

EAA Smilin 'Jack Chapter 866 Newsletter May 2021



Tom Charlton and Bob Rychel going for a ride to celebrate the 75th birthday of Tom's J3 Piper Cub

President report

Hello to all EAA Chapter 866 members and friends,



Thanks to everyone for another great breakfast in April – hoping for even more eaters in May! At our meeting this month we will have a presentation from Ben Charvet about things he found and things to look for when purchasing an experimental airplane – of course this also applies when purchasing any airplane. In addition, there will be a tech talk on what you can legally do yourself on your certified aircraft.

With more daylight as summer approaches, this provides opportunities to have cookouts and pot luck dinners prior to the monthly meetings. This will be another topic for discussion.

Moving on, the member spotlight this month features Dave Manning:

Dave was born in a barn. Since Dave is one of our winter-only residents, I had to catch him before he migrated north. I asked him where he was born and that's when I found out he was literally born in a barn in Mt. Olivette, Kentucky.

His parents were tobacco farmers – who barely got by living off the land. They farmed with horses pulling sleds, because the land was too hilly for wagons. They cooked on a wood-burning stove. When he was six years old, their house burned down – they escaped only with the clothes on their backs and the family Bible!

In retrospect, he said this was the best thing that could have happened to them. An uncle, who worked for the J&L Steel Company, came to pick them up and move them to Cleveland – where they started over. In his teen years, he built airplane models – a precursor for his later flying days.

In his later teens, Dave attended a trade school and learned how to weld. He mastered the trade and also excelled in all things mechanical. He started working for the J&L Steel company when he was 18. Through the years he advanced to project engineer/consultant on jobs all over the country. The company was bought and sold several times – and even went through bankruptcy – but Dave’s skills always kept him working. Except for 4 years spent as a submariner in the Navy – he has always worked for the steel company in Ohio – under several different names and owners.

Dave met his wife of 48 years while in the Navy; sadly, she passed six years ago after a long illness.

When Dave left the Navy, he intended to use the G.I. Bill to learn to fly and obtain advanced ratings. He soon learned that the bill would not pay for a private license – so he did that on his own. He flew Cessna 150s and later 172s. Then flew ultralights for a while – out of his own back yard. Soon he learned that the government was always months behind paying for flight training – and the flight schools wanted thousands of dollars up front – so he decided a private license was enough for him.

He purchased a Cessna 170B and flew it all over the country – both for business and pleasure. Dave worked with a friend who needed help welding a Starduster - that was a 17-year project which produced a great plane. Later, when the builder decided his flying days were over, he sold it to Dave. He also owned an Aeronca L-3; which he flew for a while – then decided a Glasair was more his style. He sold the Aeronca and bought a 180 HP, Glasair taildragger. He still owns the Starduster and the Glasair – and plans to fly the Starduster to X21.

Dave started wintering in Florida three years ago and found that X21 was the go-to place for him. He shares a condo with relatives a short distance from the airport.

I met Dave at the Ford Trimotor event at TIX a couple of years ago. The Ford was having an issue with the rudder system. Dave had figured out how to solve the problem and had fabricated and installed a bracket. The crew was grateful.

Our chapter is blessed with so many people with superior skills and the experience to solve most any issue. Now you know another talented guy you can go to if you have a mechanical problem. Dave: master welder and mechanical wizard. – But catch him before he migrates north!



Dave offering mini moos in his custom fabricated server.

A retired A&P mechanic named Mike called me. He has (4) new - in the original packing - 293 Auburn Aviation Spark Plugs . He will sell the set of 4 plugs for \$50. These plugs are mainly used in Lycoming Engines. If you are interested, call Mike at 321-383-8682

ACE/SUN 'n FUN Volunteer Team,

I cannot thank each of you enough for the incredible herculean effort you put forth as a truly awesome team! Calm in a sea of chaos, professional under pressure, you performed flawlessly and ensured that not only did our guests leave the same way they got here, but had an extremely enjoyable experience. The end result is that SNF21 is now in the record books as the most successful in SUN 'n FUN's 47 year history! Though the total tallies are not completely in, and will not be for several weeks, the preliminary assessments show that we exceeded our best year of 2019 by over \$300,000 in direct sales! Additionally we had more aircraft and campers on our field and for longer periods than we have seen in more than two decades. Your preparation for overflow camping and parking saved the day and accommodated the largest single day (Saturday) attendance on record. Most importantly, all of this was executed in a extremely well planned out safe environment.

Also, you accelerated the fundraising effort for Project SkyLab and substantially closed the gap to attain our capital campaign goal. Our Birthday Bash on Thursday evening set a new record for direct donations to include \$150K for a NOAA "Science on a Sphere", a powerful STEM learning asset!

Never have we done so much with so few, a true testament to your tenacity in the face of adversity and the value of your diligent detailed prior planning! Please take great pride in your noble accomplishment, I am honored to serve alongside each and every one of you!

Lites

**John Leenhouts
President & CEO**

Minutes of the April 7, 2021 Meeting of EAA Chapter 866 Inc.

The EAA Chapter 866 April meeting was held on the 7th at 7:00 PM at the regular meeting location, 480 N Williams Ave, in Titusville, Florida.

Chapter President Kathy Anderson presided over the meeting.

Ben Charvet, Chapter Vice-president, Herman Nagel, Chapter Treasurer, and Richard Van Treuren, Chapter Secretary, were in attendance.

Deborah Van Treuren, member-at-large of the Chapter Board of Directors was also present, as was much of the regular membership of Chapter 866, numbering around 20 , thereby establishing a voting quorum.

The meeting began at 7:05 pm with the recitation of the Pledge of Allegiance.

A short video presentation brought attention to the long running effort to change the name of Arthur Dunn Airpark due to the checkered past of the name. The officials had tabled the motion leaving the name intact.

Cathy Jacobs made a presentation about her Father's Champ he had restored, she has inherited, and her adventures flying it back to Florida.

Rob Hunter introduced himself and told of his building an RV.

Meeting adjourned 7:45 pm. for apple pie and fellowship.

Richard Van Treuren

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[Ingenuity takes first flight on Mars!](#)

NASA's Ingenuity helicopter completed the first powered, controlled flight beyond Earth early Monday when it flew autonomously in the Martian atmosphere. "We can now say that human beings have flown a rotorcraft on another planet," said MiMi Aung of NASA's Jet Propulsion Laboratory.

Sun n Fun 2021 by Larry

Loretta and I worked for five days at Sun n this year in the General Aircraft parking. I think working on that crew is the best job on the field! There's lots of action and you get to see a lot of things that go on that most people don't know about. This crew is run by Donna Frantz and I think that she has been involved since the beginning of Sun n Fun. She's a good boss! If you want to take part in the mayhem of GAP, volunteer they'd be happy to put you to work and you'll have great fun with some fellow pilots!

If you ever fly in to this show be sure you have read the NOTAMS and follow them to a T. One thing that I saw this year was a Cessna on final to runway 9 and the approach looked good except the runway in use and very busy was 27! Maybe the pilot had not read the NOTAMS and probably wasn't communicating with the controllers. He went around and joined up in the pattern for 27 and landed. A while later what looked like that same Cessna approached my post and I directed them down the taxiway towards an active parking area. The plane was being followed by a white pickup truck and turned into a remote space in the parking area with the truck following them. It looked to me like the folks in the pickup were officials of some sort and it appeared as though they were giving the pilot an award.

Loretta was riding around on a golf cart and showed up at our post a couple of times and gave us water and sandwiches. A welcome visit always.

When we were off duty we visited the exhibitors area and looked at all of the whiz bang new stuff and made a couple of small purchases at Spruce. There were a lot of empty vendor spaces in the buildings. Foreflight had a large space rented with pictures and a video screen but, it was unmanned! It looked as though it was getting no

attention when we walked by a couple of times. It's just not the same as face to face meetings with the vendors, in my opinion. At least you didn't have to stand in line to speak with a vendor! That is except for Aircraft, Spruce, they were busy. It was the same way with the folks in the tents outside of the exhibition buildings, not real busy. Of course the air show was going on and there might have been quite a few folks out watching that. I had a couple of items for sale at the Fly Market and made one sale.

I think for the first major aviation event since the Covid thing it was successful! Thanks partly to our Governor who let us start to get back to normal by lifting the restrictions on events such as this.

Happenings at Dunn Airpark

Mark Briere has been working on his newly aquired Adventura anphib most every day and he hopes to fly this plane up to his place at China Lake, Maine this summer to enjoy landing on the lakes and rivers up there.

Tom Charlton took a flight to celebrate the 75th birthday of his J3 Piper Cub on Sat. April 20. He took Bob Rychel with him. It was Bob's first experience in a Cub and he said he enjoyed the ride and liked the way Tom handled the plane.



I was out flying the Citabria one day when Loretta ran off with Ott Thiele in Ott's gyro plane but, he brought her back after about an hour!



Loretta and Ott returning after a Gyro ride.

Fancy, our Citabria has left Dunn Airpark! Having made the decision to have an airplane that is comfortable to travel in rather than the Citabria we decided to buy a C172 and sell the 7ECA. It didn't take long to sell either, the phone was constantly ringing and emails were building at a fast pace the day we put it on Barnstormers and it was flown away 3 days later! The C172 now occupies hangar T3 G. We call the Cessna "Tango" since the N number ends with T!



Loretta had painted the word Fancy on our chocks when we had the Citabria and with a little bit of, ahh forgery, she changed the word to Tango. Clever eh?

Big Monthly Breakfast
Saturday May 1 st., 8 am -
Dunn Airpark (X21), Titusville, Fl

Regular Chapter Meeting

Dunn Airpark, Bldg. 10

7pm

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