

EAA Smilin Jack Chapter 866 Newsletter

September 2017



Ray Thomas flying his J3... He is now partnered with Ben Charvet and Kathy Anderson and the plane is being totally restored

Greetings Members and Friends of EAA Chapter 866,

Les Boatright

It seems like this past month has gone by really fast for me. Even though it's been a busy month, there have been a lot of interesting things going on. Have you heard any of the Sonic Booms from the NASA research flights happening just off the coast? Some folks may not like the sudden and unexpected crack of a Sonic Boom, but since the Shuttle retired more than 6 years ago, I feel like our area is long overdue for some man-made shock waves in the area. Hopefully the NASA aerodynamicists will get some great data that will someday help to advance the cause of overland supersonic transport.

My two girls have started back to school, and it was just in time for the Solar eclipse. The schools released the students early that afternoon (with a pair of those special glasses), and my girls watched the eclipse for a few minutes from the driveway. My oldest was a bit underwhelmed, as the actual event for her didn't seem to live up to all the hype she had heard in the days leading up to the eclipse. I know a few folks who traveled to be in the

path of total occlusion, and it would be something interesting to do, especially from the vantage point of one of our small airplanes!

I also went flying with Chapter 866 CFI extraordinaire, Larry Gilbert, in his Citabria a couple more times last month. That's one really nice and predictable airplane, and I had a terrific time practicing my tailwheel landings and generally knocking the rust off my stick and rudder skills. I really appreciate the fact that we have such a nice turf runway here at Chapter 866's home airport, it makes my landings look so much better!

At our last regular chapter meeting, the "Panther Boys" announced that our Panther kitplane project is complete. Well, I'm not sure if any homebuilt is ever really complete. As builders, we can hardly resist the temptation to work on our projects. We're constantly cleaning, servicing, inspecting, tweaking, or otherwise making small improvements to them that only a builder might notice. At any rate, the Panther project is finished, and we have our FAA registration. In case you were curious Our N number is N866BR in deference to Chapter 866. We also have scheduled our airworthiness inspection with the Orlando FSDO. Did somebody say it was gonna be ready on Tuesday? Well that's when the FAA comes out to review our work and to let us know if we pass muster. I'll let you know how it goes. Just as a point of reference, earlier this month, TWO other Panther builders have reported making the first flights in their new airplanes. One from Indiana and the other from North Carolina. It makes them the 13th and 14th Panther kits to fly. Both reported having good first flights, a solid airplane, with crisp and positive handling qualities. So we look forward to getting some air under the tires of our Panther after all our "I's" and "T's" are properly dotted & crossed.

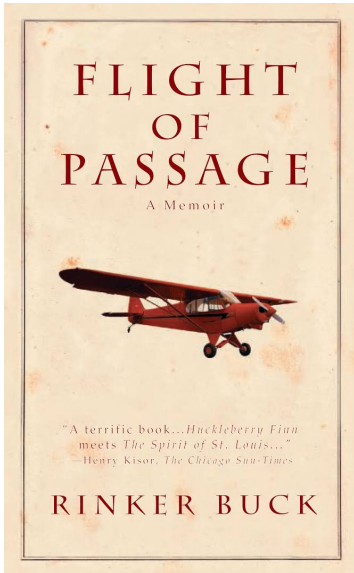
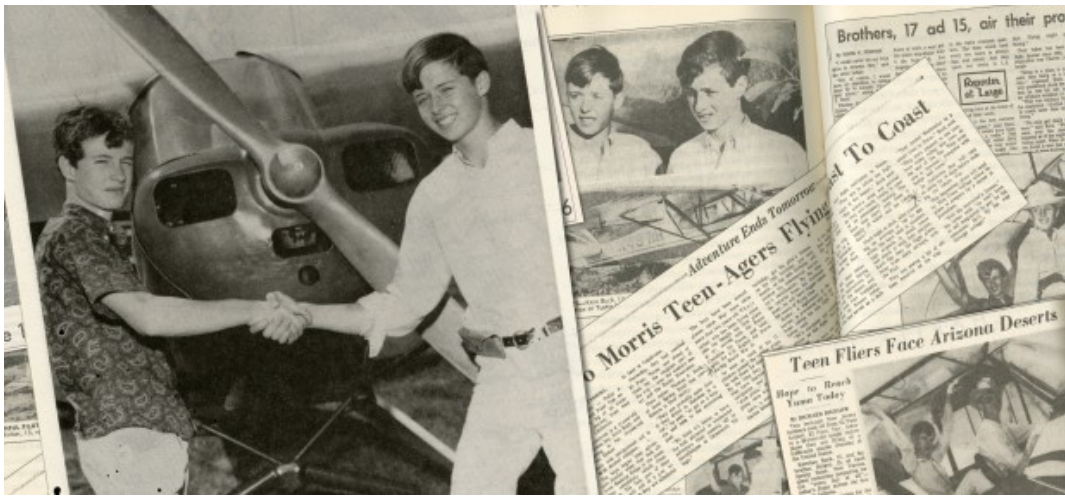
I should also mention that our neighbor in the hangar next door to the Panther at Dunn AirPark is non other than chapter 866 member Tom Waid, and his beautiful yellow Kitfox project. Tom's Kitfox is also completed. So, he should be hosting the FAA inspection crew at his hangar in the very near future. Chapter 866 is trying to keep those inspectors busy lately!

I understand that Ben & Kathy continue to make great progress on Ray Thomas' Cub restoration. They're learning a lot about Cubs and it's gonna be terrific to see them get it back in the air, not to mention the significance it will have for Ray and his family. That Cub is basically a member of Ray's family!

Speaking of Cub restorations, I didn't set out to do a book review in this month's newsletter, but I couldn't pass up the opportunity to let you know about a book I just finished reading this month. It was loaned to me by Ben Charvet a few weeks ago, and I've already passed it along to Jim Morgan to read. The book is entitled *Flight of Passage* and is a sort of memoir, written by author Rinker Buck. The book is a true story about the author and his older brother who worked in the evenings after school over the Winter and Spring of 1965/1966 to restore a J-3 Cub. They were 14 and 17 years old at the time, and once the Cub was restored, their Summer-break mission in life was to fly it on a coast-to-coast trip across the country from their home in New Jersey all the way to Los Angeles, and then fly back home. They had no radio, and no navigation gear aside from a whiskey compass and their charts, and they had less than 400 dollars budgeted for the whole trip. It's quite an adventure story, as well as a coming of age story for the two young men, and I found it to be a fun and entertaining read!

A couple of screenwriters and film-makers are working trying to make the book into a short film. Check it out, and look for a copy of the book. If you like Cubs and flying, it's worth a read.

<https://www.indiegogo.com/projects/flight-of-passage-short-film#/>



Rinker & Kern Buck Re-enact the famous photo from the book.

I wanted to remind everyone one more time about the special tour opportunity we have set up at the Institute of Military Technology. It will be on Wednesday afternoon, September 27th from 1:30 PM to 5:00 PM, so if you're like me, you will have to make arrangements to take off work that afternoon. This is for dues-paid Chapter 866 members, and the tour is limited to 25 folks. If you haven't signed up yet and you are interested, please see me at the September Chapter meeting on 9/06/2017. That will be about the last opportunity to get signed up. We have nearly 20 folks signed up now, so there are still a few open slots.

Some of us will likely need to meet up somewhere nearby and carpool over to the Knights Enterprises location so that we don't bring so many separate cars. And please remember to dress for a 3 hour walking tour and no weapons, no cameras, no children under 18, and no food or drink other than a bottle of water.



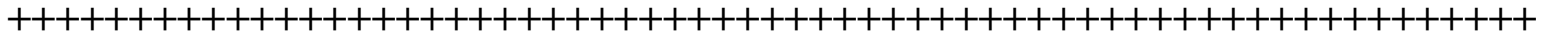
And most important, I want to especially thank all of our volunteers who help out with the monthly chapter pancake breakfast! You are all just terrific and make our chapter the wonderful success that it is. In spite of the warm, humid August weather, we still had nice turn-out last month with around 130 guests. You can all be proud of what you do to help promote and advance the sport of recreational aviation, and you get to have fun doing it!!

Blue Skies!

Les Boatright (EAA# 563003)

President EAA 866

The *Smilin' Jack* Chapter



2017 Oshkosh Trip

Richard & Deborah Van Treuren



First week in July was down to the wire with the half-decade long build concluding with an 18 minute flight by our test pilot Jim Guldie, we had to pack up Twister into its hastily decorated trailer and head for parts North.

With Richard wincing on every bump we frequented the semi-tractor sides of rest stops for picnic lunches since it was difficult to turn our rig in typical parking lots. The three overnights - in Troy, AL, Bytheville AK and Bloomington IL - were based on Debbie's finding hotels with large parking lots via tablet satellite view.

Setting up our dual tent and kitchen campsite took the first Oshkosh day until finally the Lake Michigan weather cleared enough for our longtime penpal Andy McKee to fly in with his Twister, having departed England about 10 days earlier. Andy and his #28 were none the worse for wear following his solo flight across the Atlantic via Scotland, Iceland, Greenland and Canada, he'd made the longest leg (540 nm) with reserve thanks to his added gas tank behind his seat. Saturday morning we assembled our #6 alongside, first twin Twister appearance in the US.





We were both given the wooden plaque "Perseverance Award for completing the aircraft no matter how long it took" and making it to Oshkosh. Thanks to Debbie's longtime volunteering in the workshops there, we were given the first slots in the Homebuilt Special Parking Area, seen in the yellow circle below "Doc," the just-restored B-29, as it flew in. Joining the only other B-29 flying, "Fifi," one of many wonders at the world's largest airshow, as both flew by the Twister on several of the days.



Lots of interest in the Twisters as Richard handed out zrsthemovie.com website cards to anyone passing by. Debbie and Andy were interviewed and photographed by EAA, Kitplanes and a UK magazine, Norwegians, and perhaps others, as we lost track. Andy participated in the homebuilder's review portion of the airshow, thrilling the crowd with a Spitfire-like pass as the B-29s warmed up on the runway. It's impossible to describe the pelthora of rare warbirds, oceans of homebuilts, and acres of production airplanes. Our friends Dana and David flew in with their Globe Swift (that's just half of the Globe Swift line, alone!), Schuy Baldwin with his Cherokee (via a mass flight), Alberto Silva with his Cessna. Many folks just pitched their tent and camped with their bird.



Never having left Twister out in the rain we sweated out two stormy nights, but our tiedowns held and Debbie's cover helped keep rain from the cockpit.



The Wed. morning it was cats-and-dogs until just time for our joint presentation. EAA's Charlie Becker had us push over to the Homebuilder's Hangar and talk to the assembly about our build experiences. Andy also had an invite from UL Power to perform his 100-hour engine work, and we learned a bit about ours as well.



Many unique planes included the only A-20 flying and a replica Spirit of St. Louis. (It took off and flew for 30 hours to re-enact the New York to Paris famous flight.) Also in the center square was a 4-flight Blue Origins rocket that had touched down in that airship trouble spot, Van Horn, Texas. Friends John & Gail Mellburg brought their grandchildren by the Twisters and also spotted this summer-of-'42 paintjob (like ours) which many took to be an SBD. It's actually a cleverly reworked SNJ, which gave us some more ideas for the movie.



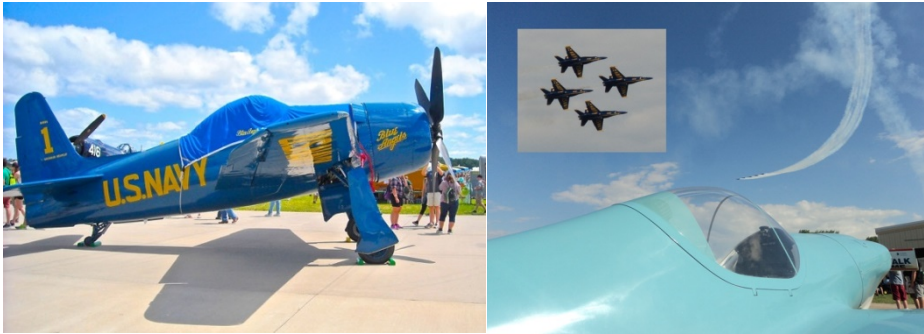
Dave Smith, Eric Brothers and Bob Hunter all came by the Twister and we retired to Player's for the traditional Friday bratwurst, while Debbie and Andy braved the crowds to see the Blue Angles pilots and then the Apollo Astronauts and their talk. Richard's Airships presentation had a modest crowd.



There were 18 B-25s present and the last surviving Doolittle Raider was present to witness a re-creation of their famous takeoff and raid, with the pyro team exploding gasoline with dynamite for chest-thumping firey explosions. Also unique in history was this fly-over by a B-1, B-2 and B-52. (We noted while on display the B-1 was leaking fuel from one wing while the other had a bucket under collecting hydraulic fluid.) Wed. night airshow was rained out but the Saturday night was truly awesome.



Surprise visitor was Andy's pal Krishna, an Australian dentist about two years into building his Twister - that had come in a connex via America years earlier. The EAA photographer got this shot of the exhausted couple - Debbie after another day volunteering in the composite workshops - trying to find shade for watching the airshow.



Blue Angels past - and present, first time they had performed at Airventure. Quite the show.



Examination of the Spitfire in the Warbirds area suggested we'll have to add blisters to the Twister's wings to simulate guns. The entire trip was made most enjoyable with out sending the week camping and running with Andy, loads of fun and brimming with ideas. We plan on visiting him in the UK one day.

The Sunday was consumed breaking down the airplane and camp; Andy flew out the next day on his way to California. He landed on the Bonnaville Salt Flats and was air-to-air photographed for another magazine. He'll be visiting California and Seattle before heading home to the UK. Took a different way home - first stop for us was Metropolis, IL, a bucket list item to visit the Superman Museum.



Hills around Nashville were no problem for Mr. T's big V8, though in spite of padding we found the flap drives had worn through, making quarter-sized holes in the wing's paint. We even spotted one of Mike Busick's dome houses in Illinois, before stopping again in Troy, near Dothan, AL and its peanut industry. It was great to get home to our dome all in one piece, an incredible 3000 mile trip. Making minor repairs to Twister Debbie will soon be taking her turn at the controls!

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This Months' Flying

Larry Gilbert

Mostly this month, I did my routine just for the fun of it rides out over the St. Johns River semi wilderness/swamp just West of here. I go out and enjoy that area where there are not many houses but lots of lakes and of course the river itself. The area just fascinates me! Once or twice Loretta made the trip out there with me. I went out a couple of times just to practice crazy Lazy Eights and other maneuvers because I like to do that too. Les flew with me a couple of times as did Mark Briere. I like to let them fly the Citabria. They're both pretty good at it too! Matter of fact Les and his partners have finished up their Panther project and as soon as it's inspected they'll be flying it. I feel confident that Les will do very well with flying this plane.

Lesson for me: It was 3rd Sat. of the month and the day we normally fly down to Valkaria for breakfast. Jeff Wilde had stopped at Dunn to fly his granddaughter down there with us in his Kitfox. The plane was pre flighted and we hopped (wrangled) ourselves into the plane. Starting the O235 always takes some priming and this was no exception 3 shots of prime and the engine started but as soon as the primed cylinders (1 & 3) ran out of priming fuel the engine stopped. Couple more shots of prime and we were on our way out to RWY 22. Jeff was airborne and in a holding pattern waiting for us to get up there. We did the run up and everything was within tolerances but the engine sounded just a little bit different! I ran it up again and leaned the mixture to burn off what might be a little rich mixture from the priming I'd done. Ran it to full throttle and the revs were normal for takeoff but, when the throttle was closed the sound was still a little different than normal. We lined up on the runway and applied full throttle and started to roll. The grass was higher than it usually is (the airport mower is broken down) and I attributed the longer run to get the tail up to that but, that different sound to the

engine bugged me and we had used a lot more of a run than usual so, I aborted the takeoff because it was beginning to look like those trees at the end of the runway were going to reach out and touch us if I didn't do something! We stopped with plenty of runway left in front of us. I called Jeff on the radio and told him we weren't going and then turned and taxied back in. Jeff went on his way.

Back in the hangar I pulled the spark plugs and sure enough the bottom plugs were black and one of them was full of gas. I cleaned the plugs and re installed them and when I went to pull the primer back to give it one shot, I noticed that the primer hadn't been locked down! I locked the primer in and started the engine. Now the sound was perfect in idle RPM. Did a test hop and she's running as good as ever!

All of you folks who ride up front in the Citabria with me probably have noted that I always ask you to confirm that the primer is in and locked before we move. Right? This is a natural thing for me to do, check to be sure that the primer is in and locked before the airplane moves. Can't imagine that I missed this! I've made a new checklist and it now includes twice, a "Primer in and Locked" statement. One in engine start list and one before take off list.

This simple stuff can bite you! I've heard the old timers say many times that the engine talks to you and to be sure and listen to what it has to say. It's true!

By the way, last month I created a scenario in the newsletter using a RWY 33 take off at Dunn with an engine failure at about 1/3 mile from end of the runway with 300' AGL altitude... A picture of Dunn and surroundings using Google Earth was included. Three or 4 people responded. One had a realistic answer in my opinion! Thinking about it, there are only about 7 or 8 of us who fly at Dunn on a regular basis so, 3 or 4 is a pretty good response, I suppose.

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Some reminders about upcoming events:

Date	Event	Place/Info
Aug 21 to Sept. 1	NASA F-18 jet conducting Sonic Boom Research Flights near the Kennedy Space Center	Regular flights out of the Shuttle Landing Facility (SLF) for about two weeks.
Sept. 2	OUR Chapter 866 Monthly Pancake Breakfast	Building 10 / 8-10 am
Sept. 4	Labor Day Holiday	
Sept. 6	Regular Chapter 866 Monthly Meeting	Building 10 / 7 pm
Sept. 16	Valkaria Chapter 1288 - Pancake Breakfast (3 rd Sat.)	Valkaria Arpt (X59) 8-10 am
Sept. 27	CONFIRMED - Chapter 866 Tour of the Institute of Military Technology (IMT) private military collection. Planning in Work. Limited to 25 C866 members. www.instmiltech.com	Knight Enterprises 701 Columbia Blvd, Titusville Wednesday 1:30 – 5 PM
Oct 4	Regular Chapter 866 Monthly Meeting	Building 10 / 7 pm
Oct 7	OUR Chapter 866 Monthly Pancake Breakfast	Building 10 / 8-10 am
Oct 9	Columbus Day Holiday	
Oct. 14	Merritt Island Young Eagle Rally	Merritt Island Airport 8:00 am
Oct. 21	Chapter 866 Young Eagles Rally (Planning in work, Mark your calendars)	Arthur Dunn Airpark, Building 10 8AM to 1PM, weather permitting
Oct. 27-28	2017 AOPA Fly-In Location #4. Tampa, FL (http://www.aopa.org/fly-ins)	Peter O. Knight Arpt (KTPF)
Nov. 1	Regular Chapter 866 Monthly Meeting	Building 10 / 7 pm
Nov. 2-4	2 nd Annual Deland Sport Aviation Showcase (http://www.sportaviationshowcase.com/)	DeLand Arpt (KDED) Thursday thru Saturday
Nov. 4	OUR Chapter 866 Monthly Pancake Breakfast	Building 10 / 8-10 am
Nov. 11	Veteran's Day Holiday	
Nov. 18	Valkaria Chapter 1288 - Pancake Breakfast (3 rd Sat.)	Valkaria Arpt (X59) 8-10 am
Nov. 23	Thanksgiving Day Holiday	
Jan 24-27	Annual Sebring U.S. Sport Aviation Expo (https://www.sportaviationexpo.com/)	Sebring Regional Arprt (KSEF)
Apr 6-8	Valiant Air Command's Warbird Airshow (41 st year) (http://www.valiantaircommand.com/airshow)	TICO Arpt (KTIX)

Last Breakfast

Larry Gilbert

Bob Young is a man who I've seen at our at least 15 yrs and never had a chance to talk with him. He had come to the airport one day in July and was coming in the gate as we were leaving and waited until we opened the gate so that he could drive in. Because it was the first time I had seen him anywhere other than at our breakfast I didn't recognize him and stopped him because he had no gate key. When he told me who he was looking for and because he looked familiar I headed him towards where he wanted to go. I think he felt a little hurt about being questioned about being on the field.

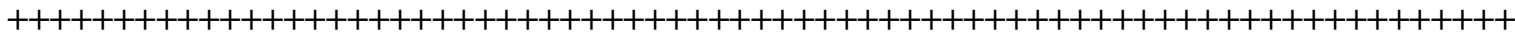
He showed up at our breakfast and asked me about when I became based at Dunn and I told him 1999. "I've been here since the 1950s", he said "and here's a couple of pictures of planes my father owned". I think he said he learned to fly here too! Point is he's been at Dunn a lot longer than I! Like I said he may have felt a little hurt that he was stopped and wanted me to know he's been here at X21 since some time in the 50's.



Bob's dad's Cub



Bob with his sister in 58 at Dunn Airpark w/ Luscombe



Young Eagles Rally

Larry Gilbert

October 21 is our Young Eagle Rally this year. It may seem as though this is a long ways off but it really isn't so, the big job of getting candidates is upon us. I'll have literature at our meeting for you to hand out where ever you go. Where ever you go can be any organization you belong including your church, businesses, service clubs or basket weaving classes. Just do your best to help get us some kids. This year, I've created an insert to the EAA Young Eagles brochure and it tells about our chapters' involvement with the program. This might put a more hometown feel to this piece of literature. We'll see! Also, I can put a 10 minute presentation with slides together if you know of a group that would be interested in this.

We have the event permit required by the TICO authority and the EAA insurance is in place. The banner promoting the event is hanging on the South side of bldg.. 10 at Dunn Airpark and I've posted the event on our Facebook page. So far 2 parents have responded with 2 candidates ea.

We have seven planes/pilots so far and if we are successful and get 50 or so candidates to fly we could probably use a couple more.

At this months' meeting we'll pass around a volunteer sheet for our ground crews. If you've volunteered before it would be wonderful if you volunteer for the same jobs that you've had before.

We can discuss at the meeting..... *Larry*

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Chapter officers

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Monthly Breakfast

Sat. Sept. 2, 2017, 8:00 am - ?

Dunn Airpark Bldg. 10

Monthly Meeting

Weds. Sept. 8, 2017 – 7PM

Dunn Airpark Bldg. 10

480 N. Williams ave

Titusville, Fl 32796