



[www.nbbd.com/npr/smilinjack/index.html](http://www.nbbd.com/npr/smilinjack/index.html)  
July 08

## *The Prez Sez*

As president I get from time to time e-mails from people, usually EAA members, that want to inform me of events, things for sale, etc. Last week I got one from a man in Tampa who has a MiniMax 1500R project for sale. He said he doesn't have time to finish it. He said the frame is complete and all the flight controls are in. It needs the cover (which he has) and a motor. He has pictures and would like to get what he paid for it (\$3500). If interested contact Paul Roberts at 813-833-0339 or [apachegraphics@tampabay.rr.com](mailto:apachegraphics@tampabay.rr.com). I bet Bruce would have a motor that would work on it!

There is a neat web sight that has radio broadcasts about aviation stuff. The radio program originates from Jacksonville and is an EAA type of show. You can log on and select past programs. The one of June 21<sup>st</sup> is well worth listening to. It was about ethanol and featured Todd Peterson that has the STC's for mogas. It is very informative and after hearing all the evils you will want to avoid ethanol for sure. It's found at [www.flighttimeradio.com](http://www.flighttimeradio.com).

The Fourth of July is coming up and I hope all of you have a great time. I saw on the news that Cocoa won't be having their big fireworks show this year because of budget constraints (costs \$70,000). But there are still plenty of others around. Disney does one every night and it's always awesome. Have a

blast and don't forget the meeting on the 2<sup>nd</sup> and the pancake breakfast on the 5<sup>th</sup>. Dan

## *June Breakfast*

The monthly breakfast workers were on the job shortly after daylight on Sat. June 7. Jerry fired up the grills and the aroma of frying bacon was in the air well before 7am. That was probably why some eaters showed well before 8am which is the official starting time for the breakfast. The early birds caused some dissention and some didn't want to serve before the big hand was on the 12 but we got their money so we tried out the pancakes on them before the official start. Besides, one of them a burley looking man with remnants of a Marine uniform looked like he was serious about getting his morning chow and the pancake cooker who is a former Marine probably had a boot camp flashback and served him early.

We served about 125 breakfasts. According to Kip Anderson there were 31 fly in aircraft that showed for the breakfast. Another successful morning for us!

Gene McCoy  
523 Bahama Dr  
Indian Harbour beach, FL 32937

1 July 2008

Subject: Safety of

## *June meeting*

Our meeting held on June 4 was attended by around 18 people.

Larry Bierman informed us that a donation of \$125.00 had been rec'd from Roger Patterson to be used toward the Young Eagle program.

Stu Sammis reported that the chapter 866 shirts were in and those who ordered them better pay up and get their shirts.

The annual Smilin Jack fly-in was discussed and a motion was put forth to not hold that event this year but to consider it again for 2009. Motion passed.

Bruce Hotz spoke about the coming hurricane season and suggested that we have a plan that if our chapter bldg. gets damaged that we have a telephone link up with members who can get together and make temporary repairs to it to protect our assets.

Pres. Dan informed us that we shouldn't be discussing the details of the March 1 accident at Dunn since we (EAA) is named in a law suit over one of the fatalities.

Bruce Hotz did a show and tell with a fiberglass spinner he made and a cowling he has carved a foam mold from.

For project reports Steve Pangborn said that his beloved 'Lily Luscombe is once again legal for flight.

Kip Anderson said he is almost ready to sit in his Sonex project and make airplane noises.

Mario Jimenez said he is going up to Va. To get his Mustang II that he built up there.

Larry mumbled something about the progress he is making on the re-covering and painting of Fancy, his Citabria.

## *Up coming July Meeting*

The July meeting will be held at bldg. 10 on Weds. July 2 at 7:30pm.

The program for this meeting will be a presentation by Ed Thompson on the legal ultralight helicopter he built and flies out of Dunn Airpark. Should be very interesting! Some of us have been lucky enough to watch Ed and his son Mark fly that beautiful machine around Titusville.

## *Letter to Skydive Space Center*

Below is a copy of a letter to Skydive sent by member Gene McCoy

Flight at Dunn Airpark

All King Air Pilots  
Skydive Space Center  
476 N. Williams Dr.  
Titusville, FL 32796

Dear Fellow Dunn Pilots

I wish to share some thoughts that I believe will improve flight safety at Dunn Airpark; but first I wish to tell you a King Air story that you will probably appreciate.

In 1958, (almost exactly 50 years ago) Beech Aircraft Corporation requested the Air Force to conduct a flight evaluation of one of their new aircraft – the King Air. The Air Force agreed and assigned me, an active duty 1<sup>st</sup> Lt., aircraft engineer and private pilot as the Flight Test Engineer/ Project Manager. I prepared a detail Flight Test Plan and had it reviewed and approved by the assigned Air Force Test Pilot, Air Force Flight Test Management and Beech Management. The first maneuver in this plan was a simulated engine failure during a take off at max gross weight. This was the subject of some management discussion but it was approved.

The aircraft arrived at Patterson Field with only the Beech Pilot who was a Retired Air Force pilot. The Air Force Test Pilot and I climbed aboard. The Air Force Test Pilot took the left seat, The Beech pilot took the right seat and I with the stop watch and clip board took a specially prepared jump seat between and slightly behind the 2 pilots.

We did the short hop to Vandalia because the FBO there had certified scales. We weighted the aircraft with the 3 of us on board and I calculated the fuel required to bring the aircraft to max gross corrected for standard day conditions. We serviced the fuel and weighted again. We were 3 pounds over weight but we agreed that by brake release for take-off, that 3 pounds would turn into a small negative number.

The instant that we became certainly airborne, the Beech Pilot lifted the gear handle and the Air Force Test pilot feathered #1 engine. We climbed out at a very respectful rate and proceeded to restricted area R-109 to complete the evaluation. I remember stating in my very favorable report that I believed this aircraft would be around for a long time.

Now – back to Dunn Airpark and 2008

I currently keep my second childhood toy, a Kolb Firefly Ultralight at Dunn. I operate on 04-22 almost exclusively because I have no brakes and a downwind taxi on hard surface tends to gain excessive speed. Mine is a very high drag airplane

with a glide ratio of about 1 to 1. For this reason, I climb to altitude in left circles directly over the field before departing Dunn. My down wind for runway 22 as well as my climb out pass through your parachute extended landing area. If I know jumpers are out or about to be out, I will not fly in this area.

It seemed that a simple solution would be for me to avoid the area when you plan jump operations. I visited your facility twice and called several times to learn your schedule. I was told by several people there that your schedule is never available, not even for the next hour.

I probably do not hear as well as you because I have much cockpit time in things like B-25's and C-119's where the take off sound level could pass 96 db but I do hear messages that are clearly articulated. I often miss messages that are mumbled. I often fail to understand your messages. You do not always do what a normal person would expect. For example, you sometimes enter traffic with a diving left turn onto a final approach and when wind is calm you may land on 15, pick up jumpers without shutting down, and take off on 33. This is OK if other traffic knows your intentions. Please announce your intentions slowly and distinctly. Please be consistent with the wording of your "Jumpers Out" announcement. If I am airborne and you plan to pass close by, please let me know that you see me. Please remember that even if you are much bigger, if you hit me you will probably die also! If I collide with a jumper, we will probably both die.

I trust that you will receive this communication as positive and constructive as I fully intend to be non critical but feel that improved pattern communications will greatly improve safety. If you see anything I might do to improve safety, please let me know.

Sincerely,

Gene McCoy  
"Ultralight-Firefly"  
321-427-4882  
[hemccoy@earthlink.net](mailto:hemccoy@earthlink.net)

Enclosure: Photo of my Kolb Firefly  
Copy: Larry Gilbert  
Smiling Jack Chapter, EAA

### *Progress report on 'Fancy'*

As most of you know Fancy has been out of commission since February and we've been working on her since then. By we, I mean Loretta, Jerry Russell and me. We have the fabric on her and have started the painting process now. Anyone who is or has built or restored a plane knows that the process is a learning one and things don't always go smoothly. Loretta was a great deal of help up until she escaped and went up to

Pennsylvania for a month or so. That left the organized part of the process lacking. You know, this belongs here and that belongs there so that when you need the stuff it will all be handy for you. (miss that)

Well, I have been spray painting with Jerry's tutelage and we've learned a couple of things about painting using the Stewart System. The biggest thing for me is that I now know the real meaning of the term "pot life". I didn't think anything about that term cause I never used pot and never lived that life. Long story short, I was spraying and ran the paint pot dry and I didn't clean the sprayer between loads of paint. We refilled the pot and a few seconds into spraying again the gun started to sputter (mess) and then quit spraying. The life of the remainder of the paint that was left in the gun expired and gummed up everything terribly! The operation was shut down for at least an hour while Jerry disassembled the gun, got some paint stripper, and we cleaned all of the components and re assembled the gun. Lost about \$75.00 worth of paint in the process too. The fuselage has a coat of white paint on as has the tail feathers. The cowlings are primed and ready for paint. The boot cowl, being re-made by Gene Day isn't ready yet. Mark Barnett is making some vinyl decals for me to use for the numbers and chevron which goes on the vertical fin. The prop is being redone too. After all of this stuff is done and painted it will be time for re assembly if I can find all of the parts. I think I know where the engine is.

Larry

### *Alberto's Adventures*

Alberto Silva writes a weekly fly out plan from Dunn Airpark and always includes an interesting little story. If you'd like to be on his e-mail list for this, contact him at our meeting.

Flying from X21- Saturday & Sunday, 6/14/2008 - 6/15/2008

Last Saturday was a long fun day. As planned, we left early for Fort Stewart, about 25 miles SW of Savannah We refueled at Massey and headed towards the beach. We then flew the beach looking at the sights, never above 500 Ft. It was a very calm day and perfect for this kind of flying. We made it to the airport well before they closed it for the airshow. The airshow was good but the temperature was as hot as I have felt it in an airport. No breeze and in the mid nineties. Unfortunately, the F-15's that was scheduled to fly had airworthiness issues and did not fly. On the return trip, we went for the air conditioning at 6,500 Ft. The temperature was a comfortable 58F. I' glad that we were on flight following as there seemed to be a lot of traffic close to our route. We actually had to deviate once because of converging traffic that we could not find. Overall

it was a good trip. My nephews enjoyed their experience.

For this week end, I will stick close to home and go to Valkaria for breakfast. Wheels up around 0830. I may go to Leesburg to the Triangle Aviation open house just to see how the other half lives.

Flying from X21- Saturday & Sunday, 6/28/2008 - 6/29/2008

Last week end was "hang out at the airport" week end. I still flew some pattern work, slow flight, power off landings, etc. but did not travel to any exotic destinations.

Nothing much planned for this week end. The only scheduled breakfast is in Palatka. I have never been to it and, other than reading about it in the internet, have not had any contact with the organizers. I may go with a friend to find out what it is all about.

One good place to go on a weekend when there is not much scheduled is Bartow. I stopped over for dinner on my way to Sun'n Fun this year and found out that they have a brand new FBO with a nice restaurant and a museum. I have not been back but will do so in the near future. The small museum seemed very interesting, probably could see it all in an hour. They also have a regular Sunday brunch starting at 1000. It is a worthy destination.

### ***FAA TO CHART CONTACT FREQUENCIES FOR MOAS, RESTRICTED AREAS***

Instead of feeling compelled to fly around charted military  
***For sale***

Aventura HP. Professionally built by factory. Loaded panel, Alt, ASI, VSI, RPM, EGT, CHT, hour meter, compass, slip, turn and bank indicator, electric flap indicator, electric start, recoil start also. Bilge pump, inflight adjustable trim, 12 gal. tank, primer, BRS chute, 3 blade IVO prop, ceramic coated exhaust system, Rotax 503 dual carb. Kevlar hull, total time airframe 25 hour; engine 180 hours. Always hangar kept. Call Bill Mitchell 321 267 7907

\*\*\*\*\*

<b>President</b> Dan Hillman 5128 Dorian Ave Orlando, Fl 32812 407 851 3283 DJ777ord@aol.com	<b>Vice Pres.</b> Stu Sammis 3155 Knox McRae Titusville, Fl 32780 321 269 0803	<b>Secy/</b> Neale Cranston 2021 Malinda Lane Titusville, Fl	<b>Treasurer</b> Larry Bierman 4570 US 1 Mims, Fl 32754 321 267 6226	<b>Newsletter editor</b> Larry Gilbert 2002 Malinda Lane Titusville, Fl 32796 321 385 1908
---	--	---	--	--

[pietenpol866@cfl.rr.com](mailto:pietenpol866@cfl.rr.com) [larrybierman@bellsouth.net](mailto:larrybierman@bellsouth.net) [gil1cfi@aol.com](mailto:gil1cfi@aol.com)

operations areas (MOAs) and restricted areas, soon you'll be able to gather real-time status information in the air to determine if you can safely fly through the airspace. The Air Force and Air National Guard have worked with the FAA to provide contact frequencies for an FAA center controller, military air traffic controller, or range control officer for each MOA and restricted area so that pilots can make a radio call to see if the airspace is active, and if it is, at what altitudes. The frequencies will appear with new charting cycles and be completed by the August cycle.

### ***Avgas or Mogas***

There's a lot of talk around our airport about the idiot idea of ethanol in our auto gasoline lately and we are being careful about the fuel we put in our planes. Ben Charvet has found that the Sunoco station on garden street Titusville seems to be selling gas that is moonshine free. He has developed a tester and checks his fuel regularly with this. He also said that if you're interested he can make you a tester for this.

Gene McCoy and I were talking about this situation also and he is concerned about using moonshine in his Rotax. He said you can get an empty gallon wine jug and put some water in the bottom of it, fill the rest of it with gas and shake it up then, if there is any alcohol in the gas it will mix with the water. Now you can siphon the gasoline off of the top and burn it in your engine and use what is left in the wine jug to mix with your Jack Daniels! He also said he had talked to the people at Recreational Mobility about this and they have in turn talked to Rotax. The Rotax people said that they suggest that you use Amoco (BP) ultra 93 rather than switch to avgas. This may mean that the Ultra is moonshine free gasoline.

**WE NEED HELP FOR OUR JULY BREAKFAST! LORETTA AND DONNA ARE OUT OF TOWN. THEY KEEP THE TABLES CLEAN AND SERVE UP THE FOOD FROM THE SERVING TABLE. LARRY BIERMAN IS ON VACATION AND WE NEED SOMEONE TO COLLECT AND KEEP TRACK OF THE MONEY.**



Pictured above: Eddy Thompsons Mosquito XEL

## Program for July meeting Eddy Thompson and his Mosquito ultralight helicopter

Chapter Meeting Weds. July  
2

Bldg. 10, Dunn Airpark,  
7:30 pm

Monthly Chapter Breakfast  
Saturday July 5

At Dunn Airpark, Bldg. 10,  
Titusville, Fl  
8:00 am