

# EAA Chapter 866 Smilin 'Jack Newsletter Feb 2017



Joe Pires flying off the 40 hrs in his experimental Gyro Copter that he recently finished.



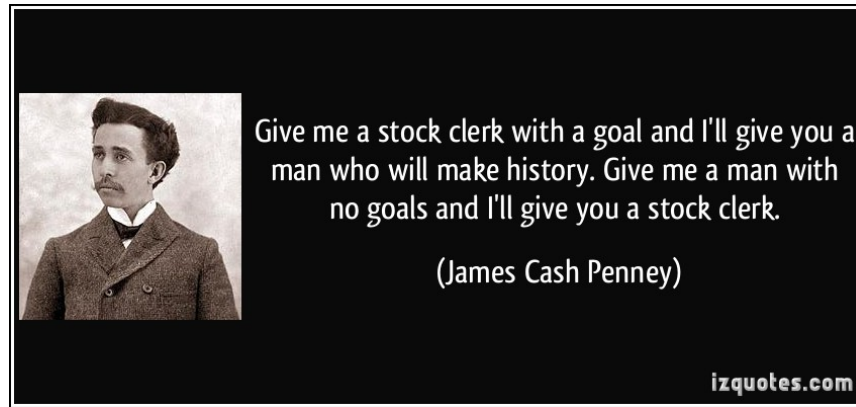
*Greetings Members and Friends of EAA Chapter 866,*

We certainly have a wonderful group of folks in our chapter, and we had a terrific annual party last month at the Indian River Golf Preserve in Mims! If you were able to attend the party, I hope you had a great time and enjoyed socializing with your fellow chapter members. A HUGE THANK YOU goes out to Kimberly Brennan for all the effort she put into planning the many little details of the event!! Thanks Kimberly!

I've been spending a little more time at the airport these past couple of weeks, working on the new Panther kit project with my partners Eddie & Bob. I'll save an update on that for later, but I will say that we're all very impressed with the quality of the kit, and with the way it goes together, and we're really moving along on the project. Stop by and see it if you have a chance, but if you're not careful, we might put a pair of Cleco pliers in your hand!

I thought I'd use a little space in the newsletter this month to give you some insight into my thinking as it relates to our great little EAA Chapter. As your Chapter President, I feel some obligation to have some sort of big

picture idea about our Chapter's mission and goals. Renowned American businessman and entrepreneur, James Cash Penney (Yes, *that* J.C. Penney!) once proclaimed:



You may already know that I like pithy quotes and sayings, so I just had to throw that one in there. Our Chapter should have goals, but they don't need to be highly complicated ones. Let's just have a good notion of what we're about and what it is we want to accomplish as a group. It can be as simple as enjoying one another's company, providing encouragement to each other, and celebrating one another's successes in this aviation hobby. So this month, I wrote down some thoughts, in a 5-point plan of course, and I'd love to hear what you have to think about your chapter too!

President's ongoing 5-Point Plan for Chapter 866:

1. Don't Break Anything!
2. Airplane Building & Flying
3. Safety
4. Community
5. Youth Involvement

Don't Break Anything! We have a wonderful little chapter. It works very well, and as your President, I don't want to do anything to break it! Engineers sometimes fall into a trap where they see something that's working just fine, and they think, "*Hey, I can make that better!*" That's usually when the wheels fall off. Sometimes "*Better*" is the enemy of "*Good Enough*". Small social or civic clubs like ours can sometimes start up too many good initiatives, stretching their resources and people past the point of enjoyment. We want to do great things, but we want to keep our activities manageable, interesting, and FUN!

Airplane Building & Flying – This is what brought us here to EAA. We all share a strong interest in the many aspects of aviation; and especially this hobby of building our own flying machines. I cannot think of any more exciting pursuit than that of flight. And doing so in a machine you built yourself . . . well, that's beyond the imagination of many people. As an EAA chapter, I'd like to think that our members can use one another as a resource in order to continue building safe and excellent flying machines. In our little chapter, we're very fortunate to have two EAA Technical Counselors in Ben & Kip, as well as several other successful, experienced builders with a wealth of knowledge. We're also working toward the goal of a simple Tool Library to have as another Airplane Building resource to share. Being successful in aviation means supporting one another, maintaining a lifelong attitude of learning, and having the heart of a teacher. Building and Flying airplanes is at the heart of what we're about, and I think Wilbur Wright put it very well when he said the following:



THERE IS NO  
SPORT EQUAL TO  
THAT WHICH  
AVIATORS ENJOY  
WHILE BEING  
CARRIED THROUGH  
THE AIR ON  
GREAT WHITE  
WINGS.  
- Wilbur Wright

### **Safety – In the Workshop, as well as in the Air!**

Whether spray painting your new bird, grinding on a piece of metal, grilling pancakes, or getting yourself mentally ready to make a First Flight in a new airplane, we should always keep safety in our minds. This aviation hobby of ours is tremendously rewarding in ways that most folks cannot begin to imagine, but it can also be terribly unforgiving of any lapses in judgment or preparation. Sometimes the consequences aren't so bad, like the time I drilled through a wing rib and into my finger. But sometimes they can be much worse. EAA's current Director of Communications (and AirVenture spokesperson), Dick Knapinski has a very simple 'Rule of Five' which goes like this:

1. What
2. Could
3. Possibly
4. Go
5. Wrong?

If we simply stop and ask ourselves this question before we engage in something new, or potentially risky, we might save ourselves some problems.

Another one which might help is to remember the 5 "P's":

Proper Planning Prevents Poor Performance

Regardless of what memory trick you use, the main thing is to stop and think. We want to make every day around our airplanes a great one! So, I'd like to keep Safety as one of our Chapter's themes, and occasionally host safety presentations, or share some past lessons learned, so that we all benefit.

**Community** – Fostering a sense of Community among aviators and airplane aficionados should be one of our Chapter's goals I think. The simple act of Encouragement from other builders is extremely valuable. There have been times when I might have packed it in and sold my RV project if it were not for the encouragement and sense

of community that I get from my fellow EAA Chapter members! But community is about more than just our own chapter members, it also includes the neighborhood around our airport, and the pilot community around Central Florida. We do a lot to foster a sense of Community with our monthly pancake breakfasts! In fact, when you stop to think about it, it's amazing what a simple Pancake breakfast can do.

- It creates a sense of teamwork and fellowship among our membership as we work to offer friendly service and good food each month
- It creates a positive view of pilots and aviation among the local community and our neighbors around the airport
- It creates a sense of community among the many aviators who look forward to flying in to our breakfasts each month. We give them a good excuse to go flying and show off their pride & joy.
- It creates a positive view of our chapter and of the EAA organization in general as many people around the state have heard about "*The Best Pancake Breakfast in Central Florida!*"
- It also creates a modest but healthy income stream for our chapter so we can keep our annual membership dues low and still be able to pay our bills and host other little events throughout the year.

**Youth Involvement** – There are a lot of young people out who get just as excited about seeing airplanes as we do! However, they may not have good access to real planes & pilots so that they can learn more and find ways to get involved. I'm sure you all agree it's important to get younger folks involved, and the EAA's Young Eagles program is one way of doing that. We know that our Chapter's Young Eagle Rallies have inspired a lot of young folks, and a couple of them have even gone on to take lessons and learned to fly!! A couple of our members have also worked with high school students in the past to help them build a kit airplane. And some of those students have taken flying lessons and earned their airman's certificate. We want to continue to reach out to and inspire the Next Generation of aviation enthusiasts & homebuilders. We must find ways to replace ourselves and keep aviation activities healthy. So keep your eyes outside the cockpit and look for simple ways we might be able to encourage and inspire the younger generation.

Well, that wraps up the 5-point plan, but I'd also like the chapter to keep focusing on the 5 F's . . .

Friends, Flying, Fun, Fabricating (our flying machines), & Food (Flapjacks of course!)

That's more than enough 5-point plans, 5 P's , 5 F's, and "Rules of 5" for one month!!! Let me know what you think, and feel free to write up your own ideas and share with the rest of us.

Best Regards,

Les Boatright (EAA Lifetime #563003)

President EAA Chapter 866,

The *Smilin' Jack* Chapter

"Keep Flying & Flippin those *Smilin'-Flap-Jacks!*"

## NASA's Day of Remembrance

Every year, in the last week of January, NASA holds a Day of Remembrance for the crews and spacecraft which have been lost in accidents. This year is the 50<sup>th</sup> Anniversary of the Apollo 1 tragedy (Jan 27<sup>th</sup>, 1967); it has been 31 years since the Challenger accident (Jan. 28<sup>th</sup>, 1986); and 14 years since the Columbia was lost (Feb. 1<sup>st</sup>, 2003).

Since our Chapter is so close to the Kennedy Space Center, and since our monthly Chapter meeting this month falls on the date of the Columbia Anniversary, I thought it might be fitting to remember the words spoken by Columbia's first pilot, astronaut Robert Crippen.



### **Columbia's Eulogy**

One week after the accident, former astronaut Robert Crippen, pilot of the Space Shuttle Columbia for its maiden voyage in 1981, remembered NASA's oldest orbiter in a moving tribute before a throng of workers gathered at the broad Shuttle Landing Facility runway at the Kennedy Space Center.

It was at that same runway that technicians, engineers, family members and journalists gathered one week earlier to welcome Columbia and its seven-member crew back to Earth after a successful 16-day science mission. But they waited in vain. Columbia was destroyed just 16 minutes before its anticipated arrival when it veered out of control in the thin air some 200,000 feet above Texas.

Crippen, who helped oversee NASA's initial response to the 1986 Challenger disaster, first flew in space aboard Columbia on April 12, 1981, when he and Commander John Young rocketed away from launch pad 39A. More than two decades later, he delivered Columbia's eulogy, struggling to keep his emotions in check as he remembered the shuttle and its fallen crew. Here are his words:

"We're gathered here this morning to honor and salute the Columbia crew and mission STS-107," Crippen said. "The grief in the hearts of the crew's families and the entire NASA family, which includes all of our contractor community which supports the agency, is very heavy. Still, this crew lived lives that deserve our celebration. Yes, they were cut short. But these brave men and women lived their lives to the fullest doing much more in their time here on Earth than many can imagine. "Words at a time like this seem weak. They don't fully communicate the depth of our feelings. The NASA family speaks much clearer with actions. The action that is being taken to find the cause of the accident, correct it and continue the crew's journey of discovery in space is the grandest tribute that we can pay to them. I'm certain that is what they would have wanted.

"It is fitting we are gathered here on the shuttle runway for this event," Crippen said. "It was here last Saturday that family and friends waited anxiously to celebrate with the crew their successful mission and safe return to Earth. It never happened. I'm sure that Columbia, which had traveled millions of miles and made that fiery re-entry 27 times before, struggled mightily in those last moments to bring her crew home safely once again. She wasn't successful.

"Columbia was a fine ship. She was named after Robert Gray's exploration ship, which sailed out of Boston Harbor in the 18th century. Columbia and the other orbiters were all named after great explorer ships, because that is their mission, to explore the unknown. "Columbia was hardly a thing of beauty, except to those of us who loved and cared for her," Crippen said. "She was often bad mouthed for being a little heavy in the rear end. But many of us can relate to that. Many said she was old and past her prime. Still, she had only lived barely a quarter of her design life; in years, she was only 22. Columbia had a great many missions ahead of her. She, along with the crew, had her life snuffed out in her prime.

"I was here at the shuttle runway in March of 1978 when Columbia first arrived at the Kennedy Space Center. She came in on the back of a 747 escorted by Deke Slayton in a T-38. She certainly wasn't very pretty at that time. A large number of her tiles had not been installed and many that had were not adhering very well. KSC management made a fairly unpopular statement at the time, that it was going to take several years to get her ready to fly. They were right.

"Readied for launch by the loving care of the Kennedy Space Center team, the same care they've given to all 28 of her flights, she was finally ready to fly in April 1981. John Young and I were privileged to take her on that maiden flight. She performed magnificently, the world's greatest electric flying machine was what John described her as. "Because she was a little heavy, she didn't get some of the more glamorous missions. But she was our leader in doing science on orbit. Just as she was doing with this crew in Spacehab on mission STS-107, microgravity scientific exploration was her bag. She carried Spacelab numerous times, studying materials processing, life sciences, all of which were focused on giving us a better life here on Earth. "Columbia also helped us better understand about the heavens and understand the origins of the universe with several missions, including Astro, also deploying the most advanced X-Ray Observatory ever built, the Chandra X-ray Telescope, and by her very recent Hubble Space Telescope servicing mission. Just as the crew has, Columbia has left us quite a legacy.

"There's heavy grief in our hearts, which will diminish in time, but it will never go away and we will never forget," Crippen said. "Hail Rick, Willie, KC, Mike, Laurel, Dave and Ilan. Hail Columbia."

-Robert Crippen (Feb. 7<sup>th</sup>, 2003)

*"Only those who will risk going too far can possibly find out how far one can go."*

(T.S. Eliot)

### **IMPORTANT REMINDER**

We're planning to have a Special Guest Speaker at our upcoming regular chapter meeting, so don't miss it!! Mr. Tony Alfaya from the *Orlando Flight Standards District Office* will be with us. Mr. Alfaya is the FAA Safety Team Program Manager, and will be giving a talk on Safety and Airworthiness.



Low altitude package drop practice going on at Dunn Airpark. Wonder what they're dropping??

**Arthur Dunn Airpark has been busier this January than it has been for quite a while. The exception was Jan.7 the day of our chapter breakfast. Bands of showers crossed the airport and the pancakes were special because they were sprinkled with fresh raindrops! No complaints though! Bob, Deborah and I were out there in the rain doing our cooking. No big deal cause we've been wet before!**



**That Richard, what a guy to stand out there with wife Deborah keeping her dry!**



## Dunn Airpark – Panther factory

Most of us chapter members have heard that there is a new airplane kit being built in Titusville. I've visited the "Panther Factory" a couple of times and what I've seen is amazing! The pile of sheet metal, nuts and bolts, and a steel cage showed up in a trailer on about Jan 13. On the 14<sup>th</sup> I stopped in and the aft fuselage was being fitted for the aluminum skins. During the week of the 16<sup>th</sup> the fuselage and the steel cage which is the cabin were being mated, then in a couple of days, the firewall was on and the crew was working on the left wing spar. As of this writing one wing is complete and the rudder is built and they're working on the other wing. At the rate they're going, there'll be another airplane flying around on Dunn Airpark in a month or so on a Thursday! Chapter pres. Les, VP Eddie and expert builder Bob are partners in this project and have been working diligently on this. It seems as though they are still friends too! Amazing! Check out the pics. Less than two weeks in.







## ***New Pilot!!***

**We have a new Sport Pilot at Dunn Airpark and maybe soon he'll be joining the EAA Smilin 'Jack Chapter 866!**

**He is Chris Raisch and successfully passed his practical exam on January 21. His examiner, Cynthia Bourne DPE spent 5 hours with Chris 4 of which was ground work and then an hour flying. It was a windy day and the wind was across all of the runways. She had him do a landing on rwy 22 which is the actual short field over the obstacle approach. He nailed it! Then a couple of operations using rwy 15, one soft field T.O. and lndg. And one short field operation. He did a great job! Chris flew the Citabria for most of his training and flew 3 hrs dual with an instructor and soloed a CH 650. He got a sign off to fly Bobs CH650 solo out of Dunn and did his solo work in that airplane so that he could take his test in that Light Sport airplane. His ability to handle an airplane is impressive!**

**He since has taken his two young children for their first rides.**

**When you see Chris, be sure to congratulate him on this accomplishment.**

Larry

## **The Red Baron**

**Wish they had sound back then....**

**The following is a very rare piece of film, 100 years old. It shows Baron Von Richthofen, doing an external prior to a mission, as well as his putting on a flying suit prior to flight in cold weather. If you look close you will notice Hermann Goering.**

**The Baron was shot down on 21 April 1918 by Roy Brown of the Royal Navy Air Services, a prelude of the R.A.F.. The Aussies also claim that one of their machine gunners on the ground shot the Baron down. UK & Aussie Doctors, after the autopsy stated that the fatal bullet was shot from above.**

**The author of this has been very involved as a Director of the Roy Brown Museum in Carleton Place, the home town of Roy. Many letters have been written over the past 3-4 years and finally Roy Brown was inducted into Canada's Aviation Hall of Fame on 4 June 2015.**

**And to think this film is almost 100 years old!**

**If you are interested in history or aviation, you cannot miss this footage. It was just posted on line, and I've never seen anything like it. It's from 1917, and it's an up-close and personal look at the most legendary combat pilot who ever lived, the infamous Red Baron, Manfred von Richthofen. Watch the extremely rare, extremely old footage and re-live history. ULTRA-RARE footage of the most famous fighter pilot ever.**

<https://shar.es/12Ag7e>

Some reminders about upcoming events:

Date	Event	Place/Info
Feb. 1	Regular Chapter 866 Monthly Meeting	Building 10 / 7 pm
Feb. 4	OUR 866 Monthly Pancake Breakfast	Building 10 / 8-10 am
Feb. 18	Valkaria Chapter 1288 - Pancake Breakfast (3 <sup>rd</sup> Sat.)	Valkaria Arpt (X59) 8-10 am
Mar. 1	Regular Chapter 866 Monthly Meeting	Building 10 / 7 pm
Mar. 4	OUR 866 Monthly Pancake Breakfast	Building 10 / 8-10 am
Mar. 10-12	Valiant Air Command's Warbird Airshow (40 <sup>th</sup> year) <a href="http://www.valiantaircommand.com/airshow">http://www.valiantaircommand.com/airshow</a>	TICO Arpt (KTIX) / Gates Open 8:30 AM, Show starts 1:00 PM
April 4-9	Sun-N-Fun Fly-In ( <a href="http://www.sun-n-fun.org/">http://www.sun-n-fun.org/</a> )	Lakeland Linder Arpt (KLAL)
July 24-30	OSHKOSH – EAA AirVenture 2017 (Blue Angels) <a href="http://www.eaa.org/en/airventure/aaa-airventure-tickets">http://www.eaa.org/en/airventure/aaa-airventure-tickets</a>	Wittman Regional Arpt (KOSH)
Oct. 27-28	2017 AOPA Fly-In Location #4. Tampa, FL <a href="http://www.aopa.org/fly-ins">http://www.aopa.org/fly-ins</a>	Peter O. Knight Arpt (KTPF)

## Monthly Meeting

Weds. Feb 1, 2017, 7 PM

Bldg 10, Dunn Airpark

Titusville, FL

## Monthly Breakfast

Sat. Feb. 4, 2017, 8 AM

Bldg. 10, Dunn Airpark

Titusville, FL