



EAA CHAPTER 866 NEWSLETTER TITUSVILLE FLORIDA

June 07



The Prez Sez

Speaking of airline managers, I'm reminded of some articles I read in Aviation Week and Space Technology back in the early days of airline de-regulation. In their coverage of airline activities they reported on a spin-off carrier that Eastern made and called Apple. Landing slots were required at Washington National Airport and New York's LaGuardia airport. Since Apple was a new carrier they didn't have any slots. So Eastern was in court arguing that Apple and Eastern were the same carrier and Apple should be permitted to use Eastern slots. Meanwhile, Eastern pilots were in another court saying that Apple pilots were really Eastern pilots and should be represented by their union (ALPA). In this court Eastern lawyers argued that Apple was a separate airline and therefore ALPA could not represent their pilots. So Eastern was in one court saying that they were the same airline and in another court saying they were not.

In my opinion, airline managers are only interested in advancing their own agenda. Their agenda now, according to reports, is to reduce competition from fractional jets and other private air transportation. This type travel has cut severely into airlines lucrative revenue from first class, business class, and last minute travel. If they could get in charge of the FAA they could regulate these operations and reduce competition.

Would these honest men of high integrity that lead our airlines do such a terrible thing? To answer that question, ask any current or former airline employee.

I'm looking forward to Saturday morning and another great time of eating pancakes and watching some terrific airplanes. See you there. Dan

May Meeting

The chapter 866 bored meeting was held before the regular meeting started.

The meeting came to order at 7:30pm with the pledge of allegiance. Under new business, the ordering of our new cooking grill was discussed. Jerry Russell researched this and we ordered a new one to be delivered soon, probably in time for the June breakfast. Jerry has also designed some portable

frames for both of our grills and will have them welded up by a fabricator.

It was decided that the annual Smilin Jack fly - in will be held on October 6 this year. Pres Dan asked if anyone had any ideas about how we could make this event more interesting rather than just serving up breakfast and everyone flying away by noon. No one had any suggestions. (Think about this and if you can come up with anything bring it up at next meeting) Donna commented that there was not enough electrical power at the last Smilin Jack and Jerry said that he will see that we have adequate power for this year. Maybe rent a diesel generator or bring his bus which has a 20KW generator in it.

Our monthly breakfasts were discussed and Greg Smith who has been parking airplanes with Fred Burgess said that Fred would not be here for May breakfast and needs help parking planes. Greg also made us aware of the new frequency for COI (Merritt Island airport) is 122.975.

Ben Charvet said that he is interested in the Continental engine we have in the box and will make an offer for it at the next meeting..

New name tags have been made thanks to Larry Bierman. (Most members forgot to wear them for this meeting!)

Pres Dan said that there were eight chapter members at the Deleon Springs outing and it was a great time.

June Hillman said that she would like an updated list of members and their spouses.

Pres Dan asked if anyone would volunteer as program chairman. No one answered this call. Dan has done a commendable job as program Chairman for the past two years.

The bathroom near bldg. 10 needs attention so Gil Jones and Stu Sammis agreed to clean it up prior to our breakfasts.

Stu Sammis produced a couple of replies to letters he wrote our Congressmen about user fees. Neither promised anything.

Project reports: Ben Charvet was the show and tell champion at this meeting. He had the center section of his Pietenpol wing to show. He explained that there were many decisions that had to be made to just make this piece. The workmanship

looks great! Wayne has the tail pieces all covered and several fill coats applied to them and he has the brake rotors completed. He said that a couple of FAA people stopped in and complimented him on his work on the chapter Piet. Alberto Silva has got his C172 flying again after an engine overhaul and has put 2.2 hrs on it. Works good! Larry Bierman said he put 4 hrs of work into his Kolb and has decided to use a 582 Rotax on it. Greg Smith still waiting for wings for his CH 701. Steve Camlin went skiing instead of working on the Thundergull. Gil Jones is doing the annual on his Adventura. Jim Morgan said about working on his RV6A..... He's drinking a lot of beer! Jerry said he looked Kip Andersons Sonex project over and the wing spars and the tail sections are done and he's getting ready to start on the wings. Kip is doing a great job according to Jerry.

Sam Beddingfield said that the Space museum was doing OK but not as good as the old location did. He said that the problem is getting the word out about it as it isn't as visible as it was.

Mr Jim Garrison gave a very interesting talk about his terrible accident with the Nieuport 11 replica he built and attempted to fly. He stressed that it was his over confidence and carelessness about the first flight that got him into the big trouble. He had done it so many times before that he considered himself a test pilot and had on quite a few occasions before just climbed in a newly built airplane and simply flew it. His said arrogance about this caught up with him this time. He also went on to illustrate the extent of his injuries with photographs and x rays. Now \$259,000.00 dollars in debt with no insurance and a temporary pilots license. (he owns a Bonanza) Jim said he hopes his experience is a lesson to all who attempt a first flight in their home built aircraft.



The meeting ended with a birthday cake and ice cream to celebrate the birthdays of Ray Thomas and Bill Furnholm.

Near the refreshments there is always a donation can for money. This money goes towards the completion of your Pietenpol and is not used to purchase the refreshments served at our meetings. Give generously. Thanks.



May Breakfast

Another huge success! The landing of the 727 Zero Gravity machine made our day! What a spectacle!

We served around 125 breakfasts and everyone had a good time, I think. There are some nasty jobs during these breakfasts that make the thing successful. Think about standing at a hot grill for 3 hours cooking splattering bacon and eggs. Jerry has done this ever since we started with the bacon and eggs addition to the pancake breakfast. A guy could get a little testy after a few hours of this. I used to wonder why the cooks and mess hall personnel were always so bitter while I was in the service. It's because it is a hard job and can make ya grouchy! I'm married to the gal who gets up at 3:30am on breakfast day (makes her mean) and makes the biscuits and gravy and then when we get home at about 11:30 she cleans up all of the food containers and refills the syrups and squeeze margarine containers. All of this takes until 12:30 or 1:00pm. She gets some help from me but does most of this herself. Donna Thomas spends hours before and after the breakfast making stuff and then taking things home to clean afterwards. She and Loretta maintain the coffee pot and serve and keep things supplied on the serving tables..... Whew, these guys really work! Bill Furnholm bellies up to the grill and cooks pancakes for three hours too. These folks are why we have been so successful with our breakfasts. These breakfasts are a great time but an awful lot of work for some.

Spruce Creek was well represented again as was Valkaria and New Smyrna with fly – in visitors. I saw a couple of planes that I hadn't seen before.

The Zero Gravity Boeing 727 is an airplane that flies out of the Space Coast Regional (Titusville) airport. They offer a zero gravity experience by taking the plane way up there and going from a pitch up attitude to a pitch down attitude cheating the effects of gravity for the passengers for a period of time and they float around in the fuselage like they are in space! (it really didn't land at Dunn, I just want to make sure some people read the newsletter)

Good news! The American Academy of Flapjackery has added their stamp of approval to the special pancake breakfasts at Dunn Airpark.

THANK YOUR SENATOR FOR HIS LEADERSHIP AGAINST USER FEES

The following was written by Phil Boyer, pres. AOPA

I was so impressed by the work of Sens. Bill Nelson (D-Fla.) and John E. Sununu (R-N.H.) during Wednesday's debate on user fees in the Senate Commerce Committee that I am asking you to thank them.

Standing on the principle that user fees are not the way to finance the FAA, your senator took an important leadership role by sponsoring the amendment that would have struck the \$25 air traffic modernization "surcharge" from the Senate FAA funding bill. You can hear for yourself what Sen. Nelson said during the debate on the amendment (<http://media.aopa.org/070516nelson.asx>).

While we lost on the slimmest of margins, 12 to 11, this vote sends a clear message that AOPA members oppose user fees and that user fees are extremely controversial and will not sail through Congress. It sets the stage for the upcoming consideration by the Senate Finance Committee and later for a vote by the full Senate. Your senator has helped us with the opening round of the fight against user fees. His work highlighted the level of opposition to user fees across America.

Take a few minutes to write a short note thanking your senator for his efforts on your behalf. Be sure to mention that you are a pilot in his state and that you appreciate what he has done in the user fee battle.

Please send your letter to:

Sen. Bill Nelson
 U.S. Senate
 716 Senate Hart Office Building
 Washington, D.C. 20510



This months Flyin

Larry Gilbert

During the month of May I managed to fly Fancy a couple of times per week. Skip LaForge flew with me once and we flew out to the ocean to view the rough surf and look for Manta Rays. (didn't see any) Then we went on an alligator sighting trip over the swamps and spotted at least forty of these beasts. The water is very low and they are easy to spot now. Bill Furnholm flew with me once on another swamp run. We had a lot of fun flying low and slow over the wilds of our area. Fires and evidence of fires are everywhere out there! Gene McCoy has been flying with me some to get used to it again

before he flies his new Kolb. We mostly do stalls, steep turns, and practice landings and takeoffs on the turf runway at Dunn. Loretta went with me once and I took a friend of ours

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for a ride one day. Tony Berman flew with me to try out the Citabria and before we flew he asked how the plane behaved in a stall. I told him that if he was wearing dentures he'd better leave them in the hangar or he'd lose them when we stalled. We went out and did several stalls. He won't believe anything I say now.

Git Er Done

Jerry Russell took the bull by the horns this month by researching the best deal on a new commercial gas grill and then ordering, making arrangements for delivery and unloading the heavy piece. After the grill arrived Jerry measured and made drawings for two carts to move our two grills around, then submitted the drawings to a local welding shop and had them fabricated. When the carts arrived he assembled a crew to load them onto the carts, then he modified one cart some to accommodate the gas line. After all of this he made a manifold to hook up two gas bottles. Hey, a lot of work to improve things for our monthly breakfasts. These breakfasts are the chapter's only source of income. A great job by Jerry!



**Pancakes and much more monthly
Breakfast**

Dunn Airpark, Saturday June 2

8:00am – 10:00

Titusville, Fl (X21)

Chapter Meeting

Wednesday June 6

Building 10 Dunn Airpark,

Titusville, Fl

7:30 PM