly ins from other airports. We had the one wooden table, for the eaters, and a little grill with a sheet of steel laid l over the grid to give us a flat surface to cook pancakes on and we had a decent Bunn coffee maker.

Here's a couple of snippets from old newsletters

### *JUNE BREAKFAST* (from June 2001 Smilin Jack newsletter)

The good news is that we'll be able to pay the rent again! Neale will have the figures for the June meeting. It looked to me as though we did all right again though, I realized this when Loretta and I washed the 25lbs of dinner plates from the breakfast. The setup crew puts the canopy and hardware together like a well oiled machine and the cookers and servers make the food fit for a king! The only thing missing are the fly-ins. Next time I go to another chapters' breakfast I'm going to tell them if we don't start seeing some fly-ins from their chapters I'm going to boycott theirs. Sour grapes on my part? Maybe! As long as we're making the rent we probably should'nt complain.

## *JULY PANCAKE BREAKFAST (from August 2001 Smiln Jack newsletter)*

This time the Spruce Creek flew in their marvelous variety of airplanes in their typical precision formations. What a sight! I saw Christen Eagles, a Glassair, several Karchinas, and the beautiful new Pilatus that was flown in. Lots of customers from the Dunn Airpark showed up too. Loretta took 42 dinner plates and we ran out of these long before everyone had eaten. No way to check on our creative book keeper this time because we sold way over and above the amount of plates we brought and we had to break out the paper plates. We tore the setup down as soon as it seemed the customers ran out. It was a little early as it turned out because at least two more planes flew in to have breakfast, when we were done. One from Valkaria and one from Punta Gorda. One of our gracious members loaded these people into his vehicle and took them to breakfast somewhere in Titusville. We owe him our thanks for this because without some kind of special treatment those fly-ins would never come back. Anyway I saw Neale headed for the meeting room with money sticking out of all of his pockets. There should be at least enough to pay one or two months rent on our building. Hey, we even picked up a new member at the breakfast! Great job, chapter 866 faithful!

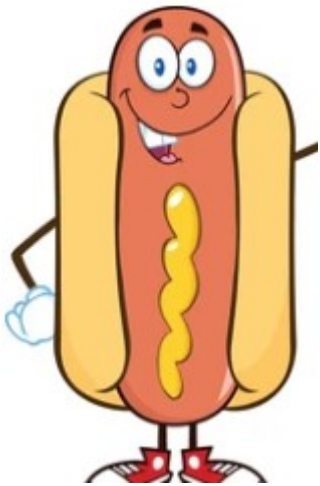
### Presidents Corner

*by: Steve Pangborn*

Our July pancake breakfast was a resounding success, other than the fact that we ran out of groceries....twice!! Spruce Creek descended upon us like a locust plague. I don't remember exactly {I was too busy burning sausage!}, but there must have been 10-15 airplanes {Larry, confirm, please} with two or more occupants each. The rent has definitely been paid for the next couple of months.

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**Chapter Meeting, Weds. August 3, – 6 pm cookout  
meeting starts at 7 pm Bldg 10 Dunn Airpark**



**Chapter Monthly Breakfast, Saturday  
August 6, – 8 am**

**Dunn Airpark Bldg. 10 Titusville, Fl**