

# EAA Chapter 866 Smilin 'Jack Newsletter

## November 2012



### *New Pilot!!*

EAA C866 Chapter member Bob Rychel has completed his Sport Pilot practical test in his own airplane which he built himself! Two days after the exam he was flying Young Eagle candidates out over the Shuttle Landing Facility at Kennedy Space Center! Congratulate Bob when you see him. Picture above is Bob with one of the Young Eagle youth he gave a first flight in his Zodiac 650.



### *President's Note November 2012*

As many of you know, Saturday October 20 we held our annual Young Eagles event. I always look forward to sharing my airplane with these kids. This year I was on my way to the airport in the Model A truck so early it was still dark out. The Model A's headlights don't shine very far down the road, but then it doesn't go all that fast. The Pietenpol was mostly ready to go, but after a preflight it was started and moved over to the flight-line about 7:45. I was surprised how many kids were already there waiting.

I saw several parents that I knew from work, and was able to arrange to take one of their teens on

my first flight. With a cold front passing through the night before, it was a little chilly most of the morning. I remembered to bring a jacket for my passengers, as I remembered from last year that some of my Young Eagles showed up in t-shirts and shorts. I remember that the forecast was for 10-15 mph winds from the NW. When I got to the airport the windsock was already showing a pretty good breeze blowing down runway 33. Our prayers were answered, because as the morning turned into early afternoon it warmed up, the skies cleared to 25 mile visibility, and the wind dropped to nearly nothing.

One thing I really like about small Continental engines is their simplicity. One of the drawbacks of that simplicity is the lack of an electric starter. I usually ask Larry to give me a “prop”, since his hangar is right across from mine. I knew that he would be busy flying his own airplane, so I asked around for someone to give me a start. Larry gave Les Boatright a quick lesson, and Les was able to give me a start for all of my rides, plus the taxi home.

A total of 6 Young Eagles flew with me this year. The last one waited for the last ride of the day with me. He was one of the CAP cadets, and he obviously had some stick time. He probably flew the airplane for 15 minutes of the 25 minute ride. By the time we landed, most of the other pilots had already put their toys away. As Larry said in his e-mail afterwards, Chapter 866 through good teamwork put together an event that ran like a well-oiled machine. I'd like to personally thank Larry for putting that team together.

### Upcoming events

Winter Haven Fly-in: November 10

When Pigs Can Fly Fly-in Barbeque at Sun-N-Fun Dec 1

Our pancake breakfast November 3. (I will be working and Herman is out of town, so we will need some extra help.)

Ben

### *Oct. Meeting*

President Ben brought the October meeting to order with the pledge to our flag at 7:00pm Oct. 3<sup>rd</sup>. Nineteen members and friends were in attendance.

Progress reports: Deborah, still beaming from her successful Private Pilot check ride said the success belonged to all of our chapter members as she received help and encouragement from us. Then she explained the progress of the Twister project that she and Richard are working on. They have been working on the tail wheel mechanisms and the elevator operating system. They are making good progress.

Ed Brennan said that he is making slow progress on his Rans and he has decided on the Honda FIT engine kit called the Viking as a power plant. Because of the shape of this engine he said he is going to use the Just aircraft Highlander engine cowling.

Les said things are moving slowly on his RV4 but, he is going to allocate blocks of time to work on the plane.

Bill Bilsky was set back on his helicopter project due to a bad auto accident.

Kip Anderson said he has the auto pilot working on the Sonex and had a rough time addressing the servos in the control program.

Bob Rychel reported that he has 55hrs on his CH650XL and has been signed off to take his Sport Pilot exam.

There was discussion about the Y-E rally set for Oct. 20. When the meeting was over we were treated to a couple of exotic cakes made by Donna Thomas.

### *October breakfast*

We served about 115 eaters at the October breakfast. We set up at about 6:00 am and everything was well underway by 7:30. Ben worked the egg operation. I'm not sure but, I think the first egg hit the pavement instead of the grill when he attempted to crack it open. He settled down after a little coaching from Ray Thomas and got the

operation under control and did a real good job of it. Just ain't the same as when our expert eggenator is at the grill though!

Pancakes, bacon and sausage, eggs, grits and gravy, biscuits, and muffins, blueberry coffee cake and it goes on and on. A super breakfast worked by a super crew attended by super friends for customers, it doesn't get any better! A good time was had by most.

### *Young Eagle Rally*

And what a day it was!

It was a little after 7 am when Loretta and I got to the airport and I let her off at bldg.. 10 with the cookies she baked for the kids and workers. Then I drove down to the hangar where Ben, who hangs his Pietenpol across from us was already there and had the plane out and ready to go. So, before I got Fancy out I propped his little Continental and she was ticking away on the first blade. It was a marvelous sight to see the Piet starting to taxi with



the bright red sunrise sky in the background, Kodak moment it was. As I was preflighting Steve Miller taxied by followed by Jim Morgan in their C152s. Then Bob Rychel went by in his Zodiac 650. The place was coming alive and I was thinking, what if no kids show? Anyway, Fancy and I were eager to get over to the flight line and we taxied out from the hangar rows and over to line up with the other planes. There the planes were, sitting there like the Dunn Patrol all lined up and ready to fly. The pilots had already been briefed via e-mail + given printed copies of the plan. A coordination meeting with Skydive pilot, Neal Alders was held also. The pilots and planes were ready!

Our faithful ground crew was already there with the registration table set up. Kip was behind his computer and printer already printing something. At the table with Kip and handling the paperwork (ugh) were Deborah and Herman. Outstanding! Our chapter's faithful CAP friends had a tent set up to hand out promotional materials to potential new cadets. The CAP cadets and supervisors are a great addition to our ground crews and their training in safety around aircraft is quite apparent. Donna Thomas brought a coffee cake in to help feed the hungry, Les Boatright was doing whatever was needed to be done on the flight line including providing the Arm strong power needed to start the Pietenpol. (hand prop) Gary Whitmore was keeping track of who was flying with whom and assigning a safety person (CAP) to accompany the candidates to and from the planes on the flight line. I saw Billy Mehaffey herding young folks out of harms way as the Skydive King Air needed space for their operations and needed a clear path to the fuel pumps. Jim Morgan had his C152 on static display and was conducting ground school for small groups of Y-E candidates. I saw Stu Sammis grandson and Jan, Bob Rychel's sweetie working as well. All of this in support of the flights for the youngsters!

The pilots who gave the rides had the most fun because they got to fly these enthusiastic young people. Pilots: Alberto Silva (C172) – Steve Miller (C152) – Jeff Wilde (RV12) Bob Rychel (Zodiac 650) – Ben Charvet (Pietenpol Air Camper) – Larry Gilbert (Citabria 7ECA) The flight was as follows; Take off rway 33, climb to 1,000', right turn out and over to enter a 2 mile base leg to the Shuttle Landing Facility runway 15, base to final and down to a 500' pass along the length of the runway followed by a right turn out and head back to Dunn, enter crosswind – down wind for 33 and land. This took approx. 30 min in the Citabria chock to chock. The view over at the space center was spectacular and my passengers used words like awesome and wow along the whole flight. Nice kids fun flights. Great job Chapter 866!! See pictures at the end of this newsletter.

***note from Beth:***

Deb,



The kids had a wonderful time at the young eagles rally Saturday. It was the highlight of their day, week and possibly life! Trevor was not impressed at all with the fair at St. Teresa's after having been up in a plane. The carnival rides were just anticlimactic. He was so very impressed and enjoyed it so very much and couldn't stop talking about the fact the pilot let him fly the plane while they were up there. It was a day he will never ever forget.

Thank you so very much for letting us know about this. What joy you brought to their lives! I remember how much I have enjoyed my airplane rides in small planes as an adult and can only imagine how much it would have meant to do this as a child. Thank you again.

Beth and Linda (and of course Trevor and Araya too!)

### ***Newsletter Contribution By Jim Brewer***

Here's an item if you need a filler for the news letter.

On Sept 23, 2012, I went to visit EAA 533 to look at their Nieuport project and get more information on completing the one that I'm working on. They were very helpful with actual advice and copies of their notes and drawings regarding upgrades and modifications that have improved the flying and landing qualities of the Nieuport 11. They are a great group of guys, much like our Chapter with lots of ball-breaking and bantering between members. An interesting part of their group is that they meet (informally) every Sunday morning for breakfast in their hanger/meeting room where the first guy there puts on the coffee and turns on the griddle and throws some bacon and sausage on to cook. Then as the guys, members, guests, airport bums, regular bums, homeless, bikers and all manner of degenerates arrive, they are charged \$5 and given two raw eggs that they cook themselves, that way avoiding all complaints on how the eggs are cooked. They also make their own toast to eliminate the bitching over the toast being cold! Some of them arrived in church clothes, others in work clothes to work on projects and others came just to visit and enjoy the camaraderie. I took my long time fishing buddy with me and we (he especially) had a fantastic time. On the way home, he said, "What a great bunch of guys, I didn't know that people even got together like that anymore". As Christine and I travel I try to visit local EAA Chapters when possible just to see how they operate. This one was unusually active although a common thread through most EAA Chapters is that there are very few younger members (under 50). Here are some pictures: one of EAA533's project, one of my (Gil's) project and one of Patty's completed Nieuport 11.



**Jim Brewer**

I really like it when members contribute, it makes the thing more interesting and makes this job easier. Lg

Sent to me via e-mail from our chapter member, Jim Brewer ----lg

From: [eaachapter44@aol.com](mailto:eaachapter44@aol.com)

Sent: 10/26/2012 1:02:03 A.M. Eastern Daylight Time

Subj: EAA Chapter 44 is asking for your help

**Hello Fellow Aviation Enthusiast**

**My name is Norm Isler, Vice President of EAA Chapter 44 in Brockport NY . (That puts us between Rochester and Buffalo , NY .) I am writing today to ask for about a minute of your time and some help.**

**EAA 44 is a finalist for a \$10,000 grant. This grant is sponsored by the Lightspeed Aviation Foundation, a not-for-profit organization set up by the folks who make Lightspeed Headsets. We have been notified we are in the “Top Ten” of 20 contestants, and we need to be in the Top Five to win the grant. To win, we need YOUR vote in the Pilot’s Choice vote. Anyone can vote, but each e-mail address can vote only once. I am asking you to vote for EAA 44.**

**The easiest way to vote is go to [www.EAA44.org](http://www.EAA44.org). At the top of our webpage, you will see a gold box with all the information you need. Voting takes less than a minute, and you will not get spammed as a result of voting! You will receive one e-mail thanking you for your vote, and that is it. EAA 44 will, be grateful for your help!**

**Any aviation related organization can apply for this grant to support a worthy project, but this year, EAA 44 is the only EAA entity in the list of Top Ten finalists. For the sake and reputation of all EAA Chapters, please help us win! Voting ends on Friday, Nov 2, 2012, so please vote TODAY. Please ask your friends, family and other aviation enthusiasts to join us in our efforts to win. (Perhaps re-post our request to your Facebook or other social media page.) Some of you may remember that we were a finalist in this grant competition last year. We missed winning by only a slim margin. If you voted for us last year, thank you again, but please remember to vote for us this year!**

**While on our website, you might take a minute to explore a bit. You can see pictures of the Young Eagles we have flown, some of the guest speakers we have hosted and much more about our group. Our main intention when we win this grant is to complete The Sport Aviation Center of Western New York, our new 3500 square foot learning center located on the Brockport Airport (7G0). Here we will continue our work helping others to build, become better, safer pilots, and for newcomers, share our love of flight.**

**I could tell you much more, but I promised to only ask for a minute of your time. Explore our website, and feel free to write back if you have questions. In the meantime, please vote!**

**Thank you!**

Things to ponder

Chapter elections coming up soon. Think about nominating someone for pres.

Want to have the annual party again? Royal Oak country club is closed, we have to find a new venue for this.

***Talk About you’re experimental Aircraft look at this (check out the shirt on Les)***

This taken out at NASA SLF (on or around Sept 16<sup>th</sup>), a few days before Space Shuttle Endeavour left Kennedy Space Center for the final time to be flown out to its new home at the California Science Center. Les Boatright



## ***First Flight***

Don Garrison

This past Sunday turned into an exciting day. I had friends visiting from California, hopefully to view my first flight in the RV-8. I've been building for 4 1/2 years, and the last 4 months have been especially grueling in a 104 degree hangar with 80% humidity. I had prepared by flying backseat with Al Voss in his RV-8 and Larry gave me a tailwheel refresher in his Citabria "Fancy".

Hurricane Sandy put the damper on any flying, but Sunday was clear and blustery - way too blustery to fly of course. However, I figured it would be a great opportunity to practice ground handling in the windy conditions. I'd say it was blowing 20-25 knots and 40-50 degrees across the runway.

In the previous ground taxi tests I had applied power for a "6 count" to get up to a reasonable speed but well below the danger level. I did the same this day. I applied power but at about count "3" the tailwheel, the left upwind wheel and soon thereafter the right wheel was off the ground. I'd say it "leapt" off the ground quite unexpectedly. My first reaction was to reduce power and let it settle back, but my brain instantly went into "go-around" mode. Soon I was climbing out like a rocket.

I climbed to 4000 feet and circled the airport for nearly thirty minutes, monitoring the EFIS and checked handling qualities. There were no surprises airframe or engine wise. I kept it at high power for a half hour engine break in cycle. Now it was time to tackle the landing.

My ground crew was standing by with fire extinguishers and rescue hammers for the canopy--- just in case. We had briefed the procedures well in advance. I circled down, incrementally checked flap deployment and slow speed handling qualities. Post flight video and audio from the ground crew is evidence they were all holding their breath. The only sound recorded was the wind.



The flare and touchdown were normal. During the rollout it became a bit squirrely as the wind tried to push the tail to the right, but I managed to keep the nose and tail in the required directions. The best part was taxiing back, when I realized the first flight was done and the airplane could fly again without any repair. What fun!!

Don Garrison –



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# **Monthly Breakfast**

**Sat. Nov 3, 8:00 – 10:00**

**Dunn Airpark Bldg. 10**

**Titusville, Fl**

**Got stuff to sell? Bring it to the Bfkst set it out to sell**

# **Chapter Meeting**

**Weds. Nov 7, 7:00 pm**

**Dunn Airpark Bldg. 10**

**Titusville, Fl**



