

# EAA Smilin 'Jack Chapter 866 Newsletter April 2023



I was working the flight line at Sun n Fun on Friday when my friend professional photographer Roger Scruggs was walking by looking for the tram to show up so he could ride to his destination of the show and during our conversation I mentioned that I was hoping to get a good picture for the cover of our EAA newsletter. He asked me what I was looking for and I said, a good action shot. Unbeknownst to me he took a picture of me and made what we're seeing here!

## ***April Meeting Report from EAA 866 President: Ott Thiele***



March has been very busy with Benson Days and Sun & Fun happening near the end of the month. I've been flying my new Gyroplane 2 to 3.5 hrs. almost every day so I could fly to these events. I've completed the EAB Phase 1 testing and the Gyroplane passed with flying colors (Porsche Red). My bird is now ready for passengers. I flew to Sun N Fun Paradise City Runway and fortunately the winds were really whipping about grounding most of the fixed wings and Trikes. There were only two other Gyroplanes on the radio when I landed (one Gyroplane didn't have ADSB out).

You really have to watch for other aircraft since a lot of them don't have ADSB out (which I found out when I left later in the day).

Another thing I learned during my 40 Hr. flying is that Military Planes can turn off their ADSB out if they want to. Four military T6 Trainers landed at the Shuttle Landing strip and only the lead plane had ADSB turned on. After they landed, NASA Tower let me play in R-2934 restricted airspace and fly 100' above the runway. I've been flying into Space Coast Regional to train the Control Tower personnel what

a Gyroplane is. The first time I landed there I had to tell them I needed a runway to land (they thought I was a Helicopter).

Many Thanks to the Chapter 866 members that volunteered for Sun N Fun activities, especially those members that taught EAA Classes.

Now more about what's going on with the Chapter 866:

IT was a very nice day for the March Breakfast. We had 15 to 20 airplanes and one helicopter. 139 diners were fed.

It appears that the repairs on Les Boatright's Panther Airplane is mostly complete. If anyone has additional projects they would like reported on, please contact me with the information.

Jack Curry is looking to see if we can get 6 of more Basic Med. Patients to schedule a Doctor during a weekend to provide the physician portion of Basic Med. I will bring this up at the meeting.

Please Come to the April 5<sup>th</sup> 2023 EAA 866 meeting. Note: the April 1<sup>st</sup> Breakfast was cancelled due to conflict with Sun & Fun.

Larry Gilbert will present a 15-minute presentation on radio communication.

We will be having a 15 min Wings Credit topic on???. after the Chapter meeting.

Many thanks to Joe Schmaiz (Orlando FSDO FAA Safety Team Wings Credit) for these presentations.

Working on these items for 2023:

1. I plan to fly to the surrounding pilot schools to:
  - a. Invite (instructor / student) flights to our monthly breakfasts. When I was learning to fly my instructor did a surprise visit to a pancake breakfast at another airport so I could learn to integrate into pattern work with other planes.
  - b. Discuss with Flight schools about having the safety pilot announce IFR student / Plane position when flying into Arthur Dunn during VFR conditions.
2. Benefits of using oxygen when flying (Bob and Kathy Anderson have expressed an interest in presenting O2 use since they use it in their airplane).
3. Looking for a TICO or New Smyrna air traffic controller to come to our meeting and explain how they operate and their issues.
4. What to do when the weather gets bad (besides praying to Jesus). Thinking of a review of advantages of Foreflight and other similar programs.

In closing, I would like to thank all of you for your help.

Keep Cool and Keep Flying!

Ott

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## *Un Towered*

**Just when you think you've heard enough about operations at non towered airports. Here's more!.....*Larry***

**One day at our hangar with about 6 or 7 current and flying Dunn (X21) pilots in attendance, there was a discussion which sometimes was kinda heated about operating our airplanes in and around our airport! We talked about flight school airplanes with students and their instructors doing their training at un towered airports. At times they're a little annoying like when they land, clear the runway and then stop for a long discussion while sitting on a taxi way. On breakfast Saturdays there are fellow EAAers that fly in and it takes increased vigilance and alertness to operate in the pattern along with the arrivals etc. We talked about these and a lot of other things about our operations at Dunn. As a follow-up our chapter member Tom Charlton wrote the following.**

**As everyone knows, X21, Arthur Dunn Airport, is an un-towered flight operation. The types of aircraft operating here is very diverse. Piper Cubs and ultra-lites with no radios. Beechcraft King Air sky-dive operations. Low speed and high-speed experimental aircraft. All of the large flight schools frequently have two, three or more training aircraft in our traffic pattern at any given time. There are a number of aircraft at X21 with no radio, no ADSB out. In the interest of expediency, and traffic dependent, most of us on occasion will fly an "abbreviated" airport traffic pattern. With others sharing the airspace most of us revert to something resembling traffic pattern entry standards using CTAF if we have a radio.**

**Most of us love seeing a high-speed, tight formation, smoke-on, overhead-break arrival of really cool aircraft screaming into the area with ample airspeed. Then . . . simultaneously . . . we'll be having a Wings Safety presentation inside our EAA chapter building. Some might be pushing the limits a bit in the interest of a spectacular entrance upon aerodrome arrival. I'm not aware of any complaints, so far, from the surrounding neighborhood but . . . X21 is on all sides non-aviation-centric, hi-density residential.**

**No one here is in a position to dictate how others operate their aircraft. A few years ago, there was a horrific aircraft collision accident during one of our breakfast events caused by less than stellar PIC judgment. T'was a really bad day. Some here remember the post event fireball all too well. Consequently, ever since: The monthly EAA Chapter 866 Breakfast is not/cannot officially/legally be referred to as a "Fly-in" event.**

**Old refrain about the FAA:  
"We're not happy until you're not happy."<grin>**

**We're not the FAA.<another grin> Truth is, we really enjoy making our monthly breakfast work. All are very welcome, regardless of transportation mode. We love having one and all come and enjoy our fun event and camaraderie. But . . . discretion?**

**The airplane has unveiled for us the true face of the earth.  
Antoine de Saint-Exupéry, "Wind, Sand, and Stars," 1939.**

*Tom Charlton*

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I forwarded Tom's writing to some of our members to see what kind of reaction they'd have to this. Some said maybe we should see about issuing notams or try and limit the landings and take offs that certain flight schools do by contacting the schools etc. I don't like these ideas!

In my opinion, we only need to follow the rules and use **common sense** to operate our aircraft in the pattern and around the area at Dunn. I've attended probably more than 100 safety meetings and none of these were titled "Common Sense!"

X21 is the best kept secret airport in the state, and we don't need NOTAMs or any other do nothing rule to think about. Just for the fun of it I asked some of the most experienced and active pilots at our airport if they actually read NOTAMs. Nope! We look at whiz bang apps with shaded areas on charts that give some info like manned launches and active restricted area's.

The flight school airplanes almost never do touch and goes here We see a go around sometimes but about all landings are full stop. Most of them do pretty good radio work, even though it's hard to understand them sometimes. Some folks here don't agree with me about all of this and that's ok. The breakfast traffic and fly bys and formation arrivals require more vigilance as does the skydive operation when we are in the pattern or near the airport.

Common sense, eyes looking outside listen and hear the radio calls and pay attention to the announcements and use what you hear wisely. (maybe try looking to actually see these other planes) The ADS b is a nice tool but, in my opinion the screen can be too cluttered when you're in or near the airport traffic pattern and you're better off looking outside of the plane, I think!

Anyway, I showed our chapter president a video about operating at non towered airports that urges some common sense by using humor as a tool. Our Pres., Ott, gave the OK to play this 10 minute video at our chapter meeting on April 5<sup>th</sup>.





Loretta and I worked with GAP (flight line aircraft parking) for 5 days of the show. The weather was about as good as it gets for working out on the field this time of year.....No rain so no mud to work in!

Because of low ceilings and fog the field was closed until 9 or 10 am for a couple of days but, when it went VFR swarms of airplane would descend on us and the action on the field was intense at times and this calls for extra alertness with planes coming at you from different directions at some of the intersections. As far as I know there was one incident that caused some damage when a helicopter hover taxied his aircraft over some planes with their canopies open and the downwash from the rotor bent them some. There were no injuries or damage to any airplanes that we handled we were there this year.

The GAP operation is run by Donna Frantz who has been there since day one and knows her job very well. I've witnessed her handling difficult situations there for 10 years now and she is impressive! I was in the Marine Corps on several aircraft carriers in helicopter ship to shore and some sea rescue operations that were run a lot like Donna runs GAP!

Loretta works at the base of the operation doing a lot of different jobs to support the flight line operations there. We have established a lot of friendships there and are renewing these friendships each year, they are a great group of people.. Just amazing!

During the air shows we were able to visit the exhibitor areas and we saw a lot of whiz bang stuff with flashing lights! A lot of auto pilots were being demonstrated. I think they are a good thing and probably make flying a lot safer if you're doing serious flying. Especially when you can set these up to intercept instrument approaches or keep your plane under control in the soup. At this stage of the game I'm not going to invest in that equipment, after 50 some years of flying without that stuff and doing almost no real XC now and just flying to lunch now and then or flying just for the fun of it I don't need it.

CAVU

*Larry*

#### Chapter Officers

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Chapter Monthly Meeting  
Weds. 04/05/23, 7 pm  
Dunn Airpark, bldg.. 10  
Titusville, Florida

Chapter Breakfast  
Sat. 05/06/23  
Dunn Airpark, bldg.. 10  
Titusville, Florida