

*EAA Smilin 'Jack Chapter 866 Newsletter  
September 2021*



*Bob Rychel Birthday gathering at Dunn Airpark He's 80!*





*Hello to all EAA Chapter members and friends*

**Thanks to all for the breakfast in August – we had about 135 eaters and all went as clockwork. What a great bunch of workers and guests!**

**You will recall that last meeting’s speaker was Jens Jehnes – profession medical evacuation helicopter pilot – many commented how interesting his presentation was. I hope to have him back in the future to talk about flying in Europe and piloting a glider.**

**Our meeting this month – Wednesday September 1<sup>st</sup>, will once again include dinner – this month the old standard: burgers, dogs and sides at 6:30 pm.**

**The meeting will start at 7pm sharp – as usual – and will feature a guest speaker, Travis Gier. Flying competition aerobatics is his passion and he will talk about what that is like to compete and about his new airplane. There are many differences between “normal” flying and flying aerobatics in competition (in addition to the structure of the plane itself). This should be interesting and informative. Looking ahead, the plan is to have a corporate pilot talk about what his flying is like at the October meeting. Somehow – in between – I would like to have the discussion about engine failures/precautionary landings – so if you have photos or stories please email them to me when you can (N73KA@earthlink.net).**

**Hope to see y’all Wednesday and again at the September breakfast on the 4<sup>th</sup>.**

**Now on to the member spotlight this month, which features an all-time favorite airport guy:**

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**Jim Morgan**

**Jim doing the ground school portion at one of our Young Eagle Rallies**



**Not many have been around aviation in this area as long as Jim, who learned to fly in a Cessna 140 back in the 1960's.**

**Jim was born in the booming metropolis of Pine Knot, Kentucky – which boasted a population of 1,680 souls in the 2000 census and is located in a hilly, rural area between Lexington, KY and Knoxville, TN.**

**Jim's family owned a filling station/restaurant combination and there were always folks around; this is where Jim honed his socializing skills.**

### **Pine Knot**



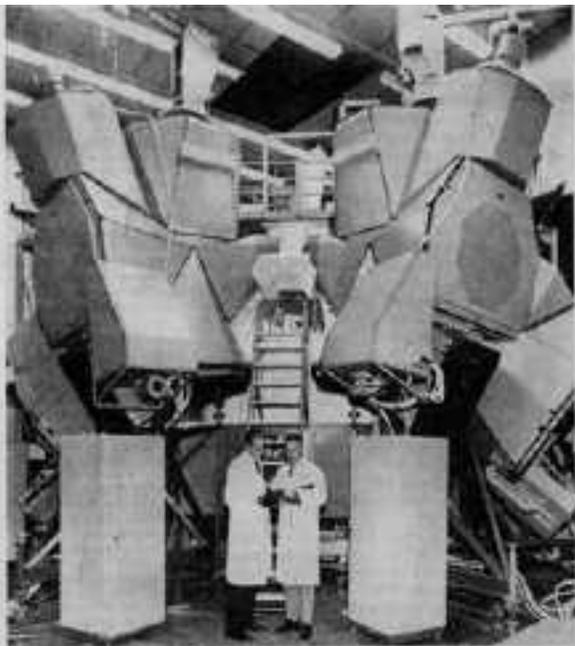
**When WWII started, there was one way for his dad to avoid going to war – become a toolmaker, these skills were needed on the home front; as a result, the family loaded up and moved to Dayton, Ohio. Jim was in the third grade at that time and found the transition difficult with a new teacher who did not speak English clearly. The downside for him was the teacher sent him back to the second grade – something he was angry about until later in his life. While in Ohio, he also learned Karate – a skill which taught him discipline and has kept him flexible throughout his life.**

**After the war, the family moved back to Kentucky. By now, Jim was a 5<sup>th</sup> grader – and glad to be “back home”. Soon a depression set in, and the family thought it wise to return to Dayton – but Jim did not want to go: he stayed behind and lived with his grandparents. He played basketball in high school and later graduated from Pine Knot High in 1953. Soon afterwards he was drafted into the Army.**

**While riding a bus on his way back from a test center, peace was declared in Korea. It was then that Jim realized that by being sent back to the 2<sup>nd</sup> grade, he had been drafted later than he would have – thus avoiding being sent into combat. Additionally, his service was now deferred for 2 years. When his time came, he was sent to the Army and stationed at Ft. Carson, Colorado. One day he was sitting on his foot locker contemplating his future when an officer walked in. Jim recognized him as “Bones” Brown – he had played basketball with him in school. As it turned out, Brown was to determine where enlisted men were to be stationed and what they would be doing. Jim told him he wanted to learn radio repair and be stationed at Ft. Knox – and he was!**

**Later he was stationed in Germany for 18 months. He had the opportunity to see 21 countries in Europe – Jim made the most of his opportunities. When his tour of duty was completed, he made good use of his training by returning to the USA working at NCR – National Cash Register Corporation. He worked on test equipment for new electronic systems. He was there 13 ½ years; then it was time for him to move on to new challenges – and he had offers in Ohio and Florida. He got the family together and put it up for a vote. It was unanimous – to Florida they would go!**

**He began working at “The Cape” on Link simulators.**



He said that during his time with Link, he met all of the Apollo astronauts. This was also the time he began learning how to fly. At Link, he met Glenn Patch, with whom he bought an airplane - a Cessna 140 - in which he earned his private pilot's license. Under the GI Bill, he was also working on his Commercial ticket – renting more complex planes at Merritt Island Airport. He was ready for his check ride – when a tornado went through and destroyed all of the flight school's airplanes.

While at the Cape, he also worked on the Launch control computer systems. He was involved in the Voyager launches (one of which is still sending back signals to this day – from deep space). It was during that time that he also met Carl Sagan – who was also involved in the Voyager program. Later, Jim was involved with the computers for the Atlas and Titan Centaur programs and was there at the beginning of the Shuttle program – until the Challenger disaster. He also worked for Burroughs Corp., then Harris Corp. for a while.



When he was ready to retire, he took care of his mother and his grandson. He instilled his love of flying in his grandson, Blake – who later attended the Air Force Academy and is presently a Captain and test pilot at Eglin AFB.

Jim has owned a Cessna 140 and a 152 and completed a good portion of a Vans RV6A – which was later completed by Bob Rychel.

If you are lucky enough to sit awhile with Jim, he can tell you of the glory days of the Apollo program and the computer systems that made everything work. Jim Morgan – another fascinating member of our very versatile and talented chapter.

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### ***Chapter 866 Inc. The Smilin' Jack Chapter***

#### **Minutes of the August 2021 Meeting of EAA Chapter 866 Inc.**

The EAA Chapter 866 August meeting was held on the 4<sup>th</sup> at the regular meeting location, 480 N Williams Ave, in Titusville, Florida, immediately following a pizza snack meal for members, with donated and Chapter foodstuffs.

Chapter President Kathy Anderson presided over the meeting, which she opened at 7:00 PM with the recitation of the Pledge of Allegiance.

Ben Charvet, Chapter Vice-president, Herman Nagel, Chapter Treasurer, and Richard Van Treuren, Chapter Secretary, were in attendance, along with about 20 Chapter members and one new guest, Mr. Dan Sharp.

There was continuing discussion about the Chapter Tool Box and creation of a willing member tool loan list program.

Mr. Jens Jehnes gave a presentation about his many years of helicopter flying and EMS operations in varied locations including Florida and Alaska.

Debbie Van Treuren gave a presentation about her visit to and work at Oshkosh Airventure.

Brian Morgan and Dan Sharp joined the Chapter as the meeting adjourned about 8 pm for coffee and desserts.

Meeting Minutes were assembled & submitted by Chapter Secretary, Richard Van Treuren.

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***The Crew***

*By Larry Gilbert*

Last month you may have read about the emergency landing Bob and I made at Trade Winds airport. This was due to an engine failure which I wrote about. We had to get the plane back to Dunn and the original plan was to make repairs on the field where we landed and fly the plane back to home base. Tom Denman had even mowed the 2-3 foot high growth of hay and weeds on the runway for the take off!

Due to circumstances, it was taking too long to get all of the parts and with threatening storms over the horizon, the plan changed. We made the landing there on July 21<sup>st</sup> and after about a month of prep work a couple of hours per week and running into new problems I decided that in spite of all the work it would take that it would be better and safer if we removed the wings and trailered the plane back to Dunn.

Bob Rychel engineered the whole process! It all started with Bob and me driving up to the field several times and prepping for the wing removal. This involved removing fairings and covers so we could get at the bolts and turnbuckles etc. This alone was a bit of a challenge at times getting some of the access plates removed. Ben Charvet showed up one day and saved the day for us with that part! Then we loosened the bolts that needed to be removed and pulled the control cables out of the wings

and disconnected the flap cables. On Friday Aug. 14 we were ready to get a crew out there to do the removal. It takes a lot of hands to do this!

**On Saturday Aug. 14 THE CREW showed up!**

**Bob Rychel  
Rick Dingess  
Ben Charvet  
Chris Raisch  
Carlos Rosaly  
Tom Charlton  
Sam Barker**

We had borrowed a 25' trailer from Junior Kiser, who is another friend of Bobs.

We removed the wings with total coordination, directed by Bob Rychel.

Talent! Sam Barker (Bobs Neighbor) who is a genius with loading equipment and securing it, set the trailer up so that by using a pulley and some rope pulled the plane onto the trailer with his pickup! Then we fit the wings under the plane on the trailer and we were on our way to Dunn. A successful tow and by 11:30 am we were pushing the plane in the hangar!

What a crew! I'll never be able to repay them but I'm gonna try!



A rope which is attached to Sam Barkers' pickup lowers the plane off of the trailer! Genius!

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# Two UFOs Spotted at Dunn Airpark last Saturday!



(United Flying Octogenarians) this is an organization of pilots over 80 yrs of age. Two C866 members, Larry Gilbert and Bob Rychel are members in good standing of this club!

Chapter Officers

President	Kathy Anderson	321-795-8810	N73ka@earthlink.net
Vice President	Ben Charvet	321 961 5117	bencharvet@gmail.com
Treasurer	Herman Nagel	407 568 8980	bhnagel@earthlink.net
Secretary	Richard Van Treuren	386 689 9914	rgvant@juno.com
Newsletter Editor	Larry Gilbert	321 747 8576	larryglbrt@gmail.com

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**FOR SALE - Van's RV-4 PROJECT. Very complete Project. Includes All major airframe structures completed. Lyc. O-320-E3D engine, Catto Prop, Vetterman Exhaust, Oregon Aero Seats, Van's engine instruments, & Some Flight instruments. All builder's Plans, Manual, Logs, Photos, etc. 90% Done, only 90% Left to Go. No Time to complete. Asking \$26,000. SEE ATTACHED .PDF File for more details & photos.**

**Original Kit Owner Contact: Les Boatright, H: 321-269-1723; email [amyandles@juno.com](mailto:amyandles@juno.com)**



**These pictures were submitted by Patti Patch.**

**An EAA chapter member, Gil Jones made a landing for some reason in the Indian River near Scotsmoor some time in the 90s and Patti and crew used her pontoon boat**

**To retrieve Gil's ultralight airplane.**

**Patti named her boat USS Saratoga because she owned a Piper Saratoga at the time.**

**Chapter Meeting  
Weds. Sept. 1, 2021,  
7 PM**

**Show up at 6:30 for hot dogs,  
Hamburgers + stuff  
Bldg.10 Dunn Airpark  
Titusville, Fl**

**Monthly Breakfast  
Sat. Sept 4, 8:00 am  
Bldg. 10 Dunn Airpark  
Titusville, FL**