



Bob Rychel flies The Radio Flyer Wagon for the first time!



Hello to all EAA Chapter Members and Friends,

With the passing of our first seasonal cold fronts, it's great to enjoy more outside activities. With that in mind, I hope that the Merritt Island Chapter's October 30th - 40 year celebration will go well. The planned "poker run" to 5 airports and the cookout afterward are a great idea.

Speaking of chapter events, we plan to have a chapter work day and cookout on Saturday November 13 – which is traditionally the week we do this each year. We will have a brief discussion at the meeting on Wednesday November 3rd, but thus far the suggestions to spiff up the clubhouse are: replacing some ceiling tiles, possibly sealing the roof, rewiring

lights in the meeting room, cleaning the floors, sorting out/moving out unused filing cabinets and relocating shelving. Come with any ideas you might have.

I will send out details on this after the meeting – including the tasks, time and cookout menu.

Our planned speaker this month will be Matt Barnes – who will talk about his job here at X21 as a skydive pilot. Matt has certainly been polite and keeps us fully informed while delivering the jumpers over the field. This should prove to be interesting and informative. Bring any questions you might have.

Bob and I just returned from a flight to and from Fallon, NV – I will post a slideshow on the TV screen before and after the meeting.

At the breakfast this month – Saturday November 6th – a missing man fly-by is scheduled to honor the life and service of Cedric Jackson – the son of chapter member Roosevelt Jackson Sr. Cedric was an Air Force Academy graduate, served our country in the military and was a profession pilot with FedEx. I pray in some small way that this will honor him appropriately.



This month's member spotlight is on: *Ben Charvet*



Ben is a native Floridian, born at the Naval Hospital in Pensacola. Not only was he born in Florida, but he has lived in this state his entire life!

His Dad was in the Navy and worked as an aviation mechanic and electrician working in Navy trainers, mostly the T-6 and T-28. His career moved him to Jacksonville and Bartow. When the Space program began to ramp up, the family moved to Titusville and his father worked at the space center for the rest of his career.

At an early age, Ben was introduced to aviation through his dad's hobby of model building. In those days, the models were primarily free flight and later control line planes. For as long as he can remember, Ben built models. He recalled that he learned about aerodynamics by adjusting the variables on the models: dihedral, weight and balance and angle of incidence of the wings and the tail. If the model was powered, then the thrust of the engine had to be compensated for to keep the plane from spiraling down when the power shut off. The group used to fly their models at the approach end of runway 4 – so they would watch for planes before they launched.



Ben, his dad and two brothers were also heavily involved in working on cars and motorcycles. Each week they had a dedicated car workday. They would buy a car and fix it up so that when the next son was old enough, he would have a car to drive.

Ben married Carol, his college sweetheart, in 1974, and received his degree in Pharmacy in 1977.

Always interested in flying, Ben took the plunge in the early 1980's and learned to fly at Gateway Aviation at the Space Coast Regional Airport. He soloed in 8 hours and got his private license in just over 40. He rented planes for a while and accumulated about 90 hours before his responsibilities and schooling demands caused him to stop flying for a few years.

He resumed his schooling for the Doctor of Pharmacy degree. About that time, the FAA light sport rule went into effect, and he began investigating combining his hobbies of mechanic, builder and flyer – which led him to purchasing his first airplane – a “Baby Ace”. He noted that this particular plane was more like a Cub hybrid. It had an A75 engine and had been put together with many old Cub parts, but was in great shape and a reasonable price. At the same time, he became involved with Chapter 866 and flew with Ray Thomas, Larry Gilbert, and Jerry Russell. He soon received his tail-wheel endorsement and was flying regularly again – in his own plane.

There were a few Pietenpol Air Camper projects in the local area and Chapter 866 was building one as a club project. Ben recalls that the pancake breakfasts were used as a fundraiser to support the build. It was not long before he began building one himself. This was the perfect project for him and as a Baby Ace flyer, he prepared himself for the day he would be ready for his first flight in the “Piet”.



He remembers that day with great fondness as one of the special days of his life. He followed the FAA Advisory Circular and did one taxi fast enough to ensure the airspeed indicator was working, then turned around and took off. The plane flew great! For the next flight, he made a small adjustment to correct a slight wing low condition. The plane has flown great ever since – 11 years, 500 hours and counting.

Since that first flight, he has served as an EAA Technical Counselor and then Chapter 866 President in 2010-2011. He has also owned a Fokker for a while, is building a Flitzer on an occasional basis, and he also owns a Sonex – which was built by fellow Chapter 866 member Kip Anderson.



Ben has made several improvements on the Sonex – most notably fine tuning the Jabiru engine to run in top shape. He is pleased with the “low and slow” of the Pietenpol and the slick and faster flying of the Sonex. Along the way he also rebuilt Ray Thomas’s Piper J-3 cub – so Ray could fly it once again.



All this aviation mechanic experience led to his successful quest to receive his A&P certificate in 2019.

So, what's next? Since his retirement: flying as much as possible, traveling in the motorhome he recently took on as a mechanical project, continuing to repair and rebuild motorcycles and maybe some longer cross-country flights in the Sonex! With his skills, the possibilities are practically endless!!

DeLand Sport Aviation Showcase on Target for November 11-13, 2021

Sport Aviation Community Awaits Final Major Event of 2021

The sport aviation world is ready to close out 2021 on an upwards note after successful events took place with the Sun 'n Fun Aerospace Expo in Lakeland, FL, and the EAA AirVenture Fly-In in Oshkosh, WI, just weeks ago.



Both events boasted huge crowds and tremendous feedback from both exhibitors as well as attendees... and DSAS21 is prepared to keep up the magic! Already, the excitement is growing...

"We're working tirelessly to provide a record event so that we can finish up 2021 with a win -- and to pave a solid path for a better future for the sport aviation world as we make our way to 2022... and much better times," noted DeLand Sport Aviation Administrator, Jana Filip.

Do NOT hesitate to mark your schedules for this year's last great sport-av event... because once DSAS21 is done, that's IT until SnF22! The 2021 DeLand Sport Aviation Showcase is poised for great things, November 11-13, 2021.

DSAS21 is THE latest annual, three-day event that has a clear focus on recreational and sport aviation. Held at the DeLand Municipal Airport (KDED) in DeLand, FL, the weather in early November is perfect for a fun Florida flying-centric weekend. This year; DSAS adds an Opening Day tribute to veterans with complimentary admissions for all Vets on Veterans Day, November 11, 2021.



The event is 'just plane' amazing... and is preparing for a record number of exhibitors featuring sport aircraft, ultralights, trikes, biplanes, rotorcraft, powered parachutes and paragliders, engines, avionics, pilot gear, and flight schools.... As well as the latest sport aviation rage -- STOL Exhibitions!

One of the keys to the success and prominence of the DSAS is the DeLand Municipal Airport, itself -- on a mission to become THE center for sport aviation in the SE United States.

Already home to U-Fly-It/Aerolite 103, BushCat by Skyreach, Rachel's Jewelry, East Coast Aircraft, as well as Chief Aircraft, AeroAdventure/WingBug, MT Propeller, Skydive DeLand, and some 35 parachute industry businesses, the DeLand is bringing together aviation leaders, GA enthusiasts, and youth--to enhance and promote aviation.

DeLand Municipal Airport has been building up their Sport Aviation Village, a commerce park for the sport aviation industry. Phases 1A and 1B are complete. Phase 1 includes six building sites

for commercial-use hangars, Phase 1B will see 20 additional T-hangars and 3-4 larger sites. Phase 2 and 3 offers sites for larger facilities.

FMI: Exhibitor Registration is open at <https://fs8.formsite.com/zgraph/deland-exhibitors/index.html>, www.sportaviationshowcase.com, 386-626-7241, filipj@DeLand.org



The above is a neat little event that we can easily fly into. Loretta and I have flown in to this show the last few times it was held.

Larry

First solo with the Panther,

Big day for Bob Rychel! Thursday Oct. 7, 2021, after a thorough briefing from Les Boatright taxied out to rwy 33 at Dunn and in a minute or so was climbing out past the windsock in the airplane he co – owns with Les and Eddie.

The flight went exactly as planned. Take off from the paved 2,900 rwy 33, do some low approaches to the turf rwy 22 and as the low approaches became comfortable and the speeds were just right land the plane. That's what he did too!

This was an exciting time for Bob for a couple of reasons. First it is the first solo in a tailwheel airplane even though he has had the endorsement for quite a while. Second the plane is a great performer and handles much like a RV6A which he also owns except it's not a nose dragger like the RV!



Bob climbs away on his first flight in the Panther – *photo by Loretta*



Bob makes first flight in the Panther he co-owns with Les Boatright and Eddie Brennan.

Photo by Loretta

The October EAA Chapter 866 meeting was held on the 6th at the regular meeting location, 480 N Williams Ave, in Titusville, Florida.

Chapter President Kathy Anderson presided over the meeting, which she opened at 7:00 PM with the recitation of the Pledge of Allegiance.

Ben Charvet, Chapter Vice-president, Herman Nagel, Chapter Treasurer, and Richard Van Treuren, Chapter Secretary, were in attendance, along with about 30 members, and we made mention of new member Chris Fauver.

Don White made a presentation about the Merritt Island Chapter's Young Eagle event Oct. 23. The following weekend will be their Chapter's 40th anniversary celebration, which is to include a poker run. \$15 per ticket raffle, fly or drive to five adjacent airports, which will include lunch following completion of the run. Their annual Toys For Tots event will follow on the second Saturday of December.

A video was shown covering a spectacular non-fatal crash landing at Sedona, AZ. John Godke made a presentation concerning his Stinson's engine out incident, with subsequent downwind landing, caused by a worn out carb jet. Larry Gilbert made a presentation about his Cessna's recent engine out and emergency landing, showing the melted piston which may have been a result of ring failure.

Deborah Van Treuren explained the plan for the annual Chapter party, which will be held on January 29 at the same location and will feature the same band as last year.

100 LL gas is said to now be available during SkyDive business hours... Kathy Anderson will be checking the details.

The meeting adjourned about 8:15 pm for coffee and apple pie.

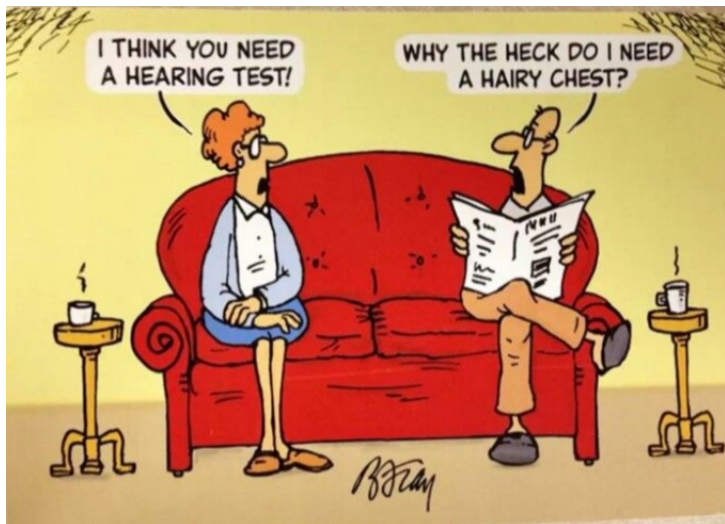
Meeting Minutes were assembled & submitted by Chapter Secretary, Richard Van Treuren.

Funny stuff

Our friends and we spend a lot of time at Dunn Airpark where our planes are based and we have some funny stuff that just happens there. This one I thought funny because some of us are getting on in years and sometimes that leads to things that maybe aren't really funny but are actually signs of declining physical abilities. So, here's what happened one morning at Dunn.

Several of us were standing around admiring Chris's new Tesla car when Carlos showed up with a nice new electrical multi meter he had just purchased. He bought this particular one because because it features an audible sound for checking wiring continuity. He was complaining that it wasn't working and demonstrated by touching the two test leads together saying "see there, when I touch the leads together there's no sound." He held the meter up in front of several of us and said "listen, do you hear anything?" I didn't hear anything and a couple of others said that they didn't either but one person said it was working. Out of about five of us two people said it was working. The rest of us said it wasn't. Those of us who said it wasn't working had one thing in common, we

ranged in age from about 75 to 85 yrs of age! All of the men who are younger could hear it and all of the the women could too! The device emits a sound in a frequency that old men apparently can't hear! Bob Anderson proved this by demonstrating a frequency generating feature on his smart phone and sure enough, when the tone reached a frequency close to the one generated by the multi meter some could hear it and some couldn't. One man said that's the tone his wife uses a lot when she is speaking!



.....Larry

Tango Flies Again!!



Our C172A 1960 Cessna

After three months of work on the engine and re-installing the wings, re rigging the flight controls and a few other things, we are once again taking to the skies with Tango. Other than a couple of flight reviews I haven't flown for those three months. In the last 44 yrs I've rarely gone more than two weeks without flying and it sure felt good to break the surly bonds of earth again! Witnesses to the first flight said that I'd broken ground by the time I got to the displaced threshold taking off on runway 33 at Dunn. I think that's 300 ft! That first flight had me thinking that it'd be best to get as much altitude underneath using (VX) so I'd stand a better chance of getting back to the airport property if I had to. The plane was light because it was just me and about 100 lbs of gas! So, with one notch of flaps I rolled right into the take off upon entering the runway and I knew it was a nice short takeoff and a good climb ensued. The plan was to offset to the right and turn out early to make the chances better for me. I remember saying to myself as I crossed the end of the rwy "right now I could make it to that swampy area just to the west." The engine was running smoothly and all of the gages in the green so I climbed turning counter clockwise over the airport on about the third circle I watched the oil pressure start to fall and when it was below the green I pulled the power to idle, descended and landed on rwy 15.

OK why did we lose oil pressure? Our talented mechanics at Dunn go to work and use a checklist of what could cause that! Is the gage working? How about we apply some pressure to the gage? We did and the gage was OK. Maybe the pressure gage line is clogged and we blew that out with compressed air. The next possibility, the oil pressure relief valve so we remove that and found that it had a little rust that could have possibly caused it to hang up so a little polish job on that and re install and on to engine start and run up. Everything is working as it should. Time to fly again!

All of the gages in the green for take off and climb over the airport and circle at 3,000 ft for a half hour. Everything is working as it should so we try that a couple of more times and drain the oil and cut the filter to inspect for metal and take an oil sample to have analyzed and send it off. The results came back and all is well! Time to fly again and this time Loretta goes with me we stayed over Dunn for half an hour and all was well.

I've made a couple of flights since then and one was with Nathan Bierman who began his flying career at one of our Young Eagle rallies at the age of 13 (he's 24 now) and then while he was in High School took 10 hours of dual with me in our Citabria. He's now a CFII with multi engine and commercial ratings and is paying his dues to become an ATP by working as a flight instructor in Lynchburg, Va. This day he gave me ½ hr dual in Tango! He made an entry in my log book as my instructor!



Nathan and me with Tango.....Larry



Neat gas station put together by Danny D'Innocenti at Dunn Airpark he has this for sale. It holds 26 gal of gas and it is powered by compressed air (only about 4 psi) has water filter – NO ELECTRICITY! NO SPARK!

Interested contact Danny or see me for his phone # Larry Gilbert

Chapter officers

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Chapter Meeting
Weds. Nov. 3, 7PM
Chapter Meeting Room
Dunn Airpark Bldg.10
N. William ave, Titusville, FL

Chapter Breakfast
Sat. Nov. 6, 8:00 am - -
Bldg. 10 parking lot
Dunn Airpark
N Williams ave Titusville, FL