

EAA Smilin 'Jack chapter 866 Newsletter August, 2020



Chapter member Eddie Brennan test flying the Zenith 750 Cruiser that he built

Watchin Eddie Fly

By Larry

Ever since Ed flew with Jan (Viking Engines) for a couple of hours he must have figured that now's the time to start flying the Cruiser while the familiarization flights were fresh in his mind. He's been flying a lot of mornings at Dunn and tweaking the little issues that have come up while doing the test flights. He told me that there was a little Xponder discrepancy and has that corrected now. The airplane is working great and is fun to fly, he said. I've watched him land and take off and it looks like he's got that pretty well figured out! It's a beautiful site to see it flying.



Short takeoff



Short final for 15



Touchdown (almost)



Greetings Members and Friends of EAA Chapter 866,

Last weekend I took some time to do some cleaning on the Panther. It's so much fun to fly that plane that I'd much rather spend my time up in the skies than lying on the hangar floor cleaning the grease off the belly!

But during my last pre-flight or two, I started noticing bugs and grass stains on the leading edges and around the front of the cowling, and more evidence of grass on the wheel pants and landing gear legs. All attesting to the fact that I've been having plenty of fun with the plane. Of course, there were those well-preserved belly skins too, lightly coated with oil all the way from the firewall back to the tail-wheel spring. The comm antenna was so oily that I can always count on having "slick" radio transmissions!

The crankcase breather tube vents itself out of the bottom of the cowling, which makes it natural to have a "greasy" belly. We've talked about adding an oil / air separator, but just haven't done it yet. Anyway, it was time for a good spritzing and wipe down. I'm happy to report that the Panther is looking a little cleaner and brighter now. This month marks 3 years since I conducted the first flight! I've logged over a hundred hours on the trusty Lil' Red Wagon of the sky, and about 300 landings! Ours was the 16th Panther to fly, there are 30 of them flying now, but I think ours still holds the record for the fastest customer built example, going from shipping trailer to Runway in 246 days, and then landing in the pages of Sport Aviation magazine in July 2018!



Panther Sport plane, Serial No. 083, a proud member of the Chapter 866 Fleet

I'd like to encourage everyone to begin thinking about serving our chapter as an officer. It's very rewarding to be able to contribute to the Chapter in this way, and to help guide and steer our events. We currently have a pretty great crew of officers, but most have served for a number of years now. We are also very blessed to have an extremely talented pool of chapter members, most having a very rich set of aviation experiences and backgrounds. Almost any one of our regular members could step right into an officer position with no trouble at all. As your Chapter President, I'll say that I've had quite a few really interesting and memorable experiences, and met some very interesting people. These are things I never would've experienced outside of this role. You could do that too, so be thinking about it . . .

I'm looking forward to seeing you all at this month's regular Chapter 866 get together. It will be on Wednesday, Sept. 2nd at 7PM. As a reminder, we will NOT be having our September pancake breakfast, we are still evaluating when it will be best to start Flippin those *Smilin'-Flap-Jacks* again. I certainly miss our pancake breakfast events, and I know you do too! We will discuss this, and a few other things in more detail at our meeting on Wednesday, Don't Miss It!!

Keep on Building, Flying, and Flippin those *Smilin'-Flap-Jacks*!

Les Boatright

EAA Lifetime #563003

President, EAA Chapter 866

The Smilin' Jack Chapter

Aircraft Cleaning Tip !

Here's a link to a short video showing an innovative way to clean and polish your spinner . . .

<https://www.youtube.com/watch?v=rQS8FjDaUBg>

Disclaimer: Satire may be a dying art, especially if you try that cleaning tip on your airplane!!

Some reminders about upcoming events:

Date	Calendar Event	Place/Info
Sept. 2 nd	Regular Chapter 866 Monthly Meeting	Building 10 / 7 pm
Sept. 5 th	OUR Chapter 866 Monthly Pancake Breakfast CANCELLED Due to COVID	Building 10 / 8-10 am CANCELLED
Sept. 7 th	LABOR DAY HOLIDAY	
Oct. 3 rd	OUR Chapter 866 Monthly Pancake Breakfast To Be Determined . . .	Building 10 / 8-10 am
Oct. 7 th	Regular Chapter 866 Monthly Meeting	Building 10 / 7 pm
Oct. 10 th	Chapter 866 OUTDOOR COOK OUT (Burgers, Hot Dogs, & Drinks) Planning In-Work; Tentative Date & Time	Building 10 / 4-6 pm
Oct. 12 th	COLUMBUS DAY HOLIDAY	
Nov. 4 th	Regular Chapter 866 Monthly Meeting	Building 10 / 7 pm
Nov. 7 th	OUR Chapter 866 Monthly Pancake Breakfast To Be Determined . . .	Building 10 / 8-10 am
Nov 11 th	VETERANS DAY HOLIDAY	
Nov.	DeLand Sport Aviation Showcase	DeLand Municipal

12-14 th	https://www.sportaviationshowcase.com/ CANCELLED Due to COVID (Possibly Delayed until January 2021)	Airport (KDED)
Nov 26 th	THANKSGIVING DAY HOLIDAY	
Dec. 2 nd	Regular Chapter 866 Monthly Meeting (Officer Elections)	Building 10 / 7 pm
Dec. 5 th	OUR Chapter 866 Monthly Pancake Breakfast To Be Determined . . .	Building 10 / 8-10 am
Dec. 25 th	CHRISTMAS DAY HOLIDAY	
Jan. 1 st , 2021	NEW YEAR'S DAY HOLIDAY	
April 13- 18 th , 2021	Sun-N-Fun Fly-In (<i>Fingers Crossed</i>)	Lakeland, FL (KLAL)
July 26 th - Aug 1 st , 2021	EAA Airventure (<i>Fingers Crossed</i>)	Oshkosh, WI (KOSH)

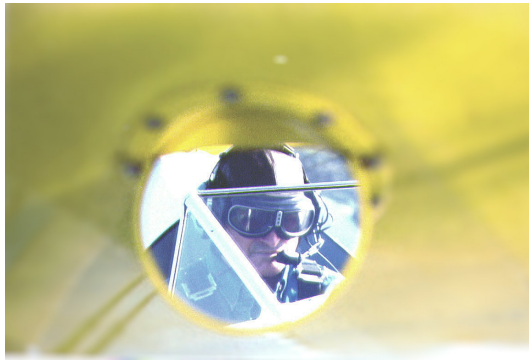
PLEASE SEND IN in any additions / updates to the Calendar of Events.

We'd like to keep this current and accurate!

CHAPTER MEETING:

We WILL be holding our Regular SEPTEMBER Monthly Chapter meeting at Arthur Dunn Airpark, Building 10.

Please Join Us on Wednesday SEPT 2nd at 7PM



Somebody's Gotta Do It!

The Stearman has a mirror so that the passenger can look up and check to see if the pilot is still back there! Pict. In mirror is Tom Gordon

This month I was lucky enough to do a flight review in a Boeing Stearman A75. Tom Gordon is a long time tenant at Dunn and he owns a Piper J3 and a Stearman that he keeps there. Tom is a retired Marine pilot and also retired Delta airline captain.

We pushed the Stearman out of his hangar and did the preflight. He then briefed me on every thing in the front cockpit of this beautiful biplane Throttle and mixture on the left, trim control below these, mag sw on left hand lower corner of the instrument panel. My feet placed on the running boards where the rudder pedals are and the long stick between my knees. Carb heat selector is down by my right hip, forward is cold and aft is hot.

There is an inertia starter for the engine start that can be wound up by hand or by the battery. Tom elected to use the battery. It would have been fun to wind it up by hand if it was a little cooler out! When we were ready to go he engaged the motor to wind the starter and when it was up to speed he engaged the engine to it and a couple of blades went by and then it started right off!

We taxied out to rwy 22 and did the runup. Sitting in that plane in the open air looking forward at the sky between the two top cylinders of that radial engine is a sight to behold! I'm in the best place on earth!

We lined up and started our takeoff roll and it seemed like that engine was just happy to be pulling us along, it is so easy going that it doesn't seem like it's working hard enough to make this machine fly but we used about the same amount of runway that the Citabria uses to become airborne. Tom let me have the controls and we headed west climbing to 2,500 for some maneuvers. At altitude and finished our clearing turns, Tom did some 60° banked, 360° turns in both directions. The airplane shakes just a little bit to tell the pilot that we might be close to an accelerated stall and if you just release a little back pressure it gets happier. After he was done I did a couple of these. Airplanes talk to you when you fly and the Stearman is a great communicator! Tom did approach to landing stalls then some takeoff stalls and then gave me a turn at it. The stalls are as gentle as the Citabria, maybe a little easier cause the plane really talks to you! You just have to pay attention. That radial engine just seems to be happy all of the time if you are easy with the throttle. What a pleasant plane to fly! We did three landings and Tom did all of these, he offered to let me land it but I declined. I'm pretty sure I can land it but couldn't stand it if I damaged it.

This was the most pleasant flight review ever and Tom is a wonderful pilot. What a day!

Larry

Speaking of Stearmans

Don Bolton told me that he is going to bring his show piece Stearman back to Dunn and keep it here until his hangar near Memphis is ready. I can't wait to see it!

He took Loretta for a ride in it about 10 yrs ago.



Don Bolton with Loretta as passenger in his Stearman

Member Kathy Anderson has taken delivery of a New Airplane, (kit)

Her RANS S19 has been on order for some time and now it has arrived!



Kathys' new airplane, ain't she a beaut!



Some assembly required

Deb Van Treuren Flight Transition Training *Larry*



Deb made a three day trip down to Okeechobe to take training in an RV 6 (tailwheel) airplane and I asked how it went here is her reply.

The transition training went very well and Jan felt that I was ready to take on the Twister. 6.6 hours of very intense training, 37 landings and take-offs over three airports- turf, 2 pavement grades 7 different runways. We did a few steep turns- 18.5 - 60° banks, turning final is always a 30° bank in the RV6. Lots of air work. Slow flight, stalls, s- turns. The RV6 is a very different plane than Fancy- the rudder is very sensitive and the stick takes only the tiniest movements to produce results. 180 hp engine has a lot of torque for a small plane- 1670 take-off weight so I had to really step on the rudder to keep from rolling. The P-factor is very startling after Fancy's 115 hp. RV6 wing span is very close to the Twister's at 23.5'. I was able to keep the wings level and the ball in the middle nearly all the time. There were some brief moments when my foot slipped off the 4" blocks and things got crazy. The main thing I learned was that the margin for error is very small, not unlike the Twister, and while the RV6 was a joy to fly, you really have to be thinking about every move. He did the same thing with me that you do on pre-flight- leave little stuff for me to find to make sure I'm paying attention. I think it is a good tool!



Chapter officers

President Les Boatright 3640 Fraizer Ct. Titusville, Fl 32780 321 269 1723 amyandles@juno.com

VP – Edward Brennan 501 Water Side Circle Titusville, Fl 32780 EJB.USMC@gmail.com

Secretary – Kimberly Brennan 501 Waterside Circle Titusville, Fl 32780 kbrennanfl2006@gmail.com

Treasurer – Herman Nagel 21425 Hobby Horse Lane Christmas, Fl 32709 407 568 8980 bhnagel@earthlink.net

Newsletter – Larry Gilbert 2002 Malinda lane Titusville, Fl 32796 321 591 8783 larryglbrt@gmail.com

If you have any interest in viewing the video that I showed at our chapter meeting about engine failures on takeoff at Dunn airport, you can check YouTube
For the video type in the search box Larry Gilbert where ya gonna go