

EAA Chapter 866 Smilin 'Jack Newsletter July 2013



Aerial shot of the beautiful St Johns River just west of Titusville – Baxter point right center



President's Message Chapter 866 July 2013

Our last meeting was on the 5th of June. We had a good crowd. Some nice treats made by Donna with Loretta's assistance in serving- thanks to these ladies for doing this for us, month in and month out!

Our speaker was not able to make the meeting due to inclement weather and Rich Van Treuren stepped in with a program he gave at Sun N Fun that several members regretted not being able to attend. He is very passionate about his airships and a very knowledgeable historian. The program was, "U.S. Navy Officers on the *Hindenburg*". Everyone seemed to enjoy the material. Thanks to Larry for bringing his projector at the last instance!

We talked about several items, among them, setting the date for our Young Eagles Flights. Everyone was happy with 19 October as a good time to have it- So it will be at Dunn on that 3rd Saturday. EAA has some new

forms and Larry has volunteered to take care of ordering those up. We talked about stick-on labels for pilot info for the forms.

AOPA offers scholarships for students for flight training. The deadline has passed, but next year will be here sooner than later. If you know of a young person whose passion is aviation, point them to that heading...

We will have a speaker for July 3rd. He is a person who is well known to several members of the Chapter. We talked a little about the Missions Made Possible team at our June meeting and Steve Quickel has arranged for Ken Giull to address the group. If weather cooperates, we will have a chance to see the airplane that is used for some of the Missions Made Possible: a Cherokee 6 equipped with a stretcher. I believe it will be a good up close and personal view of just what this organization of pilots does for our community. Hope to see everyone there.

On the 25th of June, I attended the FAASTEAM seminar in Daytona Beach. The focus was pilot fatigue. Excellent program – I came away with 6 pages of notes which I have already started to put into my daily routine. Pilot Fatigue is a serious problem and one that can be fixed. You would think that getting enough sleep would do the trick. 7-8 hours per night or a power nap during the day. Dr. Buza noted that there are 5 sleep cycles we go through each night that last up to 90 minutes. Each cycle has 5 parts- REM which gives us our mental recharge and the additional 4 stages of powering down in Stage 1 and 2 and then finally stages 3 and 4 where we get our physical recharge. If you don't get down into stage 4, you are not achieving the kind of physical recharge necessary to get good rest and wake up feeling great. He gave us a list of easy things that can be incorporated into our daily routines to help get to stage 4. Those are:

- 1) Avoid stimulation from TV and Radio before bed
- 2) Turn the lights down low 30 minutes before bed
- 3) Minimize over-all ambient noise
- 4) Read (or start to read) something dull
- 5) Avoid Caffeine, chocolate, alcohol
- 6) Avoid vigorous exercise before bed

The rest of the presentation was very informative, Dr. Buza held our attention for the entire program without a break. July and August will not have a program, the FAASTEAM seminars will resume the last Tuesday in September.

We had a few updates on projects among our Chapter members:

Kip started the projects forum with some interesting stuff on the Sonex. GPS went out on start; a 50Hz signal was blanking it out. The Fix? Problem went away after moving some of the wires around. He also devised a mixture control tool he can use to make adjustments while the engine is running. He has also installed a place for his iPad.

Eddie is working on the Kit Fox, but some glitches with his iron are causing some problems. We'll see if a loaner craft type iron will help...

Bob had two reports- Little Bit had some starting problems- he disconnected the P leads from the start/mag switch and now has them connected to separate separate toggles. Says this fix works good. The other report concerned the CH750 he started in April. Slats on the wings are done, horizontal stabilator is 8' long! It has

stainless fuel tubing, both wings are done, firewall holds the nose gear and the left aft of the fuselage is done. He said, "the 750 is one of the smoothest building aircraft!"

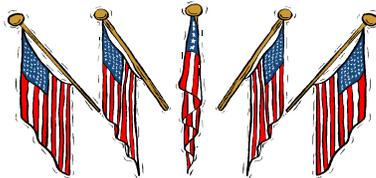
Richard and Deborah- working the Twister's electrical system, have also fabricated the battery box from layers of carbon fiber and fiberglass cloth. It is very strong but very lightweight!

Ben- mentioned the EAA- *Experimental Automobile Assn*. He is building a "Lotus" from a kit. He also had to get the Pietenpol weighed on a truck scale, but it is flying again...

Les mentioned that he has taken advantage of the opportunity to watch the DVDs converted from VHS tapes, and thanked Richard for doing that for our Chapter. (Those DVDs are in the bookcase at the back of our meeting room and any who is interested is welcome to check them out.)

On the 1st of June, we had our regular Saturday breakfast. We served up 133 excellent breakfasts, sold 6 patches and received \$6 in tips. A big *Thank You* to all who worked and supported this activity. Everything went very smoothly, we had enough food for everyone and a number of airplanes to check out!

In August and September, I will be away for the 1st Saturday, so will not be here to cook eggs. Anyone who can and wants to do this important facet of our breakfast, please let me know soon. You can email me at deborah_v@cfl.rr.com or call me at 386-689-2709. In September, Les will have the meeting.



We will have a meeting on the 3rd of July at 7 pm. Hope to see many of you there. If we don't see you, have a very happy and safe 4th of July; keeping in mind that Freedom is not Free: Many have given their all and many more have sacrificed so that we can continue to enjoy the freedoms won by those who have gone before us. I would also like to say to all our Veterans, "Thank you for your service".

'Til next time...Keep 'em flying..

Deborah Van Treuren
President, Chapter 866

Last Month's Question

Those who have flown with me may already know the answer to this because during slow flight training we usually discuss this. Here's the question: What is the power setting for the slowest possible flight in an airplane?? Follow up: What is this flight region called?

Note: Chapter member Dan Hillman correctly answered this question

Answer

Normally, the faster you want to go in a plane, the more power you'll need. Makes sense, right? This is because power is needed to overcome that parasite (form) drag. That's really no different than driving a car.

The back side of the power curve (also called the region of reversed command) starts happening at slower-than-normal airspeeds. You can actually get to a point that MORE power is needed the SLOWER you go. Strange, huh? This is because if you get slow enough, induced drag starts to increase... so the slower you go, the more power you need, which is exactly opposite of normal operation. In fact, many training airplanes can slow to the point that they require full power just to maintain altitude, but they are only moving 40 knots or so!

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Feds Say: 'Pilots Have No Rights'

By Robert Goyer / Published: Jun 13, 2013



(Photo by James Tourtellotte via Customs and Border Patrol)

Flying has obtained information from a law enforcement source about the [federal program that detains pilots](#) upon their arrival at their destination airports and searches their airplanes. Training for the program was conducted via an “aviation drug interdiction” class sponsored by HIDTA (High Intensity Drug Trafficking Area), a government organization that is a conglomerate of federal, state and local law enforcement agencies to fight, as the name implies, drug traffic.

In an email and in further telephone conversations, our source, who is knowledgeable about aviation matters, detailed the training he had received in 2009 in preparation for him to participate in the HIDTA program. He has asked to remain anonymous but has identified himself to *Flying*.

He told us that the training was taught by two agents, one from the Department of Homeland Security (DHS) and the other from Customs and Border Protection (CBP), which is part of DHS.

As part of the program, our source told us, suspicious airplanes are targeted by law enforcement and tracked through the Aviation Marine Operations Center (AMOC), which can follow both VFR and IFR aircraft. The aircraft are also secretly followed by a DHS aircraft, usually a Cessna Citation, until it arrives at its destination.

According to a number of first-hand reports published by *The Atlantic* and in AOPA’s *eBrief*, after they land at their destination the pilots of those airplanes are approached often at gunpoint and usually by local law

enforcement, who detain them until the Citation lands and federal agents arrive on scene. They are then ramp checked and they have their airplanes searched.

Our source told us that the ramp check was just a ploy to search the airplane and that the real target of the search was drugs, though even that, he said, could be used as a pretense for apprehending other potential criminals. The federal agents teaching the class he attended did not specify what other kind of “target” they might find, he said.

He also told us that during the training he was taught that the pilots were to be treated as though they had no right to refuse the search. “What they taught law enforcement officers and agents was that all aircraft can be detained since they all fall under the . . . authority of the FAA.” He continued that, “this in effect gives them complete search authority of any aircraft.”

The agents teaching the course admitted during instruction that the stops had a very low rate of success in finding drug traffickers. Our source said one agent admitted that the stops involved “a lot of empty work but when you get a bite, it’s a big bite.”

Neither Homeland Security nor Customs and Border Protection have responded to *Flying’s* requests to confirm the account or to provide further details of the program

Read more at <http://www.flyingmag.com/news/feds-say-pilots-have-no-rights#HuAhKFbLYXysTHbe.99>

What do you think about the above article? Can’t believe this is happening in our country! It’s beginning to look like more encroachment on our freedoms to me. I suggest you go to the AOPA site and download the kneeboard reference card so you know how to handle being detained by CBP. Hope this never happens to any of us.

Better yet, I’ll attach the what to do card to this newsletter.

Larry

AOPA demands answers on aircraft searches

With a growing number of reports from law-abiding pilots stopped by armed federal agents on the ramp, their aircraft searched by federal agents, the U.S. Department of Homeland Security Customs and Border Protection (CBP) remains silent, and outrage is building. AOPA is questioning CBP’s authority to conduct the searches, and [demanding a response from officials at the highest level](#). There has been no meaningful response to date from CBP to Freedom of Information Act requests filed months ago by AOPA and affected pilots.

“We don’t even know why they’re being stopped,” said AOPA General Counsel Ken Mead, adding that the association will press the issue until satisfactory answers—or a change in policy—are forthcoming. “We’re not going to let this go with just lip service. The agency either has to stop its behavior or we’re going to need to elevate it to Congress.” [Read the full story >>](#)

What to do if stopped by law enforcement

AOPA is still researching the legal specifics involved when federal agents, particularly CBP agents acting well inside the nation's borders, detain a pilot and search an aircraft. As the association works to gain a fuller understanding of what is permitted, a convenient kneeboard reference card has been prepared for pilots who might find themselves the object of the agency's attention. This step-by-step guide includes general procedures to follow when subjected to detention and search. Always be courteous and respectful, and remain calm. Answer questions truthfully, but succinctly. Do not volunteer information. [Download the kneeboard reference card >>](#)

June Breakfast

We had 133 for June breakfast, 6 patches, \$6:00 tips. Had a good time. A great group of people!

This Month's pilot question

The amount of excess load that can be imposed on the wing of an airplane depends upon the

- A. Abruptness at which the load is applied.
- B. Position of the center of gravity.
- C. Speed of the airplane.

(Check Pilots handbook of aeronautical knowledge, chapt. 4)

This Month's Flying

This month was a little slow, the wx was too bad to go to Valkaria for their breakfast. Bob Rychel and Jan, Ben and Carol and Loretta and me were going to take our planes down there on the 3rd Sat. I did manage to fly around a little with friends in 'Fancy, Deborah (the pres.) took me for a ride one morning too. Did a couple of rides in C152s, my long legs make these a little uncomfortable after an hour or so of trying to keep my size 12s off of the rudders and brakes while the pilot tries to fly the machine. It's so pretty this time of year to fly in the morning because the white puffy clouds start to build early and the foliage and grasses are so nice and green and there's lots of water where there were bare dry spots in the dead of winter. The cover picture of the St. Johns River was taken on one of those mornings. Fun!

Last month's "Where are We" contest was a picture of an approach to Zephyrhills airport. No one answered this one correctly. Jeff Wilde answered that it might be Bithlo International. Oh well this month's airport might be a little easier.

So, here it is, where in Florida are we on approach to this airport?



Question, Can you tell I'm getting desperate for material for the newsletter? Send me stuff, please. Stories about a flying incident or 1st solo etc. are always interesting. Send me yours..... Larry

For Sale

1940 J4A Cub Coupe ground up restoration 2006

105 hrs since total restoration 2079TT

A65 -8, engine – 474 hr. SMOH. 110 hr since top overhaul. New Slick Mags and ignition harness. Grove DISC BRAKES! Sealed lift struts, McCauley metal prop., six yrs on new Polyfiber cover. #143 Pottytone paint (cub yellow) Original style instruments (overhauled by Keystone) . Original wheel pants, two fuel tanks (new) one behind seat and the other in the nose. Hand held Sporty's radio and Sigtronics intercom. 2 head sets. New windshield **(Light Sport compliant too!!)**

\$24, 500



Contact Gordon Olsen

1785 N. Lilac Circle

Titusville, Fl 32796

Cell ph. 321 693 6519



Home 321 267 9096

If you know of a service available that you've had good luck with involving aircraft let me know so we can list for others in this newsletter

Here's a few

A1 Locksmith Titusville. Jim Longley had a pleasant experience with them when he lost keys to his plane.

Need Transponder cert.? Mr. Coffee located on Spacecoast Regional Airport 321 427 5239

Need Rib Stitchin? see the pres., Deborah

Sebastian radio shop located at Merritt Island airport has always given me good service on xponders and radios. lg

Sebastian Communication Inc

Sebastian Communication Inc
Merritt Island, FL 32953

Phone Number: (321) 453-6894
Web Address: www.sebcomm.com

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Meeting
Weds. July 3, 2013, 7 PM
Building 10 – Dunn Airpark
Titusville, FL

Chapter Breakfast
Sat. July 6, 2013 8:00 am
Building 10 – Dunn Airpark Chapter

See Below – This is how “Scud Running”
Was explained in 1920



Over-Cloud Flying and Commercial Aeronautics*

By Prof. Melville Jones

The problem I propose to consider tonight is that of long-distance flight when the country is covered with a practically continuous layer of clouds with low under surface and bad weather underneath—the kind of day in fact that we know, to our cost, predominates in this country in the winter months. The more pleasing kind of day that is cloudy, but on which the clouds are sufficiently broken to allow of one flying between or over them without entirely losing touch with the ground, I class as fine and place it out of our consideration tonight.

To assist you in getting a grip of what might otherwise be rather a diffuse argument, I shall, at this point, give a condensation of the argument that I propose to try and develop tonight. I do not expect everyone to agree with this argument, I rather hope that some people won't and will give their views with vigor in the discussion to follow. I am definitely taking sides in the argument, the side that over-cloud flying will, if properly conducted, prove ultimately to be the best way of tackling the type of bad weather that I have just described. The most condensed form of my argument that I can devise is as follows:—

On cloudy days one can fly either beneath or above the clouds; in connection with each method there are difficulties and dangers, but these are of an entirely different type in the two cases. Peculiarities of each method may be summarized as follows:—

1. Under-cloud flying can be successfully performed commercially by individual effort, but will always be at a serious disadvantage compared with fine weather flying.

2. Over-cloud flying can *only* be engaged in *commercially* with the assistance of organization on a large scale, and with certain apparatus, additional to what is essential for fine weather; given these conditions, however, it is capable of development to such an extent that it is very little inferior to fine weather flying as a commercial proposition.

3. Individual effort, unless assisted by far-seeing organization on a large scale, is liable, of necessity, to develop under-cloud commercial flying at the expense of the alternative method, although the latter is likely to achieve better results in the long run.

Difficulties of Flying Under Clouds

For the sake of clearness I have classified the objections to under-cloud flying as follows. These are not necessarily given in order of importance.

1. Strain to pilot.
2. Danger of collision.
3. Discomfort to passengers and pilots.
4. Loss of power to use favorable winds.
5. Annoyance to people on ground.
6. Danger in forced landings.

I will deal with these drawbacks in detail in order to develop the first part of my argument, *i. e.*, that under-cloud flying on bad days, whilst being possible to determined individual effort, will always suffer from serious drawbacks in spite of any foreseeable developments in organization or science.

Pilot Strain. In my experience the strain of long continued under-cloud flying, when the clouds are low and the visibility bad, is very great. This is mainly due to the incessant watchfulness that is necessary to avoid losing the way, and to avoid collisions when the air is at all crowded. The strain is, however, accentuated by the almost continuous bumps that are usually encountered. The mere physical effort of counteracting these bumps for hours on end is quite fatiguing, to say nothing of the weariness, due to being shaken about, comparable with that produced by a long motor drive on very bad roads. The contrast between the mental and physical effort required under these conditions and when merely keeping a compass course above clouds in clear air, free from bumps, must be felt to be believed. This contrast will probably be accentuated in time by the use of gyro automatic course maintainers in the latter case.

Danger from Collisions. When the clouds are low, say below 2,000 ft., everyone flies as high as possible without losing sight of the ground, so that almost all aircraft will be confined, on these days, to a layer no more than 200 ft. thick. This greatly increases the chances of collision. Immediately under clouds, on bad days, the horizontal visibility is very low, and this still further increases the danger of collision. I believe that this difficulty will become very serious when the air becomes crowded. At present it is not serious except in the neighborhood of aerodromes. When flying over clouds in clear air, collision dangers are practically non-existent. The problem of avoiding collision in clouds will be dealt with later.

Discomfort of Passengers and Pilot. The contrast between the pleasure of flying over clouds and the discomfort of flying under clouds in bad weather is very great, and must be felt to be believed. It is difficult to convey any idea of the feeling of exhilaration produced by the absolute isolation, the clear blue sky above and the brilliant white cloud forms beneath. The only way to appreciate the feeling is to get above the clouds either on a mountain or in an airplane. Flying under clouds on a bad day, on the other hand, is like a channel crossing in rough weather. Seriously, I think that this is a very important commercial consideration from the point of view of passenger-carrying.

Loss of Choice of Height. The economy of commercial flying will depend largely upon the intelligent use of favoring air currents at particular heights. In fine weather I imagine this will be the determining factor of height. On bad days, pilots who can choose between flying under or over clouds, with perhaps considerable choice of height in the latter case, will have a very great pull over pilots who are forced to keep low; it is quite an ordinary occurrence for the wind at a great height to be exactly the opposite to the wind near the ground.

Annoyance to People on the Ground. This does not at present sound a very serious matter, but I venture to suggest that people living on a heavily used route along which the large multi-engined machines pass close overhead during most of the winter, will get restive, to say the least of it. Whether their restiveness will do them any good, or the aircraft any harm, is another matter.

Danger in Forced Landings. Forced landings in bad weather will be dangerous either from above or below clouds. One hopes they will get fewer and fewer as time goes on; if they don't, bad weather flying of any kind will be impracticable; they will, however, always have to be reckoned with to some extent. The worst case when flying low is when the engine fails whilst flying down wind; a rapid turn then has to be made, with consequent loss of precious height and choice of landing ground. One has, however, the advantage when flying below clouds that one has a fairly clear idea of the lay of the land at the moment the engine fails.

In forced landings from over clouds one has not the latter advantage, but one has two balancing advantages:—

1. There is time to consider possible trivial causes of failure and to right them, thus avoiding the forced landing altogether in a large number of cases. There is no time for this from a low height as the attention from the start must be focussed on the actual landing.

2. If the pilot possesses a knowledge of the wind direction near the ground, he should arrive through the clouds already flying up wind and with a mind alert to the danger.

The difficulty of the clouds extending to the ground, when one is above clouds, will be discussed later; when below clouds one can see this difficulty coming and avoid it.

The arguments just discussed form a rough survey, so far as I myself am able to analyze them, of the reasons why I feel that under-cloud flying on bad days, when the clouds are low, is not going to be a very satisfactory operation, particularly when carried out over crowded land areas, such as the British Isles. I have tried to bring out the advantages of over-cloud flying in direct contrast to each drawback of under-cloud flying; apart from the dangers and difficulties of over-

* Paper read before the Royal Aeronautical Society.