

EAA Chapter 866 Smilin 'Jack Newsletter Nov. 2016



Young Eagle Day Our escorts bring new Young Eagle candidates out to the flight line for their ride

Greetings Members and Friends of EAA Chapter 866,

A BIG THANKS to all the members who came out last month for our annual Young Eagles Rally! Even though the weather wasn't quite as nice as it has been for our rally in previous years, we were still able to give airplane rides to 25 Young Eagles!! Our chapter volunteers helped with registration, marshalling, escort, teaching ground school with Ben Charvet's Pietenpol, providing coffee and snacks, and of course in flying the youngsters. We had 5 volunteer pilots that flew Young Eagles, and Larry did a wonderful job as our Y-E coordinator and briefing the pilots on flight routing and procedures. Keeping safety as our priority, we halted the flights for about 45 minutes at one point during the morning to permit some nearby rain showers to dissipate, which they did. The turn-out was a little lower this year than in years past, but every one of the Young Eagles had a high quality experience! I had my hand-held with me most of the day to monitor the Unicom frequency and one of my favorite experiences from the day was hearing the excited voices of the kids coming over the frequency in the back-ground as their pilot's keyed the mic to make position reports. It was obvious they were having fun! And I know our pilots and volunteers also had fun sharing the experience of flight. Well done everyone!!

In other great news, Arthur Dunn Airport and our chapter building seemed to weather Hurricane Matthew without major damage. For those of us with hangars at Dunn, some of us returned to the hangars the next day to find lots of small flecks of rust and dirt peppering our hangar floors, and on the top of our projects and airplanes. *NCIS Titusville* experts were consulted about the source of the mysterious particulate matter, and the consensus was that it originated from the hangar doors and rails as they shook in the winds. Pretty minor outcome compared to what could have been. The hurricane also failed to cause any structural damage to our Chapter Building (Building 10) or any major damage to the hangars at Dunn. I can't tell you how happy I am that we got the Building 10 roof repairs completed last year!! They held up beautifully, and are a testament to all the hard work invested by our chapter members to repair and secure the building. The building did lose power for a couple days, but thanks to quick thinking by Loretta, the few perishable items we had in the fridge were saved. The biggest victim at Dunn Airport appears to have been the windsock, (or as the FAA officially calls them, Wind Cone). Our Wind Cone was lost and the pole was broken off at the ground! I thought this might present an opportunity to learn something (or remind ourselves) about windsocks . . .

As you have most likely observed, there are a number of variations in windsocks, large, small, lighted, unlighted, striped, non-striped, etc. However, the FAA officially recognizes two different sizes:

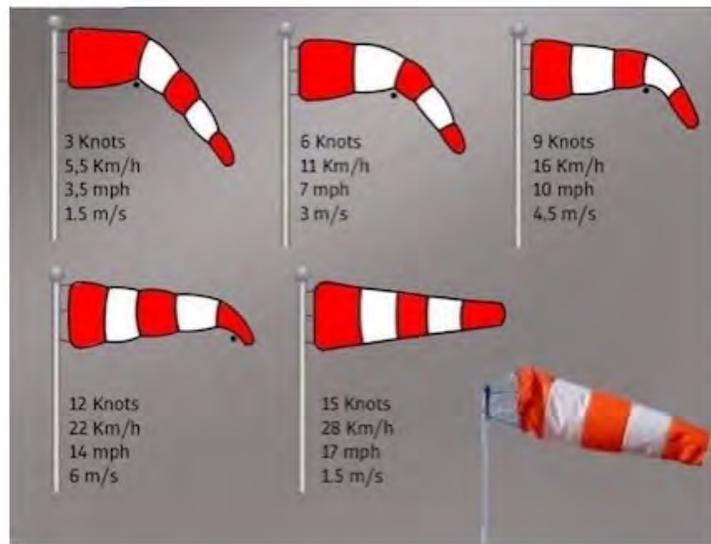
- **SIZE 1 - 8 feet in length, and 18 inches in throat diameter.**
- **SIZE 2 - 12 feet in length, and 36 inches in throat diameter.**

Regardless of size, the taper of the fabric windsock from the throat (opening) to the trailing end must be designed to cause the windsock to fully extend when exposed to a wind of 15 knots (17MPH). A 3-knot (3.5 mph) breeze will cause a properly functioning windsock to orient itself in alignment with the direction of the wind. Can you imagine what the windsock must have looked like in the early hours of Oct. 7th, when Matthew was blowing its hardest?? If the windsock gets blown away (like ours was), then either the wind was greater than the 75 knot design limit (as specified in the FAA Advisory Circular), or the windsock materials or supporting structure had degraded due to environmental exposure such that it could not withstand the specified 75 knot design limit. At any rate, windsocks obviously are not designed to withstand wind forces when the winds are being categorized according to the Saffir-Simpson Hurricane Wind Scale!



Some windsocks have white stripes or bands, which are useful in approximating wind speed:

- The first stripe indicates a 3-knot breeze
(The wind sock has turned and aligned with the wind - you can also look for an anemometer near the wind sock to determine if there's any appreciable wind in the first place since the first segment of the windsock is held open by the frame.)
- The second stripe is ~ 6 knots
- The third stripe is ~ 9 knots
- The fourth stripe is ~ 12 knots
- The last stripe is 15 knots or higher
- If the windsock is missing you probably shouldn't be at the airport.
- If the pole is missing (or broken off, like ours) you might consider joining the Lollipop Guild and go looking for some Ruby Slippers!!

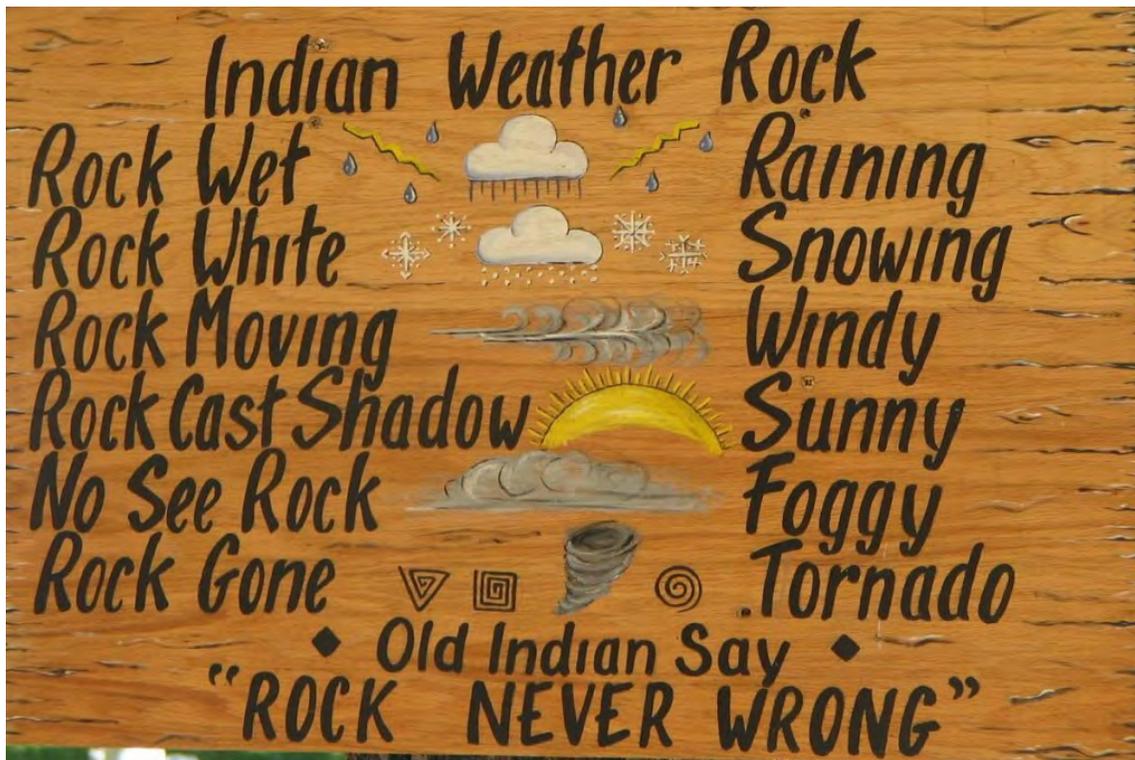


Different countries and different wind sock manufacturers have different sock sizes and speed ratings, so the above guidelines should be considered approximations.

FAA [Specification for Wind Cone Assemblies](http://www.faa.gov/documentLibrary/media/Advisory_Circular/150_5345_27e.pdf) (Advisory Circular 150/5354-27E) provides guidance and requirements for fabric wind socks used at U.S. landing sites.

http://www.faa.gov/documentLibrary/media/Advisory_Circular/150_5345_27e.pdf

Hmm, come to think of it, all this wind sock interpretation stuff kinda reminds me of the old joke about the Indian Weather Rock . . . but I digress . . .



Anyway, our wind sock didn't survive its encounter with Hurricane Matthew, and folks generally seem to miss it!! The airport authority is working on a replacement.

Our last pancake breakfast had a very nice turn-out, and our next one is planned for this coming Saturday, Nov. 5th. Thanks to all our members who make these events go so well! I worked on my RV-4 project some more this month with good progress on the flaps, wing-tips, and wing root fairings. I made a brief visit to see Alberto's Onex project a couple weeks ago and it looks Super Nice with the fully assembled AeroVee engine mounted to the nose. I also visited Bob's RV-6A project, he and his helper recently riveted on the forward upper fuselage skin! Brrrp, brrrp ,

brrrrrp multiplied times 200+ rivets and I bet they were ready for a trip to the *Bucking Bar* for some liquid refreshments!

Hope to see you at our next chapter get-together!!

Best Regards,

Les Boatright (EAA# 563003)

President EAA 866, *Smilin' Jack* Chapter

"Life is what happens while you're building your airplane."

Some reminders about upcoming events:

Date	Event	Place/Info
Nov. 2	Regular Chapter 866 Monthly Meeting	Building 10 / 7 pm
Nov. 3-5	Sport Aviation Village & Showcase (Demo Flights, Forums, Speakers, Indoor/Outdoor Exhibitors) https://www.youtube.com/watch?v=QJKJn4EGTgc	Deland Airport / 9am – 5pm daily www.sportaviationshowcase.com
Nov. 5	OUR 866 Pancake Breakfast for November	Building 10 / 8-10 am
Nov. 6	DAYLIGHT SAVINGS TIME ENDS	Fall Back 1 hour
Nov. 8	Election Day	
Nov. 11	Veteran's Day – Remember to Thank a Vet!	
Nov. 12	Rusty Pilots Seminar by AOPA Jamie Beckett https://www.aopa.org/community/events/2016/november/12/rusty-pilots-presented-by-aopa-ambassador-jamie-beckett-at-sun-n-fun	Lakeland, Sun-N-Fun Campus; 9 am – 12 Noon
Nov. 19	Valkaria Chapter 1288 - Pancake Breakfast (3 rd Sat.)	Valkaria Arpt (X59) 8-10 am
Dec. 3	OUR 866 Pancake Breakfast for December	Building 10 / 8-10 am
Dec. 7	Regular Chapter 866 Monthly Meeting (w/ annual officer elections)	Building 10 / 7 pm
Dec. 10	Titusville Christmas Parade – Starts at 6PM (Saturday)	Titusville High / US-1 Downtown http://www.titusvillekiwanis.org/Page/31267

R.A. "Bob" Hoover

(January 24, 1922 – October 25, 2016)



Young Eagle Rally

We have another Young Eagle Rally behind us now! What a great group of chapter members we have who show up for this and make this happen! As Young Eagle chapter coordinator, I want to thank our members who worked this event! The Y – E rally couldn't happen without all of the people who do the WORK! Safety is our #1 concern of course and the flight line crews involving aircraft movements, escorting children and adults around the flight line do an exemplary job! Also, the ground school that was conducted was very effective. Before flying the first two flights, I took my Y-E candidates around the Citabria to explain things about the Citabria and questioned them about the control surfaces and was surprised when the first boy knew what all of them were. He had a little problem pronouncing the word aileron though but, he knew them all! When I asked how he knew so

much about the airplane, he pointed to Ben and his Pietenpol and said, he told us! Isn't that wonderful? I told the boy that Ben is a real smart man.

The first stop for our candidates is the registration table and our folks made all feel welcome and exuded an atmosphere of fun right away! Nothing like a good first impression! All of this stuff goes on so that we who are lucky enough to be able to fly these flights can have all the fun! I know I'm having a very good time doing this and it seems as though all of us who get to do the flying are. The children I flew were all very well behaved and interested. They were a pleasure to be around. We Young Eagle pilots all have stories about the youth we fly and they are fun to hear and tell. Alberto told me about a girl he flew in his C172 who wouldn't let go of the hand strap near the top of the door post in front and on her right. She flew the whole flight that way! When they landed and were ready to get out of the plane Alberto told her that if she flies with him again, he'll get a screwdriver and remove that strap and she can hold it on her lap because it'll be a lot more comfortable that way!

We flew 25 Young Eagles and the kids got good quality 20 min + rides out over the wilds of the St. Johns River. The wind was brisk out of the Northeast and by noon the ride was a little bumpy, especially on short final approaching over the trees. No one complained about that and they all had the big Young Eagle smile when the ride was finished!

Deborah, Donna, and Loretta made some really good cookies and they were served in bldg.10 where the final paperwork for each flight was completed.

There's a young boy who I've flown at the last three events. His name is Quinton Speed, you may have noticed him with his father Tony. Neat thing is, that Bill Mitchell, (now deceased), took Tony for his first flight in his C150 Aerobat a long time ago. Bill told me that story about that flight. The thing was, Tony was a big kid and there's not a lot of room in the side by side C150 and Bill was a little squeezed on that flight. For Tony, that sparked an enthusiasm for flight and he still loves being around planes and brings young Quinton to all of our Y-E events and sometimes to our breakfasts. Tony posted this comment on facebook.

Q went on a young Eagles flight today at (X-21) Dunn Airpark. The cool thing is, I went on my young Eagles flight from the same airport in 1992.



Quinton and me this year

Larry

Don't forget about the **Deland Sport Aviation Showcase** starting this Thursday.

Here's the link to the NOTAM if you intend to fly in.

<http://sportaviationvillage.com/pdf/DeLand-Showcase-2016-NOTAM-Arrival-Instructions.pdf>

Christmas parade

Hope you plan on taking part with our entry in the annual Titusville Christmas parade. As you saw in the posting of activities, it is being held on Dec. 10. Les will probably bring this up at our meeting. Looking for a way to dump that leftover Halloween candy? If you are, you could donate it to be handed out from our float during the Christmas parade!

Chapter officers

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

VP – Edward Brennan 501 Water Side Circle Titusville, Fl 32780 EJB.USMC@gmail.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 321 591 8783 larryglbrt@gmail.com

Chapter Meeting

Weds. Nov 2, 7:00 pm

Dunn Airpark Bldg. 10

Titusville, Fl

Chapter Monthly Breakfast

Sat. Nov 5, 8:00 am

Dunn Airpark Bldg. 10

Titusville, Fl

Couple of Young Eagle day pictures follow



