

EAA Smiin 'Jack Chapter 866 Newsletter October 2022



Thought this picture was cool! Catchin up w the shadow, our landing at Winter Haven (GIF) w/Tango for one of our flyout breakfasts -- Larry



Greetings to all EAA Chapter 866 members and friends

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As fall approaches, I'm looking forward to the cooler, drier weather and the opportunity to fly any time of day without the threat of afternoon thunderstorms.

Our breakfast this month will be Saturday October 1st – followed by the monthly meeting on Wednesday the 5th. We plan to have an Italian Dinner before the meeting and will start serving at 6pm. At 7pm our speaker is scheduled to be Don Wilson a former crew member on Air Force One and a crew chief for the C-47. I'm told he has spoken to our chapter a few years back and the talk will prove to be interesting and informative.

For future planning purposes, our annual chapter workday will be Saturday November 12th and a few of the tasks will be: sealing the roof (after pressure washing the week before), replacing some ceiling tiles, repairing or replacing the propane cylinder cabinet, and washing the floors. Please let me know of any other tasks that you think should be added to the list.

See you all at the breakfast on Saturday.

Kathy

The member spotlight this month is on John Shaffer:

John was born in Baltimore Maryland and lived there until he was 8 years old, then his parents returned to their home town of Hanover, Pennsylvania. His grandparents had emigrated from Germany and his maternal grandparents had a farm close by- where John spent many happy hours – and this may have been his introduction to mechanical work



At a young age he began working to repair whatever needed to be fixed. In addition, his grandfather was a pilot and owned a biplane; his father was also a pilot. He started working as a young boy, mowing the grass for Mr. UTZ – of pretzel and snack food fame. As a young man, he moved to Baltimore, where there were better opportunities for employment.

Naturally inclined for any type of mechanical work, he gravitated toward the repair of tractor trailer trucks; he and his brothers owned a warehouse in Baltimore and had a thriving business there. Others noticed his mechanical aptitude and he added working on airplanes to his repertoire of skills. During this time, he decided to attend A&P School. He worked and went to school full time – then drove a tractor-trailer for Giant Foods on Saturdays. After graduating from school, he stayed on as an instructor.

Somewhere during this time he also obtained his private pilot's license.

Next John went to work for East Coast Helicopters in Gettysburg, PA while also raising a family with a son and a daughter. He worked on the Bell 47s – and did everything from repairs to total rebuilds from the frame up.

He worked for a time at Rice aviation in Baltimore as an A&P instructor. At the same time he also leased Essex Airport outside of Baltimore, from there he leased back a Cessna 150 and a Cessna 72 which he bought with a friend. If that was not enough, he also completed his B.S degree from Wilmington University in Aviation Maintenance Management.

His next challenge was working for Lockheed-Martin, out of Baltimore They sent him to Thailand to establish an FAA foreign repair station there. At this point in time he had his IA endorsement and was the chief inspector. John loved Thailand and did a considerable amount of SCUBA diving there – which he finds relaxing and enjoys to this day. He even became an Instructor, teaching others to enjoy the sport.

As you may have guessed by now, it was time for John to start a new challenge: he moved back to Baltimore and worked doing contracted maintenance at BWI – mainly for American Airlines.

Next was Saudi Arabia, where he was the director of Maintenance for a Saudi Flight Academy. The only thing he really enjoyed in that country was the SCUBA diving – he does not miss the sandstorms, especially since he had the opportunity to fly into one – an experience he will not forget.

His next experiences were an instructor teaching mechanics at Wayne Community College, in Goldsboro, NC; setting up a repair station in Lima, Peru; the Caribbean manager for FedEx aircraft, then work in the Philippines, then a QA/auditor job for FedEx aircraft.

Lastly, he moved to Florida, and then worked for Empire Airlines – which brought him to Hawaii – which allowed him to do more SCUBA diving. He was the fleet manager there for Empire for about 6 months.

After all this moving around, he finally settled in Florida and retired – for a short time. Then a couple of part-time jobs came his way, which morphed into full time – which he is trying to avoid. John needs time for his other projects – like diving instruction, fixing up a house and a new thrill he is exploring – skydiving.

At the present time, I caught up with him in the maintenance shop for the Skydive Center; where he is working part-time. He would love to do more diving in the Caribbean – maybe Costa Rica – but who knows where his next opportunity will bring him?

Aren't you tired- just reading about his life! Hopefully he will stick around for a while.

So when you see him – you know a little more and can compare some of your crazy lives with his. – So many interesting people are right here at our nearly perfect little airport!

Trip Log Florida to Cavalier, ND and return: Sept. 2022 – Bob and Kathy Anderson

Part 1

In my dreams, I was hoping for blue skies, tailwinds and a smooth ride for our latest long cross country trip. Originally the plan started with a Colorado friend's desire to have a photo taken of his Cessna with Mt. Rushmore in the background. Bob wanted to add flying to Cavalier, North Dakota (2C8) – a place he had worked a few years back – to the itinerary.

I began planning the flight based around flying our six month old Viking Engine powered RANS S-21, which uses lead free MoGas for fuel. My first step after looking at the direct route to 2C8, was to go to <http://flyunleaded.com> and line up our route with the closet fuel stops. Next, I called each airport to check on fuel availability and courtesy cars. Our usual first stop would have been West Georgia Regional (KCTJ), but they were no longer supplying MoGas. As a result, I chose Jasper, TN as our first stop (KAPT), which was 535 nm, with Palatka and CTJ as waypoints to avoid airspace issues. A rainy area was forecast from northern Florida through northern Georgia due to a pesky stationary front.



Our plan was to climb up over the low clouds and cruise on top if possible, and this worked out well. I climbed to 5500 feet, then 7500, and we remained VFR on top until the clouds dissipated – just north of Atlanta. As we approached APT, I noticed it was nestled in the valley of the Tennessee River. What a beautiful place! Bill, the airport manager came out to greet us, along with Dale, the local A&P. We were informed we were in the Sequatchie Valley and we were welcome to use the courtesy car. We declined – as we were on our way to Mexico, MO. We hope to return to this place and stay a couple of days (since the flight was only 4 hours and 13 mins). This would be a great way to spend a morning. After interesting conversations, we took off, heading to KMYJ.



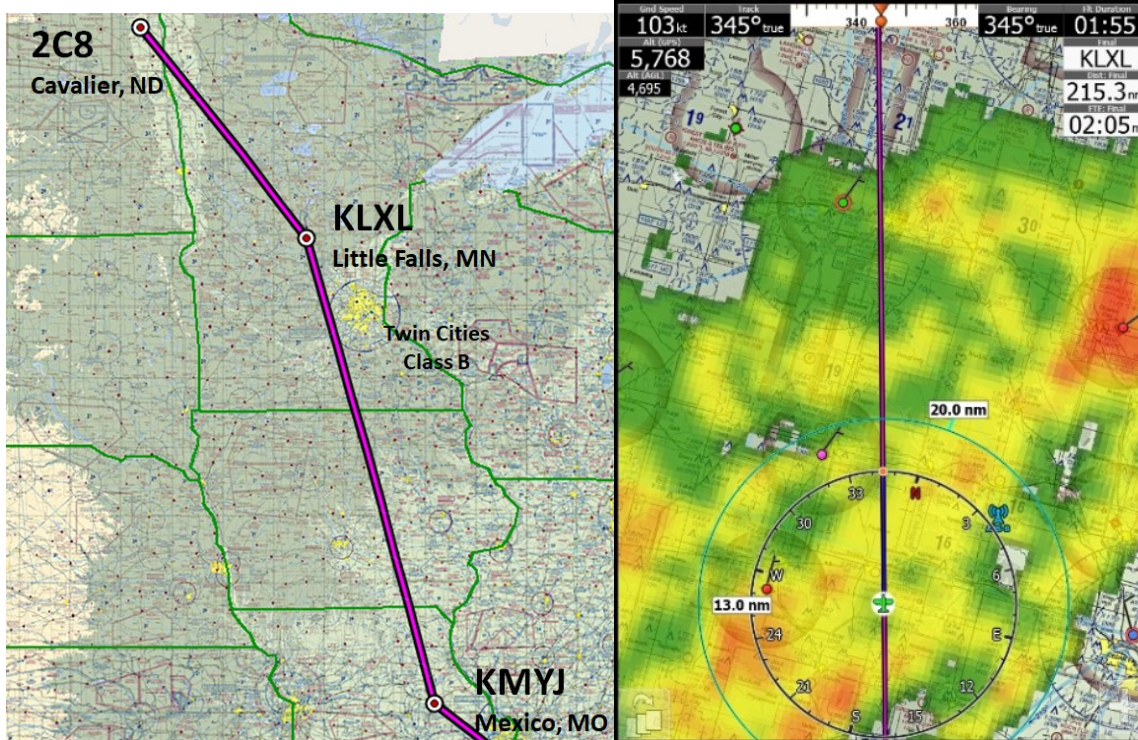
With clearer weather ahead, we climbed up in between the 1200' foot hills and above the scattered clouds on a heading of 311 degrees.

The course for Mexico Memorial Airport brought us over the Ohio River, Kentucky Lake and Lake Barkley. This portion of the *Ohio* separates Kentucky from Illinois. Further ahead we followed the Mississippi: separating Missouri from Illinois. We flew by Paducah, Kentucky, where Bob had purchased our Cessna, 25 years ago.



Flying up the Mississippi, St. Louis was to our right and our destination was 35 minutes ahead under clear skies. After a flight of 3-1/2 hours we arrived. As we taxied to the MoGas pump, we noticed the Zenith Aircraft Factory to our left. Upon shutting down the engine we were greeted by Roger Dubbert – Zenith demo pilot and instructor of many EAA “Hints for Homebuilders” videos. We later visited with Sebastien Heintz, the gracious CEO of Zenith. Next we spoke with Jay, the airport manager, who loaned us the courtesy car to go to a hotel for the night.

The next morning was bright and clear, but we would have to cross a cold front, with precipitation which spanned the state of Iowa. The ADSB weather, displayed on my tablet, did reveal a few lighter areas, which gave me hope that we could stay VFR.



Our fuel stop would be Little Falls, MN – which had 7000 gallons of newly delivered 91 octane MoGas. The sky was clear for the first half hour, then the clouds began to thicken. We climbed and descended to whatever altitude put us out of the clouds. Thankfully, the air was smooth until we crossed the area of precipitation, then the winds swung around to the northwest and slowed our progress. Along with the clear air came the bumps, but we did not have far to go. LXL was a perfect fuel stop, with nice facilities. Located just to the east of the Mississippi River, it was the boyhood home of Charles Lindbergh.



Our next destination was Cavalier, SD (2C8), only 252 nm to the northwest. The clouds were puffy and the air was turbulent, but thankfully this was to be the shortest leg of the entire trip. Passing over flat farm country I coined a new word to describe it: “lakey”. No wonder it is called “the land of 10,000 lakes”. Cavalier was to be our only 2 day stop. Harold, the airport manager told me where to find the keys to the courtesy car – and it was ready for us when we landed.

This town has one hotel – which is also a liquor store and restaurant- all of which are about a mile from the airport. The food and the service could not have been better!



RUSH HOUR IN CAVALIER

Since there was no MoGas at the airport, after landing we took the two empty gas cans that we carried in the back of the plane, and filled them up at the local station; then Bob topped off the tanks so they would be full for the next leg of the trip.

The next morning, we went to the airport to check on the plane and were greeted by Harold and two other pilots. Lyn showed us his Mooney Mite, constructed mainly of mahogany and told us he was looking for an A&P who would work on his wood airplane. All informed us that one of the biggest attractions of the year was being held on this very day: The Pioneer Machinery Show. This is a fund raiser for the local historical museum and it was 5 miles out of town on route 5. Harold was serving up root beer floats for the local lodge and they were delicious. There were hundreds of cars there from all around the area.

After we left the show, Bob drove me to the PAARCS Radar site where he had worked several years ago. Later we attempted to go to the local Dollar General Store – but they had closed for the afternoon due to the farm machinery show. The friendliness and community feeling from the people was wonderful – making us vow to return again.



The next day as we headed to the airport at first light, we were greeted by lights strung across the downtown streets; a pretty sight to see.



The dawn was beautiful and the takeoff smooth as we left for our next fuel stop in Mobridge, SD – then on to fly by Devil’s Tower, Crazy Horse and Mt.Rushmore before landing in Spearfish, SD.

Next month I will finish up our trip log with part 2 of the trip.

Replacement Fuel for 100LL to be available at a spot near you - Eventually

The FAA has granted STCs for GAMI’s G100UL fuel. These STCs cover the entire piston-engine fleet. This is a huge milestone, is a big will for General Aviation, but there is much more work to

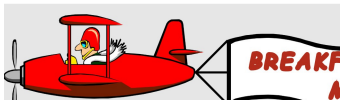
do. Mark Baker, AOPA's President, has devoted countless hours and leadership within the industry and in his position as Co-Chair of the EAGLE initiative to ensure that all, industry, and the FAA, remain focused on addressing this very important issue. Here is a link, <https://www.youtube.com/watch?v=zn4IU87CEMo>, to an AOPA Live interview with George Braly from GAMI, Inc. The interview provides very good information on the timing, pricing, production, and distribution of the GAMI G100UL fuel. Additional information can be found at WWW.gami.com

The New Fuel

A lot of the airplanes we are flying right now were developed to use 80 octane (red gas) which contained about ¼ of the amount of lead in 100LL. Red gas was discontinued and these airplanes, including the one we own, a C172A with an O300 Continental were forced to use the (100 Lotsa Lead) fuel. The Lotsa Lead causes lotsa problems like fouling the spark plugs with lead after only a few hours of use after cleaning them. Cleaning them involves digging the lead out with a dental tool deep into the plug along the ceramic insulator before the sand blast cleaning of the electrodes. It also builds up lead deposits in the valve guides until the valves begin to stick in some engines, especially Continentals! G100UL sounds like a good idea to me. Every user who uses this fuel in a certified airplane will **have to BUY a STC** to use it even if there is no alternative avgas that will be available since the Lotsa Lead stuff will be discontinued. Pricing of the G100UL is yet to be determined. We own a mogas STC for the C172A but don't find it available at very many airports. Since car gas spoils a lot quicker than avgas, those airports with car gas might not be turning it over quick enough to keep it fresh, in my opinion. Personally, I hate the smell of car gas! I used it mixed with avgas (2:1) in the Citabria we had and I always bought it from auto gas stations to ensure the freshness of it. It solved the spark plug fouling problems I had with pure LL!

Anyway, progress is being made finally and we may have a suitable alternative to Lotsa Lead someday. Tango (our C172A) might still be around but we may not be when it happens.

Larry



Dunn Group Breakfast Flyout Killer Squadron 866

We're still at it and have managed to fly somewhere every week so far for a couple of months! We've had 5 – 8 planes for every trip! We take a good look at the weather before we go so that if we have to use a plan B, like turn around and come back, we'll be prepared for it. A trip to Deland one day was over the top of a low lying overcast that ended close to the Deland airport, it had cleared up before we headed home. As the last plane arrived back at Dunn that day there was a thunderstorm coming in from the East. Another day when we were headed for Valkaria rain showers were forecast for the area but, all the airports between here and there were reporting good VFR. It looked dark to the South but MLB reported 11,000, and scattered at 2,000 with 6+ vis. So we headed out and it was exactly as forecast. On the way home there were some light showers with good visibility through them and the scattered layer was still around at 2,000. Good trip!

Larry

Safety Seminar

Title: Preflight After Maintenance

Topic:

Preflight After Maintenance (SCF-SE-28) - In-Depth Look at a Notorious Area of High Risk

Date and Time:

Sunday, October 2, 2022, starting at 09:30 Eastern Daylight Time [Download Calendar File](#)

Speaker(s):

Joseph Schmalz

Brief Description:

The General Aviation Joint Steering Committee (GAJSC) and the National Transportation Safety Board (NTSB) have determined that a significant number of general aviation fatalities could be avoided if pilots were to conduct more thorough preflight inspections of aircraft that have just been returned to service. In-flight emergencies have been the direct result of maintenance personnel who have serviced or installed systems incorrectly.

Learn tips to avoid these situations in this FREE seminar! WINGS Credit available!

Select Number: SO15116551

Location of Seminar:

**Arthur Dunn Air Park, EAA Chapter 866
480 North Williams Ave
Classroom in Bldg. 10
Titusville, FL 32796**

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Chapter Breakfast

**Sat. Oct 1, 2022 8:00 am
Dunn Airpark, Bldg. 10
Titusville, FL**

**Regular Chapter Meeting
Weds. Oct. 5, 2022
7:00 pm (eats at 6:00)
Dunn Airpark, Bldg. 10
Titusville, FL**