EAA Smilin Jack Chapter 866 Newsletter

Nov. 2023

Kathy and Bob Anderson flying Kathys' Viking powered RANS S21 on a flying adventure to Colorado

Chapter Meeting Weds., Nov 1, 2023 at Bldg.10 Dunn Airpark
480 N Williams Ave, Titusville, FL
There will be a presentation by VP Chris Fauver about Aluminum Alloys

Halloween Trick or Treater showed up at our hangar, Loretta gave him a couple of cookies so, he identified

Chapter member Frank Mc Carron flew in and camped at this years' Triple Tree event with the RV6 he built. He told me that he was camped next to AOPAs' Richard Mcspadden

Fly-Outers

Fly outers have started flying out to various airports again on Friday mornings. We had seven planes fly to Deland for bkfst on Oct. 20! It's fun! We generally depart Dunn (X21) at 0800. You don't have to be based at Dunn to go, just fly from your airport and meet us at the destination. Want to be on the list to go? Just email me and I'll put you on it. Larryglbrt@gmail.com subj. Fly outers.....*Larry*

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Minutes of the Oct 2, 2023 Meeting of EAA Chapter 866 Inc.

The August EAA Chapter 866 meeting of 2023 was held on OCT 4 at 7:00 PM at the regular meeting location, 480 N Williams Ave, in Titusville, Florida.

Chapter President Ottmar Thiele presided over the meeting. Chris Fauver, 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 25, thereby establishing a voting quorum.

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

Justin from the airport authority and Robert were guests.

Progress reports were made by members.

A King schools weather lesson was presented. Various aspects of Foreflight were shown and discussed.

There was discussion about premature failure of generator brushes. Also noted was the new AWOS system should be in by the end of the year, and a fuel farm may be in the future for Dunn.

A note was made the public is invited to the airport authority board meeting, third Thursday of the month, 5 PM, at Tico.

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October Breakfast

We had a nice day and a decent turnout for the October breakfast, Herman said that there were 121 eaters this time.
There were a couple of formations from Spruce Creek that arrived and a contingent from Merritt Island was there also.
Someone said that a Skydive person was a little perturbed about the auto parking situation with some of our guests using their parking lot. We have signage at their parking lot to prevent our guests from parking there. Maybe they could they place a sentry at their parking lot entrance?

Trip report: Flying from Titusville to Silver West, Colorado

Bob and I have not been around town much lately. We have flown 92 hours in the last 3 months- including 3 long trips. That is a record for us! It all started with an (unplanned) trip to Illinois and a drive to Oshkosh to attend Airventure. I say unplanned because I sprung the idea on Bob about 2 days before departure. I proposed flying to Joliet, IL, then renting a car and driving about 4 hours to Oshkosh for the day. The weather was perfect – so off we went.

Next it was a flight to Cape Cod to attend a wedding (and return IFR – more on that at another time).

Finally, we flew to Silver West, Colorado to see a friend and attend the annual RANS factory event in Hays, Kansas. Here are some details on that trip:

The weather was forecast to be perfect – except for the headwinds – which were pretty much directly off our nose most of the way. As a result, we flew low (2100 ft) and carried higher power than we normally do. Our Rans S-21 and its 150 hp Viking engine did not complain even though it prefers to be more efficient and fly higher.

We took off at sunrise on October 8th and flew 4-1/2 hours, landing at Quitman, MS (23M) for mogas.

The next leg took us over the Mississippi River, Lake Greeson, Arkansas and the beautiful Ozark Mountains. We tried climbing a couple of times on our way to Oklahoma, but it didn't take long to realize the headwinds were still there. We climbed to 4500 ft briefly to provide a healthy margin over the Ozarks.

Bob landed at Shawnee, Oklahoma (SNL) in plenty of time to use the courtesy truck to fill up our empty gas cans at the local gas station and fuel the plane before supper. As we looked around, we discovered that the airport and the town had been hit by a tornado about 6 months p revious – as evidenced by the condition of the FBO building. As we drove to the gas station, we could see the devastating effects of the tornado on the town. One building totally demolished, while the one next door was seemingly untouched.

[For this trip, we came up with an easier way to refuel with mogas. We carry two empty 7 gallon cans, a small pump and a 12V battery. We place the cans on the ground and pump the fuel up to the top of the wing. No more lifting of heavy gas cans up a ladder.]

The next morning, we took off for Colorado. The obstacle in our way was the Oklahoma City Class C, the Wiley Post Class D, and the very tall antenna towers within the airspace. Since we had a strong desire to avoid talking to approach control (who has diverted us in the past) we carefully stayed below and out of the airspace before continuing on course.

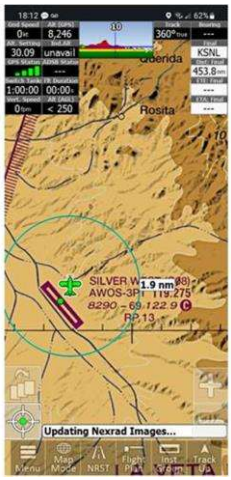
Knowing the elevation at our destination was 8300 ft, we planned to climb as we approached higher ground. We flew at 2400 ft until the color on the chart turned from green to tan. The next climb was to 6200 ft. Finally we went on supplemental oxygen and climbed to 12,500 when the color turned brown.

The sky was clear except for a rain storm at the southern end of the mountain range, which was clearly visible west of our course.

The flight to Silver West Airport (C08) is easy, despite the high altitude: simply follow the road up the valley – avoiding the 12000 ft range to the east and the 14,000 ft range to the west. The "Wet Mountain Valley" noted on the chart, is long and wide, leading to a flat, high plain. According to our friend Clyde, a crosswind can usually be anticipated when landing – so morning arrivals are best. We arrived about 11am and did experience a few up and down drafts – but the wind was light. Upon landing I noticed that even though my airspeed was the same as always, my ground speed was much higher than usual. Using the standard rule of thumb (TAS increases 2% for every 1000 ft) I figured my ground speed was about 17 mph faster than usual – causing the tires to complain upon landing.

The Aspens are colorful this time of year, and snow was falling in the mountains, so we reserved a day for sightseeing.

Although we hoped to fly to the Rans factory for their 40 year anniversary of building airplane kits, the wind was gusting to 55 mph – so we drove the 7 hours to Hays from Silver West.



As we were getting ready to head back home, we woke up to a temperature of 18° and frost on the windshield. We took off with our oxygen cannulas on our faces and headed back to lower elevations and higher temperatures. More great memories stored for future recollection.

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The adventures of Bob and Kathy

What a wonderful article from Kathy Anderson for our newsletter. I think that stories like this really make the monthly newsletter more interesting.

What a great testament for the RANS S21 and the reliable and efficient Viking engine too!Our membership is made up of some legendary airplane builders and pilots and surely there are some stories to be told in our newsletter.

Do you have a story that you'd like to tell in our newsletter? If you do, please get in touch with me so we can tell your story in our newsletter.

Newsletter ed.

Larryglbrt@gmail.com 321 747 8576

Larry

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VP Chris Fauver is planning to give a presentation on aluminum alloys at our November meeting

This months' presentation of FAAST Wings program by Joe Schmalz

Normalization of deviation bias and CFIT emphasizes the danger posed by human biases in cases of Controlled Flight Into Terrain

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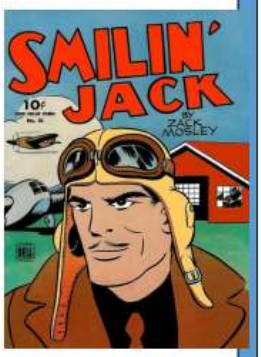
Smilin' Jack sez:

Put your Dancin' Shoes on

and set your heading for the

Chapter 866 Annual Winter Party!



January 20th, 2024

Indian River Preserve and Golf Club

Mims, Florida

6:00 pm til 10:00 pm

Party starts at 6 pm with appetizers and cash bar.

Dancing and Music

Awards, Door Prizes and 50/50 Raffle throughout the evening.

Tickets are $25 and include your 2024 Chapter Dues. Tickets will be available starting at the December Meeting and Breakfast

Questions?

Deborah Van Treuren, 386-689-2709 or

email: deborah_v@cfl.rr.com

Chapter Meeting weds. Nov. 1, Bldg 10 7pm – Chapter Breakfast Sat Nov 4, 8am