

866

# EAA Smilin Jack Chapter Sept. 2018 Newsletter







## **Pres. Report**

**Greetings Members and Friends of EAA Chapter 866,**

**Our Chapter has had a very nice month since our last newsletter. In addition to our regular monthly chapter meetings, we've had a pancake breakfast, a Movie & Pizza night, a small meeting of the Titusville Flying Club, and as I type this, we've just held our September pancake breakfast. You may be interested in knowing that for the last couple of pancake breakfasts, we've averaged about 115 folks in attendance. I think this is a very admirable turn-out, and most folks seem to enjoy the food, the social time, and our Chapter's hospitality.**

**We held a chapter movie night on a recent Friday evening at our clubhouse. This was well attended (almost 30 folks) and everyone I've spoken to about it seemed to have a real nice time. The fresh pizza, popcorn, cookies, and ice cream treats were all great!! We watched *The Rocketeer* movie, which I hadn't seen in ages. In fact, I thought it was more entertaining this time around than when I saw it in its original release back in 1991. This movie was made just before the use of computerized graphic illustrations had become the norm, and there were quite a few vintage aircraft depicted in the movie, including many flying examples. The movie's plot and setting had that 1930's comic strip feel to it. It's too bad they didn't have any references to *Smilin' Jack*, I think he would've fit in perfectly with some of the characters in the film!**

**I'd like to share a little story with you from our August breakfast. As you know, Herman Nagel is our official Chapter Treasurer, and does a marvelous job. But it's no secret that he gets a lot of help from his lovely wife Becky. In truth, Herman and Becky sort of act as co-treasurers for the chapter, and they're usually some of the first faces that people meet when they arrive for our monthly pancake breakfasts. So, I wanted to relay to you a story that Becky shared with me last month. One of our breakfast patrons went out of their way last month to tell Becky that they fly out to a lot of these little chapter breakfasts, cook-outs, and airport Bar-B-Ques around the state of Florida, but they really love coming to ours because the folks here are always Smiling and seem to be having a great time! Well, Becky smartly reminded him that we ARE the *Smilin' Jack* chapter after all, so it's fitting that we're all *Smilin'* a little bit on breakfast mornings.**

**At this most recent September breakfast, I thanked several of our guests for coming out and for supporting our chapter breakfast. One of them enthusiastically told me that we had a "Grade-A breakfast", and they wouldn't miss it! Another couple told me they had just been coming for three or four months, but they already look forward to it every month!**

**I've said it here before, but it's worth repeating. YOU, the members of Chapter 866, are the reason for our successful chapter breakfasts, and you can be proud of what you do to support our chapter and promote aviation. Our breakfast does more than just provide local pilots with an excuse to go flying, there's a special camaraderie and fellowship among folks who share a common interest in aviation. In my opinion, it's very rewarding to get together and share some laughs and good food with folks in person. It's hard to get that same effect from the electronic social media platforms.**

**A BIG Thank You to all of you who come out on Saturdays to help cook, serve, set-up, stock-up, & clean-up!! Several of you put in many hours for this, and I wanted to let you know that folks notice and appreciate it! Keep on doing what you do, and make sure to have a Lot of Fun while you're doing it!**

**Keep on Building, Flying, and Flippin those *Smilin'-Flap-Jacks*!  
Les Boatright (EAA Lifetime #563003)**

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## CHAPTER BUILDING MAINTENANCE WORK DAY COMING

November 10<sup>th</sup>, 2018

I mentioned this at our last Chapter meeting. Our Clubhouse is generally in very good shape, but it's probably due for a little light freshening up. The biggest thing is that it's been about 4 years since we re-did the roof, so the roof could use a fresh seal coat. Here's a short list of jobs I had in mind:

- Apply New Seal Coat to the Clubhouse Roof
- Clean the Clubhouse exterior walls
- Spray for Weeds & Clean around the building and Flagpole
- Clean up the back storage room; Remove the old cabinets to make room for some roll-around storage shelving.
- Add paper towel holder in back room
- Organize Tool Crib
- Replace batteries in the Chapter's Aircraft Scales
- Hang up Banner from this year's Ford Tri-Motor event

We will work from 8 AM – Noon; then have lunch on the Chapter!

Some reminders about upcoming events:

Date	Event	Place/Info
Sept 1 <sup>st</sup>	OUR Chapter 866 Monthly Pancake Breakfast	Building 10 / 8-10 am
Sept 3 <sup>rd</sup>	Labor Day Holiday	
Sept 5 <sup>th</sup>	Regular Chapter 866 Monthly Meeting	Building 10 / 7 pm
Sept. 12 <sup>th</sup> -16 <sup>th</sup>	RENO National Championship Air Races <a href="http://airrace.org/">http://airrace.org/</a>	Reno-Stead Airport (RTS) Nevada
Oct. 3 <sup>rd</sup>	Regular Chapter 866 Monthly Meeting	Building 10 / 7 pm
Oct. 6 <sup>th</sup>	OUR Chapter 866 Monthly Pancake Breakfast	Building 10 / 8-10 am
Oct 8 <sup>th</sup>	Columbus Day Holiday Observed	
Oct. 16 <sup>th</sup> -18 <sup>th</sup>	NBAA Business Aviation Convention & Exhibition <a href="https://www.nbaa.org/events/bace/2018/">https://www.nbaa.org/events/bace/2018/</a> Orange County Convention Center & Orlando Executive Airport (KORL)	Orlando, FL
Oct. 27 <sup>th</sup>	EAA 724 Young Eagle Day – Merritt Island Chapter <a href="http://yeday.org">http://yeday.org</a>	Merritt Island Airport (COI)
Nov. 1 <sup>st</sup> – 3 <sup>rd</sup>	DeLand Sport Aviation Showcase <a href="https://www.sportaviationshowcase.com/">https://www.sportaviationshowcase.com/</a>	DeLand Arprt (KDED)
Nov. 3 <sup>rd</sup>	OUR Chapter 866 Monthly Pancake Breakfast	Building 10 / 8-10 am
Nov. 7 <sup>th</sup>	Regular Chapter 866 Monthly Meeting	Building 10 / 7 pm
Nov. 10 <sup>th</sup>	Chapter Clubhouse Work Day & Lunch	Building 10 / 8am-12 noon
Nov. 11	Veteran's Day; (Holiday Observed Nov. 12 <sup>th</sup> )	
Nov. 22 <sup>nd</sup>	Thanksgiving Day Holiday	
Dec. 1 <sup>st</sup>	OUR Chapter 866 Monthly Pancake Breakfast	Building 10 / 8-10 am
Dec. 5 <sup>th</sup>	Regular Chapter 866 Monthly Meeting - Elections	Building 10 / 7 pm
Dec. 25 <sup>th</sup>	Christmas Day (St. Nick takes to the air again!)	
Apr 2-7 <sup>th</sup>	45 <sup>th</sup> Annual Sun-N-Fun Fly-In 2019 <a href="https://www.flysnf.org/sun-n-fun-intl-fly-expo/">https://www.flysnf.org/sun-n-fun-intl-fly-expo/</a>	Lakeland Linder Arprt (KLAL)
July 22-28	OSHKOSH – EAA AirVenture 2019 <a href="https://www.eaa.org/en/airventure">https://www.eaa.org/en/airventure</a>	Wittman Regional Arprt (KOSH)

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## YOUNG EAGLES

The Merritt Island EAA Chapter ([EAA 724](#)) will be holding a Young Eagles Rally next month on Saturday, October 27<sup>th</sup> at the Merritt Island Airport.

Details can be found here, or on the [EAA Calendar](#):

[https://www.eaa.org/ea/event/2018-10-27-Young\\_Eagles\\_Rally-Merritt\\_Island\\_Airport?id=65A2E55146714D5C8BF09BEAD4FB4E97](https://www.eaa.org/ea/event/2018-10-27-Young_Eagles_Rally-Merritt_Island_Airport?id=65A2E55146714D5C8BF09BEAD4FB4E97)

I've spoken briefly with Don White, the President of EAA 724. Their Young Eagle Rallies are usually quite an event!! They often fly as many as 200 or more Young Eagles in a single day! I'm sure they could use any experienced volunteer help that you might like to offer. If you're a pilot with a plane and would like to offer some rides to youngsters, please consider contacting Don White at EAA 724 about supporting their event. Or if you'd like to help with registration, ground marshalling, safety, or anything else, please let myself or Don know.

Don also has recently developed a very nice website to help organize their Young Eagle events. It is a new Registration site for the EAA Young Eagles Program. Check it out!! (<http://yeday.org>)

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Who was Solomon Andrews?



1806 - 1872

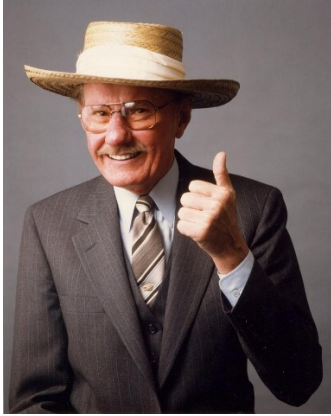
History is not always as simple and straightforward as we might like to imagine. Such is the case with the first humans to fly. Here in the United States, we are usually taught that Wilbur & Orville Wright were the inventors of the airplane and thus the first to fly successfully. And I think this is basically true, as long as you include some specific caveats that the Wrights were the first to fly a Heavier-Than-Air machine, with Full 3-axis controls, that took off from Level ground, and was able to Ascend under its Own Power. Those hard won achievements of the Wrights are not to be downplayed. However, there were some others before the Wrights who also made some very interesting contributions to the art and science of human flight.

At our August Chapter meeting, one of our very astute members brought up the name Solomon Andrews as one of the very early pioneers of flight in the United States. You may not have heard of him before, and don't feel bad. I've been an aviation enthusiast all my life. I've read about some of the exploits of the more well known pioneers of flight such as Otto Lilienthal, Octave Chanute, Samuel Langley, Alberto Santos-Dumont, and the Wrights. But I don't ever recall hearing of Mr. Solomon Andrews. Mr. Andrews was reported to have flown as early as June 1<sup>st</sup> 1863, a full 40 years before the Wrights! It was in a Lighter-Than-Air craft, having some rudimentary form of propulsion and directional control. Unfortunately, I wasn't able to find very many specific details about Mr. Andrews or the nature of his flight. Here's a quick link to read more: ([https://en.wikipedia.org/wiki/Solomon\\_Andrews\\_\(inventor\)](https://en.wikipedia.org/wiki/Solomon_Andrews_(inventor)))

Of course, there were also the Montgolfier brothers who developed and flew a manned hot air balloon near Paris in the Fall of 1783. However, unlike Solomon Andrews, the Montgolfier brothers didn't have any form of propulsion or directional control. ([https://en.wikipedia.org/wiki/Montgolfier\\_brothers](https://en.wikipedia.org/wiki/Montgolfier_brothers)).

See what you miss when you miss a chapter meeting?!

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The Legendary Pilot Bob Hoover.

If you are a fan of Mr. Bob Hoover, then you probably owe it to yourself to carve out about 90 minutes and watch this video documentary. It was made more than 30 years ago in 1987, and of course he was quite the legend then! This video has some first-hand stories and accounts from Mr. Hoover that were not part of the more recent documentary about him called "*Flying the Feathered Edge*". This one includes one story about a flight he had in an F-86 Sabre jet that will make you wonder how he ever survived! It's worth some time to watch this documentary.

(<https://www.youtube.com/watch?v=LbqcDy2R67c>)

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More about the One-Third Scale B-17 Bomber built by Jack Bally.

A short Bally Bomber Video from the folks at AvWeb:

<https://www.youtube.com/watch?v=yaKckXa-rs>

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Hey, If you're a Warbird fan, here's a list of a bunch of ongoing restorations!!

<https://warbirdwatcher.com/restorations/>

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## ***Dunn Airpark Operations***

*Larry Gilbert*

– Dunn Airpark has been a little bit busier than usual for the last couple of weeks and from my personal observations and conversations with other Dunn pilots it might be time for some serious thought about flying and operating with the unique variety of aircraft that we mix with here. First, let's take a look at the A/FD for Dunn. Highlighted in red are the pattern altitudes for airplanes and ultralights.

Note the traffic pattern altitudes specified 830' - (800' agl) Did you know this? A lot of pilots don't check this! Ultralights are another story, their pattern altitude is specified as 530' - (500' agl). Because a lot of pilots, especially those not based here just use the 1,000 agl rule. Just that reason alone is reason enough to be very wary even when the traffic is using radio calls. Think about your high wing plane and low wing planes mixing in with you announcing downwind for a runway and another plane, (the low wing) plane announcing a downwind for the same runway and you can't spot it! Could it be that the other plane is using a 1,000' agl pattern and you're using the specified 800' agl pattern? You can't see what's on top of you because you can't see through the wing because it is mounted on the roof of your ride. The pilot can't look directly down because he can't see through the wing mounted on the floor! Personally, when this happens to me and I don't see the traffic, I'll use the radio to ask if the other plane has me in sight. If I get an answer we'll be more specific about our position in relation to the airport. Re: "I'm mid field downwind at 830'", or "we're about to turn base" etc. BUT, most important SEE and AVOID! That's the rule, see and avoid.

**TITUSVILLE ARTHUR DUNN AIR PARK (X21) 2 NW UTC-5(-4DT) N28°37.35' W80°50.12' 30 B TPA—See Remarks**  
**NOTAM FILE PIE RWY 15-33: H2961X70 (ASPH) S-12 MIRL RWY 15: PAPI(P2L)—GA 4.0° TCH 53'. Tree. RWY 33:**  
**PAPI(P2L)—GA 4.0° TCH 49'. Thld displcd 429'. RWY 04-22: 1805X100 (TURF) RWY 04: Thld displcd 100'. Tree. RWY**  
**22: Thld displcd 297'. Tree. SERVICE: S4 FUEL 100LL, JET A LGT ACTIVATE MIRL Rwy 15-33—CTAF. Arpt rotating bcn**  
**OTS indef. AIRPORT REMARKS: Attended 1300-0100Z±. Parachute Jumping. Rwy 04-22 rstd to ultralight and STOL**  
**acft only. Extv ultralgt act invof arpt. For info on rwy use call arpt authority 321-267-8780. Several radio twrs 1.5**  
**NM South of fld, the tallest twr is 399' AGL. TPA—830 (800), Ultralgt acft 530 (500). Rwy 04-22 marked with PVC**  
**pipe with reflective tape. AIRPORT MANAGER: 321-267-8780 WEATHER DATA SOURCES: AWOS-3 119.725 (321) 385-**  
**0384. COMMUNICATIONS: CTAF/UNICOM 123.0 ®ORLANDO APCH APP/DEP CON 134.95 RADIO AIDS TO**  
**NAVIGATION: NOTAM FILE ORL. ORLANDO (H) VORTACW 112.2 ORL Chan 59 N28°32.56' W81°20.10' 080° 26.8 NM**  
**to fld. 102/0E. HIWAS. TACAN AZIMUTH unusable: 066°-084° 246°-289° byd 17 NM blo 2,000' 246°-289° byd 28**  
**NM blo 2,500' -----**

### *See and Avoid*

I spend a lot of time at Dunn Airpark and enjoy watching the airplane movements when I'm there. When I look from the T3 hangar row to rwy 15 to watch a plane takeoff I have a hard time seeing the plane especially if it takes the runway and stops. This is especially true if the plane is small and a darker color that blends into the background besides that, it's about 2,000 feet away. Now suppose you're the pilot of this plane about to depart 15 and because there's no wind another plane like a King Air maybe, decides to use rwy 33 and you both key up your microphones at the same time to announce that you're going to depart. You don't hear the 33 departure and the big guy doesn't hear your announcement. Kind of scary ain't it? The pilot starting from the end of 33 will really have to look hard to see you 3,000' ft away and it's not going to take very long for that plane to use up 2,000 of the runway. If he sees you and your plane after he's used up this much runway it could be a very bad day for everyone at Dunn because there just ain't enough airport left to stop at the speed he's going! If you're the guy on 15 it may be easier to see something as big as the King Air than it would be for him to see you, in my opinion. Maybe you could pull off to the right or left of the runway but you'll have to act really fast. Maybe you'll be lucky enough to have the King Air become airborne and fly over you. It's probably over if you've already started your takeoff run! Anyway, the rule is SEE AND AVOID!

At our airport when skydive operations are going on and the skydive planes have made their announcement that jumpers will be away in 2 minutes and I'm inbound I'll stay away by orbiting a mile or so to the East or West or I'll slow to about 60 mph depending on how far out we are. When the jump plane is on the runway we scoot over and enter the pattern keeping a sharp eye out for chutes. Usually they are all down when their plane has landed and taxied in. On occasion a jumper winds up on the turf runway and you may have to go around. SEE AND AVOID. Our chapter has held many Young Eagle events at Dunn while Skydive is operating and it has always worked out well because our pilots follow the rules we've made and only use one side of the airport for the Young Eagle operations. We establish an agreement with the jump plane pilot and they agree to use the opposite side of the airport for their airplane movements.



We have a new item to watch for now, several people are flying powered parachutes at Dunn now and I don't know what rules they are using, probably using part 103 of the FARs for their operations but, I don't know. They seem to maneuver very slowly. **SEE AND AVOID.**

Radios are not required of any airplane to operate at Dunn and there are some airplanes flying around with no radio so, if you think you have the whole airport to yourself because you don't hear any radio calls, you might not! You could be making an approach for a landing on one runway at the same time a no radio is setting his approach up for the crossing runway. You could both be on final at the same time! All pilots have the responsibility to **SEE AND AVOID!**

Another thing to consider is the airport maintenance vehicles and equipment working on the field. In the summer there are grass cutting tractors mowing almost all of the time. Once upon a time we were taxiing on a taxiway that was parallel to a runway and the airport mowing machine was cutting the grass on the median between the runway and our taxiway. There was a plane on final for the runway and we were approaching the area the tractor was cutting. He had just made a turn and when he came around to begin another cut the operator saw us approaching and immediately put his machine in reverse and backed out onto the runway the operator was very alert and turned to look for landing traffic and just in time put the machine into a forward gear and leaped off of the runway. I truly don't know what would have happened if he hadn't looked and seen the airplane, the plane may have hit him or the pilot might have made a go around in time. The pilot flying the plane asked us on the radio if we'd seen that close call and I told him that I did. He was very shaken and I think the mower guy probably aged some too!

None of us are perfect and we all make mistakes so, at least be alert and **SEE AND AVOID**

***Member Mark Briere*** is at his summer place up in Maine and attended a fly-in at Bowman Field, Livermore Falls, Maine. He sent me a message that said "we had 89 aircraft at our fly-in Saturday. Eight of them had nose wheels.



**Bowman Field, Livermore Falls, Maine**

## ***New Breakfast Job Opportunity!***

Submitted by Member Greg Smith

**Hi folks! This is your friendly neighborhood ground handler during the monthly breakfast. You've seen me on my bicycle with my radio riding around the airport during the breakfast. I took over the job from Steve Pangborn many years ago and I've decided it's time to turn over the reigns to someone else.**

**It's not a bad job. It's sort of like going to an airshow once a month. Precision formation flying, sky diving, antique aircraft, military aircraft. Truly amazing. Once we had a heavy overcast and hardly any planes. I witnessed a Piper Cub break through a four hundred foot ceiling at the edge of airport property, bank sharply and roll out on 33. Another time on a frigid 35 degree morning (again we had very few people) I saw a man land in an open cockpit biplane. He was half frozen, I think. We must serve some damn fine pancakes for people to go through that for them.**

**The job requires you to place orange parking cones to block the area where the jump school's King Air will be fueling and after that it's pretty much enforcing a list of *Do nots* — *Do not* park in front of the fuel pumps, *Do not* park in front of the Sky Dive hangar, *Do not* park in the jumper landing areas. Our regular crowd seems to know these things, but we get newbies from time to time who will try to park in these areas, especially when we get crowded.**

**It's helpful to have a radio, but not required. It's helpful to have a bicycle or electric cart so you can get to someone fast when you see they are parking in the wrong area. (It's best to reach them before they shut down, otherwise you will have to chase them.)**

**We can park 12 to 16 planes in front of the Sky Dive hangar, depending upon the size of the planes and how tightly they park. We can park another 5 to 8 planes on the south side of the hangar, then we have to start parking them in the grass strip between the runway and the taxiway. If we exceed forty planes we have to park them in the spillover area next to the windsock.**

**When we get very busy it becomes a two man operation. I'm thankful for Fred Burgess who always pitches in and helps when he's here. Last December we had sixty two planes!**

**One of the Spruce Creek pilots said we should wear orange vests so they can see us and know who to follow. That's probably a good idea. The chapter should purchase a couple of those, I think.**

**Anyway, The October breakfast will be my last one. Anyone who wants to learn the ropes contact me. I will be glad to show them what to do. Most of the pilots I've dealt with have been very courteous and pleasant.**



**Greg Smith**



**This photo was taken at our 2010 Young Eagle Rally at Dunn. Greg owned a nice C172 and always took part as a Y-E pilot while he had the plane.**

**Greg has been helping at our chapter breakfasts for at least 10 years and I wouldn't be surprised if some of our breakfast crew doesn't know him. He has shown up at most of our breakfasts on his bicycle and patrols and assists our fly in friends with parking their planes. The above letter he wrote pretty much describes what he's been doing all these years. You see, he's the kind of person who comes to the breakfast to do his job and does it and goes home. The work he does goes largely unnoticed and has largely just been taken for granted, in my opinion. He's always been one of those invaluable behind the scenes guy who recognizes a need and just does what is needed to satisfy the need. He has an assistant, Fred Burgess, who helps when he can and they both do a commendable job.**

**I hope someone steps up to the plate and fills this all important role at our breakfasts.**

**Greg is an author and has written regular columns and articles for several magazines. He also is the author who leaves copies for the chapter of the books he writes. I've read and enjoyed them all!**



**Larry Gilbert**

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**Chapter officers**

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***FREE Airplane Wings!***

Deborah Van Treuren rec'd this note from Don Graves and forwarded to me. Sounds like it could be a great start to something!

Hi Debbie & Richard , A young lady stopped by my house today to tell me that her father had passed away . His name was Ross Harper and he owned a plane that he kept at Arthur Dunn air-park, He lived just north of the air-park and at some point started to build a airplane kit. She does not remember the name of the kit but he finished the wings . she asked if i wanted them and i told her that i would not be interested in them. she then asked if knew any one that she could give them to as she has been tasked with cleaning out the garage at her fathers home and her brother said he wanted no part of anything that was left. I don't know if there is any more than the wings and she said that it was an amphibian kit . Do you know of any one in the EAA that might be interested in taking them as it would break her heart if they were put in the land fill . she is not looking for any money. Her Name is LYNDA SPEAR (321) 205-4581 . Her Home is in Merritt Island you can call her or i can help with any arrangements. thanks Don

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**Chapter Monthly Breakfast**

**Sat. Oct. 6, 2018**

**Bldg. 10, 8:00 am**

**Dunn Airpark, Titusville, FL**

**Chapter Monthly Meeting**

**Weds. Sept 5, 2018**

**7:00 pm Bldg. 10**

**Dunn Airpark, Titusville, FL**