



Loretta's daughter and grand daughter flew in from PA. And paid her a surprise visit at our hangar on Mothers Day. It was a great surprise! Check out the size of that card.



## President's Message

Hard to believe that with this month half of the year is gone! We had some interesting things going on, lots of great project reports, and a speaker for our May Meeting.

Thank You! Loretta and Donna teamed up to make a nice birthday celebration for Ray Thomas, with homemade ice cream, strawberries and a beautiful cake. Congratulations, Ray.

The May breakfast had a good turn out for the foggy weather- 59 guests. Thanks to all who came, cooked, helped with set up and break down, cleaning and shopping! We make a great team and aviators far and wide know we put on the best breakfast around! Good Job!

Buck Crenshaw was our guest speaker for the evening and his topic was about transitioning to Sport Pilot and Sport Pilot to Private, some of the rules and regs and the fleet of Aerotrek airplanes he uses at his school at Space Coast Regional. He left some cards and brochures for anyone interested.

Sensenich has offered to give us a factory tour of their facilities. We can fly in and they will pick us up or, we can drive in and have a little more flexibility. The group decided that November 7th would work and it will not interfere with breakfast preps as Saturday the 1<sup>st</sup> is our breakfast.

Some great progress reports on various projects:

Eddie has sold his Kit Fox in favor of a CH750 which is coming together nicely. The fuselage is complete. He mentioned that he needed a few extra rivets and a few new parts for the sliding seats. Also reminded us to take lots of pictures!

Steve Camplin is ready and looking for a DAR for his Thundergull. Ran into some problems with small cracks in the plastic fuel lines, which have now been fixed.

Bob Rychell has test flown *Little Bit 2*(CH750), at  $\frac{3}{4}$  power she performs well. He now has 2 hours on the new engine in *Little Bit*(CH650). His prop is a Sensenich, he is working on the prop as the tracking is slightly off which increases vibration.

Kip's Sonex- Engine is back and a new prop and brakes are in. Complaint of a little wind noise coming from a small gap in the gasket, he replaced that, and it is quiet, but now it is too hot in the cabin!

Ben's Phase 2 flight testing continues- flew down the beach and saw 7 sharks!

Eddie has a few announcements about UAVs-there is a project with NASA, please check your NOTAMS before flying in the East Coast Range Restricted Airspace up to 3000'

Eddie also introduced Emily and Killien from Switzerland. They are the new owners of his Kit Fox Project. They will be building in a hangar at Massey Airpark.

Herman talked a little about Windmills and how dangerous they are when they go unmarked with lights or on the charts: mentioned that 4 people in a small plane were killed when they were flying in instrument conditions in Idaho. They were struck by the blades.

My Twister Project continues. Landing Gear is now properly installed, and working, thanks to lots of help from knowledgeable sources! We have installed the flap motor and drives. We had a problem with the bearing on the left side which required removal and resetting. Same for the wing bearing. Everything is now lined up and working smoothly. We are almost to the point where the belly pan can be installed. We have to get as much done before that happens, because the pan is glued on. After that whatever gets done is through the inspection holes and wheel wells. I am still working on the wings, funny how just a dab of sunlight reveals the tiniest of defects!

Ben brought it to my attention that we needed to file the epostcard for our not for profit status. If you miss three years of filings, your NP Status is jeopardized. That bit is all taken care of after a long discussion with the IRS. To avoid a repeat of this, I am developing a check list for future chapter presidents to follow for the transition.

WE had several guests at the meeting- most are familiar with Jan Eggenfellner at Viking Aircraft in Edgewater, he brought Vern who is a member of Chapter 1363 in Rhode Island, and Emily and Killien from Switzerland who have purchased Eddie's Kit Fox project.



Plexiglas panels and the public will only be into the car. The picture below is the small food prep for the small crew of 10 or 12. I away from cooking eggs!

Our June meeting on the 4th precedes on the 7<sup>th</sup>. Bob Rychell will have a special of *Little Bit 2*. He will be our speaker for the

I look forward to seeing everyone on the 4<sup>th</sup>!  
***Blue Skies, Deborah***

A quick trip to Newport in May included a visit to the New England Air Museum in Windsor Locks, and the K-28 car which has been lovingly restored by several former K-ship crew members who are volunteers at the facility. The car was being readied to go on display in the museum as we got there. It has taken 21 years to restore the ship, the volunteers hunting down essential parts for the car, finding pieces on ebay and every dungeon and yard sale imaginable. The work was superb. A true labor of love. Several of the restoration team served on the K-28 as radioman, rigger,



carpenter's mate, etc. We were able to go aboard and marvel at the detail. In the future, these areas will be covered by able to have a glimpse galley, which allowed just can't seem to get

breakfast which will be presentation on the Story evening.

## *May Breakfast*

We served around 60 people in May. Our airport was weathered in due mostly to low ceilings and low visibility and



rain. No fly-ins!

Our great breakfast crew put it all together and all who had breakfast seemed to enjoy. We had a new guy working on the egg cooking and he did an outstanding job. According to his name tag he is called “Egg Flipper,” very appropriate too as the name fit his actions very well! Egg Flipper aka Eddie Brennan is always willing to step up and do almost any job!

The rain started around 9:30 and those at the tables set up outside moved indoors where we had additional tables set up. A good time was had by all!

### *Little Bit one Properly propelled now*

As he mentioned during last month's meeting, Bob Rychel has been plagued by a very bad vibration problem on his CH650. He has systematically solved this problem and will be explaining what he found at the June 2014 meeting. It is an unusual and interesting problem.

### *Ray Thomas and the J3*

A landing incident damaged Ray's J3 Cub and once the NTSB and the FAA has been satisfied that the damage done to the plane doesn't meet the criteria of a reportable accident he is planning to repair the landing gear and resolve the problems associated with a prop strike. He is dealing with the authorities and filling out paperwork etc. He wisely contacted AOPA and they are helping him with the legalities and put him in touch with an attorney in Melbourne. Ray chuckled when he told me he has to provide a weight and balance for the flight. He told me he'd flown that J3 solo from the back seat since 1947 and regardless of the fuel quantity it's always within the envelope

and below gross wt. It's a J3 for crying out loud! Anyway Ray is in good spirits and looking forward to flying his J3 some more.

### *General Aviation Pilot Protection Act (Time for us to participate)*

Bills have been introduced in both the House and Senate that would exempt thousands of general aviation pilots from requiring a third-class medical certificate to fly. Under the General Aviation Pilot Protection Act (GAPPA), pilots who make noncommercial VFR flights in aircraft weighing up to 6,000 pounds with no more than six seats would be exempt from the third-class medical certification process. 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 legislation would also require the FAA to report on the safety consequences of the new rule after five years.

The following Congressman have signed on as cosponsors to the House and Senate bills and are among the first to support this critical legislation that will promote safety, keep aviators flying, and save pilots, and the federal government, millions of dollars.

#### **Florida House**

Buchanan, Vern [R-FL16]

Crenshaw, Ander [R-FL4]

DeSantis, Ron [R-FL6]

Mica, John [R-FL7]

Miller, Jeff [R-FL1]

Posey, Bill [R-FL8]

Ross, Dennis [R-FL15]

Yoho, Theodore [R-FL3]

#### **Florida Senate**

none

**OK EAA Chapter 866 members, do you want to see this happen? Might be a good time to write a letter to your Congressman and Senator. It's easy enough to do, even by e-mail!**

Please tell them you are a constituent and that:

- You support H.R. 3708 in the House and S.2103 in the Senate.
- This bill expands on the FAA's successful sport pilot medical standard.
- This measure will save pilots and the FAA money and time.
- This bill addresses the number one concern of pilots.
- General aviation is a vital part of the nation's transportation system and you hope they will be a cosponsor OR thank them for being a cosponsor.

**Larry Gilbert AOPA ASN Vol. Dunn Airpark (X21)**

#### **This Month's Flying**

Larry Gilbert

Fancy and I flew a few times mostly to check out a tail wheel shimmy we've been experiencing on the hard surfaced runways. At Dunn we usually use the turf and this isn't as noticeable as on paved runways. A new set of leaf springs may be in order as we've been doing some research on the subject. If you've ever gotten a shopping cart with a shimmying front wheel you can visualize that happening back at the tail end of your airplane when you land in the three point configuration. With the shopping cart, if you raise the back wheels and push with just the front wheels

making contact, the shimmy goes away. Can't do that with the plane but, you can either re bend the springs or buy new ones that place the camber of the wheel properly. (I think camber is the right term.) Anyway its kinda like bending the wheel back a little so that it is nearly straight up and down when the plane is loaded. That's the way I understand it but, I think my IA uses different words to describe this.

Bob Rychel is letting me fly some of the time off on his Viking powered CH750 and I'm having fun learning this airplane. It's different! The sounds are different, the propeller turns counter clockwise, and it has a glass panel with numbers scrolling around that I'm not used to. Even though I'm aware that the prop is turning CCW, I have a very



strong habit of applying right rudder which is wrong rudder for take off and high power settings in this airplane. If you're not thinking about this when you apply take off power it's going to the right. The good thing is though, you don't have much time to think about it because in a few seconds your off of the ground and then it becomes very obvious as you curve off to the right until you apply considerable LEFT rudder and center the ball. The plane climbs out and flies well although you need know the plane will stop and head down if you pull the power back to idle in flight it is best landed with about 3,300 revs showing on the digital glass panel display. I only say that (glass panel) because I'm used to the clock type of instruments and not used to digital. (Just now getting used to my digital watch!) Same thing is true with airspeed and altitude instruments, I'm used to looking at hands moving around a dial. Another hour or so of flying this it will get used to me and like me better!



Lining up for landing on runway 4 at Dunn.

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**Chapter Meeting**

**Weds. June 4<sup>th</sup>**

**7:00 pm**

**Dunn Airpark (X21) Bldg. 10**

**N. Williams Ave**

**Titusville, Fl 32796**

**Member Bob Rychel will present a slide show on construction of his  
Zenith 750 STOL airplane**

**Chapter Monthly Breakfast**

**Saturday June 7, 2014**

**8:00 am**

**Dunn Airpark (X21) Bldg. 10**

**N. Williams Ave**

**Titusville, Fl 32796**