Happy New Year, Everyone!

By now the hectic pace of the holidays should be winding down and it's time to get back to work on airplanes, flying, and learning.

We had a very busy December with a very special speaker- Frank Chapman from Airbus, in Toulouse, France. Larry hosted Elisa Chapman with some flying time and a BFR, Frank gave us a fabulous program on flight testing the A-380. They later returned to Building 10 for our December breakfast.

December's breakfast was a bit like a zoo, and we had a lot of eaters! Herman reported that we had donations over and above what the meal would normally cost. So….your Board members have taken a cue from Larry and agreed that any donations to the Chapter be used as a fuel fund for our Young Eagles flights. The go ahead for this type of expenditure is new to us and we are happy for the opportunity to assist our pilots who take the kids up with their fuel.

December also found Les, Eddie and Steve hard at work on the Chapter float for the Titusville Christmas Parade.(I even managed to make an appearance and help a little.) Those who participated in the construction of the float, the parade itself, the tear down and of course equipment: Thank you for a job well done! The parade was a nice 1.6 mile walk for us and seeing the delight on the faces of kids young and old as our airplane hove into sight was worth every minute of work on it. The wing is now cut down to 8 feet so will make a very nice display at breakfast or other Chapter events and easily moved with new tires and wheels.

December also included a visit from the Titusville Fire Inspector. He had no idea that we existed but for some activity on the float one day (oops!). There were a few items to deal with- some dangling wires which have plates on the boxes now, some out of date fire extinguishers which have been emptied, cleaned, refilled and recharged. One or two other little things have also been taken care of. So we are good to go.

January 1st will be our first meeting of the New Year. I heard a groan somewhere, but I promise you there will be some interesting things to cover and continuance of leadership to affirm. So please come out and start the New Year right with some fellowship and planning for the coming year.

Below are a few pics from December activities:

I am looking forward to a fabulous 2014 with our Chapter 866 and hope this past year has been a good one for all of us.

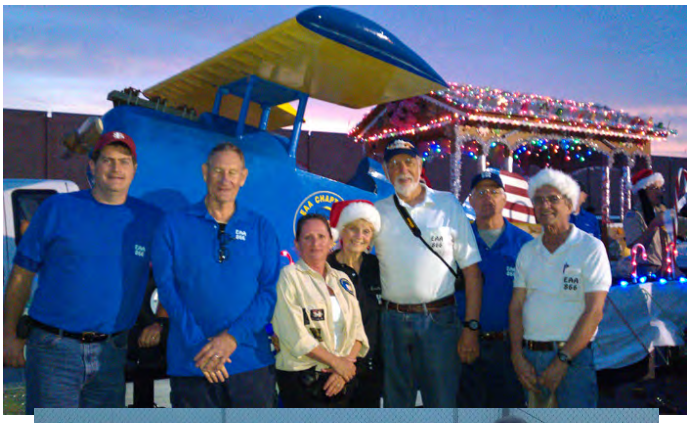
Herman has plenty of tickets left for our Holiday Party and Awards Banquet at La Cita on the 11th January. Your ticket includes your dues for 2014 as well as your dinner, a chance to win a door prize, dancing and another opportunity to socialize with your fellow Chapter members and talk about our favorite subject…Aviation! Many thanks to Eddie and Kimberly Brennan for taking on this project.

Breakfast will be on the 4 of January.

See all of you on the 1st.

Blue Skies!

Deborah Van Treuren
President Chapter 866



Photos: Float pic, Greg and his new book and breakfast with Chapter 866 members.

December Complimentary Breakfast

It has been our policy since around 06 to offer the December breakfast at no charge. This Dec. we served up around 160 – 170 breakfasts. Although we don't charge anyone many people donate money to us. Our breakfast guests are really fine people and we are honored by their presence. Anyway the breakfast was a very pleasant and fun event. Here is a little history of this monthly event of ours.

Mike Herring (Chapter Pres) and I were flying one morning in late 1999 and I asked him if he thought that holding a breakfast once a month might help the chapter accumulate some funds to complete the airplane that had been started. He thought this was a good idea and ran it by the members and we started this. Up until this time the chapter went from being broke in the yr 2000 to having enough money to complete our Pietenpol project which was actually our goal. In 2010 we sold the Pietenpol project. So since then we have had no project to support. The first breakfast we offered may have been when Steve Pangborn was president during the first part of the yr 2000 and we offered pancakes and sausage only. These were cooked on a residential type grill with a piece of plate steel on it to cook on. Max number of pancakes was 4 at a time and we cooked sausage on the same steel plate. Not a problem in the beginning because we were lucky to get 12 paying ($3.00) customers. Someone suggested we have biscuits and gravy to go along with the pancakes so Loretta volunteered to do this, then someone suggested grits and Loretta started cooking grits. A little before we started doing the breakfast we started the chapter newsletter up again and started building an e-mail list by going to other fly-ins and getting e-mail addresses of pilots attending these. Now we're getting the word out and our friends start flying in regularly. Around 02 or 03 we bought our first commercial grill and now we are able to cook as many as 20 pancakes at a time! Loretta had a lot of Corel dishes and instead of buying plates we took these home and washed them in our kitchen. This went on for a year or two and as more people were coming Jerry Russell decided we should expand and serve eggs and bacon. I told Jerry if he wanted to serve eggs he'd have to cook them and he did. We bought a second grill for cooking the meat and eggs. Those eggs made it too hard to wash those Corel dishes any more so, we started using the foam plates at first, (the hot pancakes melted through those) so we found the good paper plates work best. Gil Jones was usually manning the bacon and sausage cooking next to Jerry. Donna became involved early on somewhere along the line and between her and Loretta they have been cooking sweet breakfast items to enhance the meal for a long time now. This annual complimentary breakfast started when Jerry Russell was chapter president and Jerry thought it was a nice way to thank the regulars for supporting our chapter by coming to our events which at that time included the annual Smilin Jack fly-in. This has been going on since 06 when the average attendance was around 55. These days the breakfast goes well and it all seems quite easy. The people come and enjoy and we put a few bucks in the treasury. Loretta still buys most of the supplies and has the inventory down to a science. After the breakfast Donna and Ray take home the pancake making equipment and the greasy fry pans and Loretta and I take the syrups and salt and peppers and all of the rest of the stuff that has to be cleaned and the four of us are working till at least noon cleaning up. Loretta still cooks the grits gravy, and biscuits at home along with other sweet breakfast items before we arrive to set up on breakfast mornings. Donna brings sweets and Ray is on the grill usually by 6:30 am.

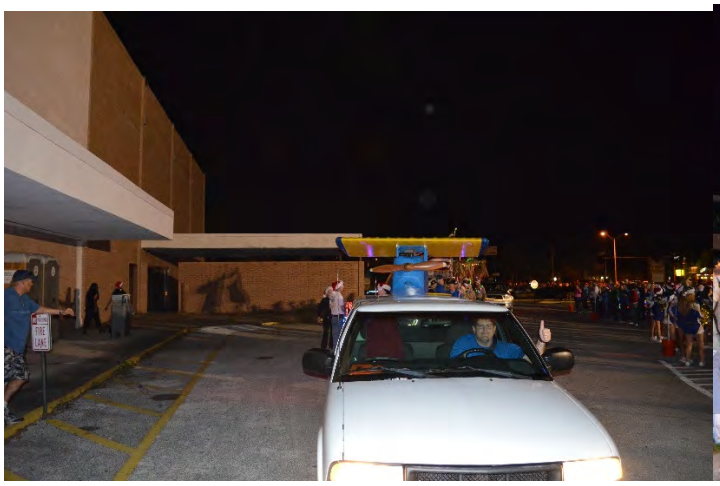
April 02 breakfast before we had our 1st commercial grill

Dec 06 L-R Ray Thomas, Bill Furnholm, Jerry Russell and Jim Webb

The Christmas Parade

Members, you can be proud of our chapter involvement in this year's Titusville Christmas parade. Eddie and Les did a fantastic job on our little mockup airplane getting it ready to be used in the parade. The wings had to be shortened from 13 to 8 feet as that is the width restriction for a parade float they clipped the wings and added foam core tips so it has a good finished look. They removed the old rusty bicycle wheels and replaced them with modern airplane type wheels and tires. Stu loaned us his nice large trailer and they mounted the plane on a structure they built across the side rails of the trailer. The rest of the float crew who worked on the decorating and wiring etc. were as far as I know Deborah, Richard, Kip and Herman. Hope I didn't miss anyone. The parade started around 6 pm and the route was about 2 miles. Les drove his truck pulling the float. Les's wife Amy and their two children, Emily and Christine rode on the float with the children sitting in the plane. Following the float were Steve Quickel, Herman Nagle, Deborah, Loretta, Kaye, Stu and myself. Our float was one that attracted a lot of attention.

We can consider this endeavor as a huge success!



This Month's Flyin

My flying was cut short this month by the annual inspection on the Citabria but before the inspection began I had the pleasure of flying with a nice lady who lives in France. She is Elisa, wife of Francis Chapman who did the December chapter presentation of his job as test pilot on the Airbus 380. The Chapmans lived in the US (Florida) for 7 yrs and while they were here Elisa earned her private pilot license. When she contacted me she explained that she hadn't flown very much for the past few years except for some gliders (she's rated) and a little flying with Francis in a light plane that they own a fraction of in France. The way she explained, I thought it would take some hard work to get her US license current again. Not true, she was fun to fly with and I never touched the controls except to demonstrate a couple of things. The dreaded stall? She would say after each one, can we ave another go? She did many stalls, power on and off in turns and straight ahead. Slow flight, power off simulated emergencies, and steep turns. Many landings and we even played around with lazy eights! What is very interesting is the dialect she uses. No has ever used the word wilst with me before and when we were on base once she said "I've got to get my airspeed sorted out, don't I?" During one of the engine out simulations we were set up for a glide into Tradewinds airport in Scotsmoor and she said it reminded her of the time she had done a spin with a glider and recovered too low to make it back to the aerodrome so she landed in a field and they had to retrieve the glider out of that field. She said she had to buy a round for everyone at the pub. Her flying me around in the Citabria is the most fun I had flying in 2013!

Larry Gilbert

New bill would expand driver's license medical

After nearly two years of FAA inaction on the AOPA/EAA third-class medical petition, Congress has taken matters into its own hands, offering up legislation that would vastly expand the number of pilots who could fly without going through the expensive and time-consuming third-class medical certification process. Reps. Todd Rokita (R-Ind.), a member of the House General Aviation Caucus, and GA Caucus Co-Chair Sam Graves (R-Mo.) on Dec. 11 introduced the General Aviation Pilot Protection Act. The legislation would dramatically expand the parameters for flying under the driver's license medical standard. Rokita and Graves are both AOPA members and active pilots.

"We have waited far too long for the FAA to expand the third-class medical exemption to more pilots and more aircraft," said AOPA President Mark Baker. "Congressmen Rokita and Graves stepped forward to take decisive action in the best interests of general aviation when the FAA refused to act. We appreciate their outstanding leadership on this issue and look forward to seeing this bill move forward."

The General Aviation Pilot Protection Act would allow pilots to use the driver's license medical standard for noncommercial VFR flights in aircraft weighing up to 6,000 pounds with no more than six seats. That includes virtually all single-engine airplanes with six or fewer seats, including Beech Bonanzas, as well as many light twins like the Piper Aztec, Beech Baron 55 and 58, and Cessna 310. By way of comparison, most large SUVs on the roads today weigh more than 6,000 pounds and can carry six to seven passengers, making them larger than the aircraft that would be operated with proof of a valid driver's license under this new bill.

Pilots would be allowed to carry up to five passengers, fly at altitudes below 14,000 feet msl, and fly no faster than 250 knots. The act also would require the FAA to report on the safety consequences of the new rule after five years.

"As a pilot, I am pleased to introduce this important legislation with my colleagues and fellow pilots," said Rokita. "This bill eliminates a duplicative and therefore unnecessary medical certification regulation that drives up costs for pilots and prevents the general aviation industry from fulfilling its economic potential."

"For many recreational pilots, the FAA's third class medical certification process is nothing more than a bureaucratic hoop to jump through," said Graves. "It discourages new pilots and does not truly improve safety. As a pilot, I have gone through this process several times. However, like all pilots, I am responsible for determining whether I am medically fit to fly during the time between my mandated medical certifications. Expanding the current exemption makes sense and will promote greater recreational aviation activity across the U.S. without an impact on safety."

In addition to Rokita and Graves, the bill was co-sponsored by Reps. Collin Peterson (D-Minn.), Bill Flores (R-Texas), Richard Hanna (R-N.Y.), and Mike Pompeo (R-Kan.). All four co-sponsors are members of the GA Caucus.

The legislative action comes after the FAA has repeatedly declined to rule on a March 2012 petition filed by AOPA and EAA. That petition asked the FAA to expand the driver's license medical standard already used by sport pilots for nearly a decade. Under the petition, pilots

would be able to operate noncommercial VFR flights in single-engine aircraft with 180 horsepower or less, four or fewer seats, fixed gear, and a maximum of one passenger. To participate, pilots would need a valid driver's license and would be required to take recurrent safety training to help them accurately assess their fitness to fly.

More than 16,000 overwhelmingly favorable comments were filed during the public comment period on the petition. But despite strong support from the aviation community and solid evidence that the exemption would maintain or improve safety, the FAA failed to act, so AOPA turned to supporters in Congress for help.

Building support for the General Aviation Pilot Protection Act will be critical to its passage, and AOPA will be calling on members to show their support in January after Congress returns from recess. Look for details about how you can help in upcoming issues of *AOPA ePilot* and on AOPA.org.

EAA NEEDS YOU---YOU NEED EAA – Van (submitted by Les Boatright) (thanks Les)

December 20, 2013 at 11:54am
While visiting EAA Headquarters recently, Charlie Becker, Director of Communities, asked me to enlist the help of AKIA member companies to remind their clients of the importance of EAA membership. EAA is a member organization; the greater the membership, the stronger the organization. Ideally, EAA needs other forms of non-monetary support such as advocacy petitions, from its members. But first, it needs more members.

Membership growth is important to EAA because member dues are a vital revenue component. While member dues alone don't cover all of the costs of publishing their magazines and providing other member services, they definitely help. Charlie informed me that every year at AirVenture, EAA membership increases by around 20,000 as people take advantage of lower registration fees. Then membership slowly declines over the following year. The shrinking pilot base probably accounts for some of these losses. The bottom line is that they need more solid, long term members. This means you.

In a very real way, *You* are the EAA. Sure, there are 60 or 70 employees at EAA's Oshkosh Headquarters, but they are there working for you and tens of thousands of others like you. The EAA could not exist without you. You may feel that you can exist just as well without them, but read on.

From day to day, it's easy to forget the importance of EAA. We enjoy a reasonably stable and permissive FAA regulatory environment. As thing stand today you don't direct support from the EAA to bring your aircraft to completion. But had it not been for them, you may not have even been able to license and fly it. The EAA's perpetual role in government advocacy has helped assure this.

Yes, every now and then there is a threat of added restriction or loss of freedoms, but to the casual observer, nothing really bad ever seems to come of these threats. It would be easy to assume that someone is just using the "cry wolf" tactic to retain credibility as a watchdog. The reality is that the threats have been real, and that the EAA staff and

committee volunteers, throughout their long existence, have labored effectively to protect our freedom of flight.

While this may seem a distant intangible to you, trust me, it is a real benefit. Over the past 20 years or so I have been involved in numerous meetings with EAA, FAA, and NTSB. From this experience, I can assure you that the EAA's work on your behalf has resulted in continuing freedoms to build and fly that wouldn't be the case without their existence and organizational strength. As an example, several years ago I was asked to join an EAA/FAA committee known as ARC (Amateur-Built Rulemaking Committee). This was an arduous process involving numerous meetings and travel over a couple of years time. At issue was a re-write of the 51% rule. Without elaborating on details, I can absolutely assure you that as builders of EAB aircraft, you benefited significantly. While I can't pinpoint windfall gains, we didn't lose ground either, and that's really the big issue. About 50 years ago I came to the stark realization that retaining our freedom of flight was going to be a continual struggle. That unfortunately was not just a negative epiphany, but has proven to be true. Oh yes, if you are one of those who thinks that flying homebuilt airplanes is a right (rather than a privilege) that "they" can't take away, you'd better do some constitutional research. What we are doing is not an entitlement, and could be lost or severely restricted if not for constant vigilance.

However, your annual dues are not the only way that your membership can strengthen EAA, and in turn strengthen aviation. EAA's chapter structure is and has always been a unique strength it possesses. Chapters offer assistance to their members in many ways from building assistance, Young Eagles events, and fly-ins and other outreach events. As strong or as weak an EAA Chapter may be, your positive participation can make it better.

Often I have heard rationalizations for non-participation in EAA Chapters. "*They* aren't doing anything that interests me". "All that *they* do is talk". "What can *they* do for me that Vansairforce.net can't?"

"*They*", the chapter, are a group of EAA members, many volunteering as officers and committee members. As such, *they* owe you nothing! Similarly, you owe them nothing! But, that not a very progressive position to take, is it? Are you a Giver or a Taker? If you approach situations as a Giver, chances are that you will be able to take more away than if you hadn't. Thank God that there are enough Givers to keep the EAA Chapter structure intact and vibrant. You can help.

Many of you are aware that EAA leadership had faltered after Tom Poberezny left office. Mismanagement resulted in a number of upper level HQ staff members either quitting or having been discharged, leaving a shortfall in the service that EAA was able to offer. Fortunately, EAA is now well on the road to recovery. Several key people have returned, and the working atmosphere has greatly improved. Jack Pelton appears to be an effective leader. I get the feeling that EAA is becoming a more representative organization that it has ever been. But, you can't just sit back with a wait-and-see attitude. After all "they" are us.

Thank you for enduring the above tome. Chances are that you are already a member of the "choir" and don't really need to be preached to. However, I think that it is good to

occasionally reflect on the status quo, assess strengths and weaknesses, and reaffirm our commitments.

If you are not a current EAA member, for whatever reason, please join or renew. Also, please encourage all of your aviation friends, whether builders or not, to join and offer their support in at least this small way. We're all in this together. Our future depends on it.

Thanks,

Dick VanGrunsven

C.E.O Van's Aircraft

EAA B.O.D. Member

The Dreaded Annual Inspection

Do you ever wonder why, since you only flew 25 - 50 hrs last year that you need this annual inspection of your plane? You have paid 3 - 4 thousand to hangar the plane, another thousand or so to insure the same and now more money for this inspection. What could have gone wrong in such little time operating the plane? What a pain, right?

Never thought I'd say that I am thankful for the FAR reqd. annual inspection but, this year I am thankful! To make the inspection easier and less costly, most of us who own planes at Dunn open everything up on the plane so the inspector doesn't have to spend as much time on the job. It is always a good idea for you as the owner to look things over too because the more eyes that look the more likely you're apt to spot something not so obvious that needs attention. The cowling was off and I was in the process of looking the engine over when I spotted what appeared to be a small hole in the exhaust pipe at a welded joint. Upon further inspection I noticed cracking around at least half of the pipe so I took a picture and sent this to my IA. He said the pipe would definitely would need to come off and be repaired by an authorized repair station or replaced with a new one. Once he saw how badly this was cracked he said it likely would have blown out or off in the next couple of flights! How scary is that? Hot exhaust blowing on the insulated wires and cowling and setting things on fire sounds like potential disaster to me. Glad we found this and can fix it before someone gets hurt.

Aside from this all that is needed is some preventative maintenance like repacking the wheel bearings, new ELT battery, some rust/corrosion cleaning and painting and maybe new tires and tubes. I'm lucky and the price of the annual is worth it! I fly 100+ hrs per yr and most of this is in our Citabria.

Larry Gilbert

Note from Dan about Bruce Hotz

Hi Larry -

I don't know if you have been talking to Bruce. Just in case you haven't, I thought you and the 866 folks might like an update.
I spoke to him today. He does have bone cancer, but the good news (silver lining?) is that the doctors are not predicting doom and gloom. They discharged him yesterday, and he is now at home. The treatment protocol takes place over a couple of months and everyone is optimistic about the outcome. He sounds good, but is in a bit of pain and - not surprisingly - tired.
If you like, I'll send along any new info as I learn it.

Blue skies. Dan Hillman

Can you ID this WWI plane?

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The chapter newsletter is published monthly to inform members and friends of our chapter about activities of our chapter and members. Our chapter is open and we welcome all who are interested in aviation activities of any kind. This newsletter will be mailed prior to each monthly meeting. <u>We need your input</u> so please submit materials for this newsletter. When you have something for this, you can submit via e-mail, on a computer disk, in writing, or by word

of mouth. Please get the information to me by the 19th of the month. We meet on the first Wednesday of each month.

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www.866.eaachapter.org

Coming up

Chapter Meeting

Weds. 7 pm 01 01 2014

Bldg 10 Meeting room Arthur Dunn Airpark, Titusville

Monthly Breakfast

Sat. 8 am 01 04 2014

Bldg 10 Arthur Dunn (X21) Airpark, Titusville, FL

EAA CHAPTER 866
SMILIN' JACK
2014 HOLIDAY PARTY

You are invited to the 2014 Holiday Chapter Party and Awards Banquet

When: January 11, 2014
Where: La Cita Country Club, Titusville Fl
What Time: 1800 HRS/2300Z /6:00 pm
Attire: Party Clothes

$25 per person includes a fabulous dinner buffet, Chapter dues for 2014, Entertainment and Dancing, Door Prizes and Annual Awards

Tickets available through Herman Nagel
Please Purchase By January 4 Breakfast