

EAA Smilin Jack Chapter 866 Newsletter



April 2024

April 2024 Meeting Report from EAA 866 President: Ott Thiele

Sorry, about last Month's report- could not get it out due to Steam Turbine issues in Chillicothe Ohio. I was stuck on the job site working 10-14 hr. days. Hopefully the trips to Ohio have ended for me. It's good to be back in the warmth with NO snow!

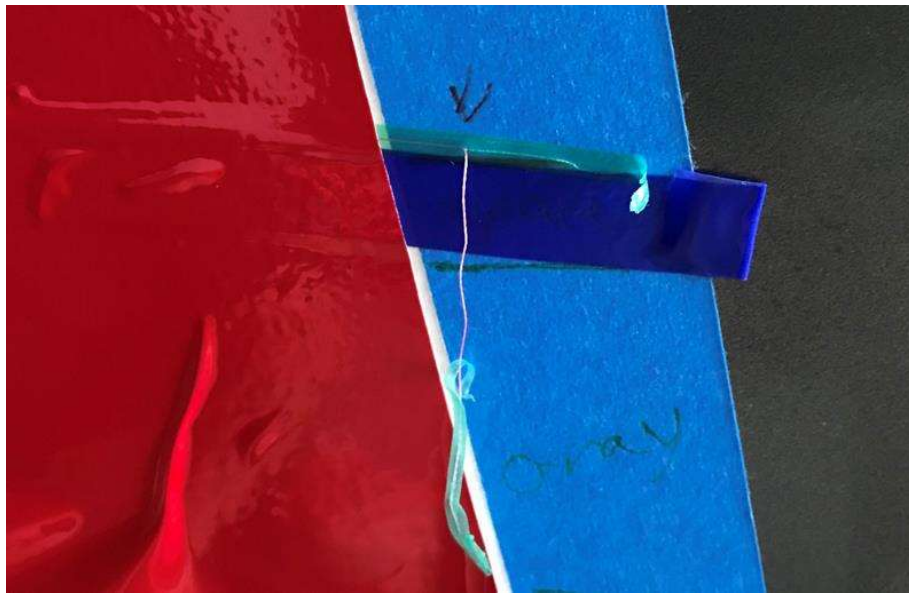
It appears the new Weather station is still not operational so we can't use the space from the old weather station for anything else.

Recently, member Jack Curry showed me how he installed vinyl striping on his plane. What I thought was really neat was the vinyl cutting tape that you layout the pattern you want stick your vinyl on top and pull the wire out of the tape to cut the vinyl- shear genius!

Figure 1: vinyl cutting tape with red vinyl on top



Figure 2 vinyl cutting wire partially pulled out of vinyl cutting tape.



I don't know if you have noticed, air traffic congestion has been getting pretty thick recently, I would like to get input from our members regarding changing the AGL pattern altitude from 800' (established in 1928) to the more standard AGL altitudes of 1,500' for Turbine Aircraft, 1000' for GA, 500' for Rotorcraft and Ultralights/ powered parachutes. This would relieve congestion and create a more safer flying experience for everyone.

Other issues are:

Continuing to work with the Titusville Airport Authority to work on X21 (Arthur Dunn) 20- year master plan of improvements.

Self-Serve fuel farm with associated restrooms and possibly an FBO Building/ Pilots Lounge.

More Hangers.

Based on recent data, Arthur Dunn may be having 4,900/yr. take offs and landings for aircraft without an electrical system (no ADSB Out).

If you know anyone who doesn't have ADSB out that is hangered at or flies into and out of X21, please have them contact me with the number of operations/ yr. for these non-electrical system aircraft. My contact information is:

Ott Thiele

Cell: 614 404-7588

Email: odthiele@ieee.org

If anyone has additional projects they would like reported on, please contact me with the information.

Our Chapter meeting is Wednesday April 3rd Chapter meeting (7-8PM) to enjoy some pie, discuss flying & building issues with other EAA members.

Please come to our April 6th 8-10AM Pancake Breakfast and bring your friends and neighbors.

I'm still trying to come up with a topic for the meeting- if anyone has suggestions, please contact me.

Or we will just have social time.

We will be having a 15 min Wings Credit topic after the Chapter meeting and Saturday Breakfast. The Topic is:

April 2024: Energy Management. Preflight in a Box. Emphasizes the best practices associated with managing aircraft energy in flight.

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

Ott

More Traffic Pattern Discussion at T3 hangar X21

Hangar talk is where I've learned an awful lot about flying and life in general. Some hangar talk is about flying, some is about aircraft maintenance and building and some of it is pure BS! Almost every day we meet and talk at our hangar at Dunn Airpark. If you listen more than talk to these folks you can kind of, get an idea about personalities too.

One of our members who takes mental notes sorts all of this out and has learned how to trigger some lively discussion about certain things. When the time is right, he will make a statement or ask an opinion about something like radio announcements when flying around our airport. Last week, to stir things up he brought a paper written about another discussion at another airport about this. Some people might think of him as a troublemaker! Here is what the paper said.....

What a nice day to go flying! I had spent an hour or so committing flagrant acts of aviation with my rag-wing Cessna 140 and after the obligatory three touch-and-goes, I parked it next to my friend's hangar. You know, the one with the Cub.

He was working on getting his Cub "up to snuff," as we used to say back during the Victorian Age, and I found him polishing that little faux spinner thing on the front of the propeller.

We barely had time to get our diet sodas out of his fridge and plant our butts into our lawn chairs when I thought I heard the sound of huffing approaching from the flight school ramp.

Yes, I could hear audible huffing, and it was coming from a young man who was clearly in a huff. It was Bert, one of the local flight instructors. He had the earnest look of someone trying to convince you to become a Hari Krishna or buy a timeshare.

"Were you the guy flying the Cessna 120?" He huffed.

No, I said.

"Do you know who flew this thing in the pattern?" He continued to huff as he pointed at my plane.

Yes, that was me, flying my Cessna 140, I said. You might want to check out an aircraft identification book at your library. As you can see my airplane has flaps, which is a sure sign it is not a 120, although 120s are awesome.

He looked chagrined, and I thought he might be the kind of guy who calls himself a "Certified Flight Instructor."

Of course there is no such thing as a Certified Flight Instructor. Look it up, I'll wait. See? What he and every other CFI on or buried beneath the soil of this planet was and is a "Certified Flight Instructor." This means he holds a certificate.

Nobody certified him or any other CFI to do anything.

Name-calling aside, I asked what had gotten that raspberry seed caught behind his wisdom tooth. You've got to sit down and have a drink, I said. Your sunglasses are getting all sweaty.

He grudgingly sat on the chair provided and began straightening me out.

"I saw you fly your plane for multiple landings while I was flying in the same pattern with my student and you did not make any of the required radio calls. Not one! "

Well, he had me there. I guess not making imaginary required radio calls is a bad thing, but I was curious about which traffic pattern calls I missed.

“You know,” he said. “We are required to make a radio call on Unicom when we are in the pattern saying when we are upwind, crosswind, downwind, and final, and taxiing to the ramp.”

Now I see what he was angry about. He was suffering from being a reasonably new CFI. That malady is serious and can make a person think that they know everything and are commanded to share it with a disinterested world.

You must be talking about the VFR traffic requirements listed in 7-6 of the publication FAA-H-8083-38?

Blank stare from Bert.

Yes, that’s the one, I continued. It does say those are nice to make calls, and the passage infers that the calls are mandatory, but I assure you, my pimply faced friend, that they are recommended, not required.

This recommendation to fill the air waves with dulcet tones of confused and frightened students and instructors has led to a fog of radio chatter that I find off-putting and sometimes dangerous.

As a Certified Flight Instructor, I know all of those radio calls might be good practice for students who fear talking on the radio. Still, it takes a primary student’s attention away from flying the aircraft when it is low and slow on base and final.

I personally teach that a call on downwind is fine and efficacious while blurting out every position and feeling you have while you zoom about the pattern is, in the words of Captain Hook from Peter Pan. “Bad form.”

Bert was going to give one more shot at regaining the high ground.

“Even with all you said you should have at least called on the downwind on every touch and go, and don’t even get me started on what a bad idea touch and goes are!”

With a friendly gesture, I walked over to my 140 and invited Bert to look into the cockpit, where he saw a hole where my Nav/Com used to be.

Yep, I said that radio has been out for overhaul for a week now. I’m expecting it back soon, and when it arrives, we can talk to each other like kids under a blanket tent at a slumber party when we aviate. For now, though, I added, since we are flying out of an uncontrolled airport, I think I’ll keep flying until it arrives if it is OK with you.

Please stop by anytime, but please call us on the radio first!

The person who wrote this is Kevin Garrison, a former airline captain who continues to spread his wisdom of the ages as an airport bum.

Minutes of the March 6, 2024 Meeting of EAA Chapter 866 Inc.

The first EAA Chapter 866 meeting of 2024 was held on March 6th 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, and Larry Gilbert, Chapter Newsletter editor, were all 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 35, thereby establishing a voting quorum.

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

Progress reports were made, including an update on Dunn improvements awaiting FPL installations.

Secretary reported completion of annual non-profit status renewal with sunbiz.org fulfilling State requirements.

Recognition was made of the kind gift of online service from our across-the-street neighbors, facilitated by Bob Anderson.

Alberto Silva gave a presentation illustrating their flying trip around the Caribbean with breathtaking photos taken by he and Elizabeth Martin. He included pertinent details of the wide range of terrain, weather, facilities including fuel availability, and sometimes stiff landing fees.

The meeting adjourned about 8:30 for coffee and pies.



Richard Van Treuren

BOB RYCHEL SELLING HIS RV6A

SALE • \$70,000 • FOR SALE BY OWNER / BUILDER • RV6A Acquired Unfinished, Completed in 2017 TT 85hrs. Lycoming O-290 D2 145hp/Catto Prop (have logbooks) TT 95hrs STO, Light Weight Starter, BC410 Alternator, Oil Cooler/Filter, Mags 500hr Rebuild, Light Weight Exhaust, New Plugs. ADS B IN/OUT, IFLY 740B, Grand Rapids EFIS/ENG Monitors, Electric Aileron/Elevator Trim, Manual Flaps, All S/B Complied, Extension Rail/Sunshade, Dual Brakes, Anti-Splat Mods Nose Job, Air/Oil Separator • Contact [Clyde Rychel](#), Owner - located Mims, FL 32754 United States • Telephone: 13217590726 • Posted February 25, 2024 • [Show all Ads posted by this Advertiser](#) • [Recommend This Ad to a Friend](#) • [Email Advertiser](#) • [Save to Watchlist](#) • [Report This Ad](#) • [View Larger Images](#)

Sun N Fun

It is the 50th anniversary of this great show and some of our chapter members are volunteering again this year.

Ben Charvet will be teaching something, and John Shaffer expects to be working in the forums section also. I know Deborah and Richard Van Treuren are working at the show too. Loretta and I are working on the flight line with GAP (General Aircraft Parking). We are the red hats on the flight line and once an airplane exits the runway they are ours to direct to the proper parking area and then maneuver them into a parking spot. It can be exciting at times!

I'm looking forward to doing this again this year.

Larry

Why Change TPA at X21?

Chapter President Ott thinks that our traffic pattern altitude at Dunn should be raised from 830MSL to 1,030 MSL and he needs input from our membership to present this to someone.

My opinion: I can't think of a good reason to make any changes. I have flown many traffic patterns at Dunn doing instruction and regular flying for over 25 years and I don't know of a single incident caused by the 830 foot pattern! Maybe some visiting pilots have arrived and used the higher altitude because they didn't check the chart supplements and if they did, shame on them! Just like when you check for right hand patterns etc., when you are flight planning

Just stating that the higher altitude would be safer without good reason isn't enough for me to want to change.

I also think that 4900 take-offs and landings per year for NORDO and non ADS B equipment is a highly inflated number! Being at the airport almost every day I see on a good day (one or two days a week) for the powered parachute people landings amount to not more than 10 and most of those are by non-tenants of the airport. There

are three Piper Cubs, one Luscombe, and one Taylorcraft, all tenants with no electrical system that I know of. Only once or twice a week do I see any one of these doing take-offs and landings and they all have radios.

Larry

Birthday Boy Turns 90!

A ride in a Hot Rod Airplane for Jim Morgan, long time chapter member, celebrated his 90th birthday on March 23 this year and Willie Dorna, Pilot/Owner of a sporty 180 hp w/constant speed prop RV6A, took Jim for a nice ride around the Northern section of Brevard County as part of the celebration.



Loretta made Jim a cake for 90th birthday



There was a birthday celebration for Jim at Port St John American Legion. Pic w/ Joe Schmalz

Newsletter mailing list

There are some changes being made in the way we send you, our newsletter. The EAA chapters website, (check it out), our chapter can be found on this by entering EAA866.org is run by 866 chapter member Don White and he has volunteered to manage our newsletter mailing addresses so, when you get your nsltr from this month on, it will be sent from our chapter part of his website. Any changes you make to your chapter information can be made by accessing eaa866.org. I'll be sending him the newsletter to distribute to members.

More newsletters go to my friends who are not members of our chapter than go to our membership and I'll be managing these addresses.

Chapter Monthly Meeting

Weds. April 3, 2024, 7 PM

Bldg. 10

Dunn Airpark

Titusville FL 32796

Chapter Monthly Breakfast

Sat. April 6, 2024, 8 AM

Bldg. 10

Dunn Airpark (X21)

Titusville, Fl 32796