

EAA SMILIN JACK CHAPTER 866 NEWSLETTER

DECEMBER 2015



President's Message

Greetings, All,

As 2015 draws to close and we look back on everything we did as a Chapter this year, it is significant! Starting with the great party Eddie and Kimberly managed for us in January, the most excellent breakfasts we put out there, and all the interesting speakers and visitors to our airport. We have also grown our Chapter, with several new members. We hosted the One Week Wonder with everyone pulling together to welcome our friends from EAA and Zenith Aircraft. Larry found hangar space for the airplane and many came for the photo op and meet and greet. Charlie Becker from EAA told me he had a really great time with us. We made a significant contribution by volunteering at Sebring and Sun N Fun in every capacity from Runway Safety and Registration to the Workshops teaching new builders they *can* build an airplane. Two of our members stepped up to the plate to be Tech Counselors- Ben Charvet and Kip Anderson. Congratulations! We took on the monumental project of repairing the roof- supervised by Bob and many members who came out to help make the project a reality- many hours there (and lots of breakfasts to pay for it!) Take a look around you when you come to the next meeting and be amazed at how great it looks in our meeting room and our hangar. We shared some tears as fellow pilots Went West; shared laughter in friendship and awe as new home built airplanes took to the skies. We started 48 pilot candidates on what we hope will be a life-long love affair with aviation through our Young Eagles Rallye.

Thank you all, from the bottom of my heart, for all that you have done to make our events run like clockwork, your tireless teamwork efforts and the kindness and courage you have all shown, the expertise you have shared. The stories and experiences that brought us all together.

Ben said when I first stepped to the podium, “that you would all be the wind beneath my wings,” he was right. You put your faith in me and we have soared. As we prepare for the coming elections, I want to tell you all that these three years have been some of the best of my life. I have enjoyed the commitment of leadership and learned so much from everyone. It has been a privilege and an honor to serve as your President of our Chapter 866 Family. It is time for a new PIC. (I will still cook the eggs at breakfast!)

On December 2nd, we will hold elections.

Blue Skies,

Deborah

A Good Day

Saturday Nov. 14 was a good day for us. Project manager, Bob Rychel and a crew of 4 arrived at Dunn bldg.. 10 shortly after sunrise for a work party to coat the roof of the building. He had everything in place and a plan that worked very well to get the job done. Kip Anderson, Eddie and his son James, and me on the roof with brushes with long handles brushed the coating on while Bob kept us supplied with the coating material. We climbed down from the roof and had everything cleaned up by 9:00 am.



I mentioned to Bob that the annual fly-in was going on over at Winter Haven and it wasn't too late to get there and Loretta and I were headed out to that. Bob asked Eddie if he wanted to go with him in his Zodiac 650. We were all out of our painting clothes, cleaned up and rolling on the taxi way by 9:30! A healthy tail wind gave us a ground speed of around 114 mph on the way over. Not bad for 90 mph IAS! Landed on runway 5, right into an 11 kt wind down the runway! This makes us all look good! Loretta and I were on the ground and parked out of the plane with only 50 min. on the clock. A short time later, Bob and Eddie were taxiing in. We had a pretty good head start on them. Like all of these fly – ins, we met old friends and had a fine time looking at the planes and eating a wonderful lunch that the ladies of Winter Haven Airport put together. After lunch, we fired up the planes and got in line to head out. A short take off roll into that wind and what seemed like a long time till we got to the end of the runway where we turned on course for Lake X and now paying for the high ground speed flying in with slow ground speeds of 75 to 80 mph flying home. Bumpy ride too with pretty good thermals trying to send us higher. Fun ride for Loretta and me. When we were getting close to home, Eddie called and said that they were having some issues with the throttle control but were continuing on because they could still adjust power. He asked that we land first then keep an eye on them as they approached Dunn Airpark. We landed straight in to

runway 4 with a steady wind of 9 kts right down the runway. Bob and Eddie landed a few minutes later without incident. It seems that one of the throttle controls, (there are two), came completely disconnected. Good thing there is two! That's a story they'll probably tell at our chapter meeting.

A big reason it was a good day is that as a result of the experience that Bob and Eddie with the throttle in Bob's airplane there is a good lesson here. Since this happened, Bob, Eddie, and I have had some discussion about what happened and have talked about some 'what ifs' and how they could handle a disconnected or stuck throttle situations if it got serious enough. In their heads and mine too, are some plans for this situation. This problem is one that I don't think I ever read anything about. This happened to me once in a rented Citabria. In conventional Lycoming and Continental engines, if throttle linkage becomes disconnected, the throttle valve is spring loaded to go wide open, full power. This is what happened in the rented Citabria. Luckily, it happened while we were making power changes while maneuvering at a good altitude. When it happened the engine went to full power and we couldn't adjust this with the throttle, we could however, go from full power to no power by pulling the mixture control to the cut off position. This is what we did until on final for a runway when we were positive we could make the runway with no power. With this airplane, even when we shut it off with the mixture control, the propeller continued to turn and to re start we only had to enrich the mixture. Some engines, mostly those with a redrive, probably will not windmill like direct drive engines! Some don't have mixture controls either. A good example of this is Bob's CH 650 with the Viking (Honda) engine. It has an electric ignition system. So even if this plane was set up to go full throttle in the case of a throttle linkage disconnect, you'd have to figure out another way to deal with this. We don't know if the prop would windmill and you might have to stop the engine by switching it off and then if the prop stopped and you needed power you'd have to restart the engine with the battery. Who knows? Might be something to experiment with at altitude! Whatcha gonna do? Something to think about!

If you have a story about a throttle disconnect in flight, please submit to me for the newsletter.

Larry

Wait till you see bldg.. 10!

Ten chapter members showed up on Sat. Nov 21 to paint the renovated interior of our chapter meeting place. The place looks great! We started at 7:30 with 5 people and by 9:00 5 more showed. The walls were primed with a mold resistant coat and then a finish coat. We were finished by 10:30!!



During dead time Eddie enjoyed scaffold rides

How many chapter members does it take to paint a closet?

A few of 866 Chapter members remember our member Alberta Rich, I'm sure!



ALBERTA RICH

Rich-Twin

NX23001

Nelson B. Rich Airplane Co.
East Boston Airport (Logan) MA. - 1939

Test Flight - 1939

By Alberta (Mrs. Nelson B.) Louise Rich
September, 2008

Fluttering and yawing like a string-tethered kite caught in cross-winds, Bud's experimental TWIN ENGINE AIRPLANE (later named the "Rich-Twin" by Lycoming) frighteningly appears to be failing its first test flight.

Conceived and designed by Bud (Nelson B. Rich) to make available the safety of two engines for flying enthusiasts, he had in the mid 1930's enlisted the engineering knowledge of M.I.T. friends to further insure flying perfection. After years of professional construction, mostly in his Government Approved Aircraft Repair Station #266 at Boston Airport, he and his experimental X-Ship are now airborne.



BUT-while I, and many others, watch, intense dismay grips me. I hold fiercely onto Boston Airport's perimeter fence for support. Its iron rail bites sharp and cold into my hands...Bud's beautiful low wing monoplane is twisting and summersaulting and appears inescapably doomed to crash into the hungry, choppy waves of Boston Harbor!

Bud is being tossed around. Is he unconscious? No - not my husband! Typically. He is concentrating on how possibly to correct the inexplicable within seconds of an apparently imminent disaster. Somehow, his hands manage to neutralize all of the plane's controls and a degree of straightline flight is achieved. Close to harbor's surface, he tensely begs - "Altitude! Give me enough height to bail out!" While checking his parachute ripcord, he somehow pulls the steering wheel back a little. As though wanting to, X-Ship responds with more accurate straightline flight. Gratefully, he now knows the elevator's central location on the twin tail is not at fault. Ailerons also perform well.

His newly found hope includes fear for the rudders. Glancing back left and right out the cockpit windows, he can see over the leading edge of the wing, that EACH sturdily mounted, cowling encased, Lycoming engine's pusher-propeller is faultlessly whirling its slipstream directly into a perfectly upright rudder.

Great! But now, how to quit the straightline course that has carried him too far Easterly? Daringly, he presses RIGHT rudder pedal. The ship's response begins another twisting summersault. This time Bud makes an immediate correction. He is aware that the airplane had tried to fall to the left. Close to laughing, he knows an answer is being revealed to him.

By pressing LEFT rudder pedal very lightly he is not surprised that his previously recalcitrant X-Ship responds immediately to correction of an attempted tumble to the right. No further tests are needed. It's evident that the near fatal lack of control had occurred because during final checkup before the test flight, a trusted mechanic had too smartly thought that the fuselage interior's carefully engineered CROSS-LINED control cables, should be more normally straight-lined. So, he changed - from correct to incorrect! Although now knowing that control cables are at fault, Bud faces the need to use right pedal for left turns, and left pedal for right turns. He manages an approach to landing, but is dismayed to have to abort it ... a learning experience.

Far from easy, he again circles the airport, and is delighted with a short landing run due to its design incorporating one of the world's first landing wheel on the nose. He taxies carefully back to the hangar. Many well wishers and reporters rush to greet him, but, scarcely noticing them, he immediately goes into the fuselage and returns the rudder cables to proper cross-line position.

Gasping surprise ripples through the onlookers as he re-enters the cockpit, starts the engines, taxies out on a runway and with notably short take-off run is again airborne.

I, and others, breathe again as Bud resumes his experimental airplane's test flight. Comfortably circling the field twice, he lands with ease and taxies back to the relieved group of onlookers. This time he talks good-naturedly with them, expressing appreciation for their interest. Meanwhile, I manage to unclench my hands from the iron fence. As I manage to walk, Bud sees me and frees himself from the crowd.

Grasping hands, we look deeply into each other's eyes. Then simultaneously fall into each other's arms - in the embrace that had come so closely NEVER TO BE...

Old Man and Dog



There was a day last week when a friend showed at our hangar with his friendly dog. I really like dogs and I love to play with them too. While they were visiting, Loretta gave the dog a ball of yarn which he really seemed to be enjoying. The dog had the ball unraveled in no time and it looked like a pile of spaghetti. We went outside the

hangar in the grassy area and the dog was running around with the unraveled yarn kind of indicating that he would like for me to try to get it away from him. When he stopped running around and was hovering over the yarn I walked over and when he relaxed just a little, I snatched the yarn away and turned to get a little ways away to taunt him with it. I only remember trying to get my feet under me as I tried to move away. I hit the ground on my back with this dog on my chest. This dog is a mixed breed and must be Rotweiler and Shetland pony, or at least that's a logical description based on his looks and size. I got to my feet and noticed a couple of small wounds from the paws of the dog on my right arm. The yarn had been in my right hand. Thanks for calling him off of me Eddie... Most 866 chapter members know this 105lb, all muscle animal. I was really dumb to try and take his yarn away! The dogs' name is Brady and is owned by chapter member Eddie and Kimberly Brennan. He's a wonderful and very friendly guy and loves to play keep away with his toys. He will always win! That must have been funny to witness. When I got home and ready to shower I noticed a 6" scratch on my chest too.... Really dumb thing to try to get away with Brady's yarn!

Brady

Merritt Island Airport 22nd annual Breakfast *



Saturday, December 12, 2015

900 Airport Road, Merritt Island
from 8:30am to 11am

All toys benefit our Brevard USMC Toys for Tots Program



Airborne
CAREER ACADEMY

* Admission is one new unwrapped toy
Help us make someone's Christmas
a Happy One!



Contact/Questions – Don White – 321-266-7410

Merritt Island Chapt. 724 Pres. Don White, has asked if some of our chapter members could help with the Toys for Tots breakfast on Dec. This was mentioned at our last meeting. Kip Anderson is a member of that chapter as well as ours and I think he is the person to talk with if you're interested in helping. If you can't help with the breakfast, maybe you could help by showing up with a toy to help out.

Chapter 866 Officers

President – Deborah Van Treuren P.O. Box 700 386 689 2709 deborah_v@cfl.rr.com Edgewater, Fl 32132

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

Secretary – Kip Anderson 5812 Deer Trail road Titusville, Fl 32780 321 269 4564 kipapilot@cfl.rr.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 321 385 1908 larryglbrt@gmail.com



Pair of 5" wheels and brakes available – brand new. \$100.00 Contact Danny D'Innoncenti

407 443 1942

Merry Christmas!

*Winter Party is January 16th at La Cita. 6pm until 10pm.
Choice of chicken or prime rib. Tickets are \$25 each and
include membership for the year.*

Chapter Meeting

Weds. Dec 2, 7:00pm

Bldg. 10 Meeting Room

FREE!!!! Breakfast

Sat. Dec 5, 8:00 am

Bldg. 10

Dunn Airpark, (X21) Titusville, Fl