

EAA Smilin 'Jack Chapter 866 Newsletter, May 2023



Les Boatright flying the Panther one Saturday this month. Bottom pic. of panel impressive numbers, A/S in kts!

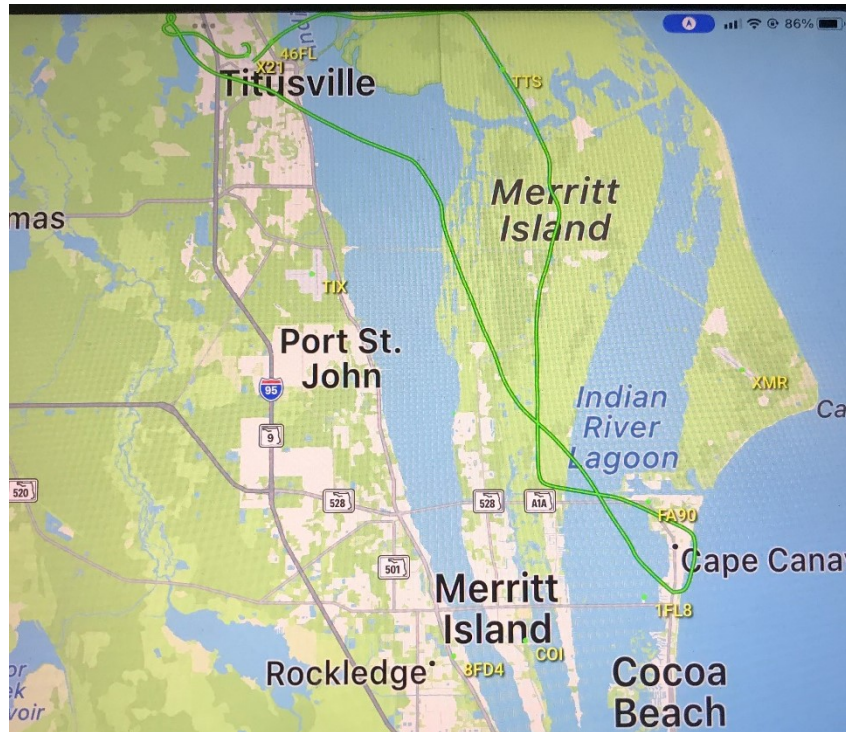


May Meeting Report from EAA 866 President: Ott Thiele



On the home front, we've been busy getting ready for the HOT mowing season and summer Thunderstorms / Hurricanes.

I volunteered to fly a Vietnam Veteran or associate and one of the Veterans wives "Candy" wanted to fly in a Gyroplane. We flew the shuttle Landing strip at 100' AGL. She was having so much fun that we extended the flight along the restricted air space, past the SpaceX and Blue Origin assembly buildings, Disney Ship Port, and on to Cocoa Beach. We turned around at the Pier and flew back to Mims over my house. Below is a Flight Aware map of our flight.



On a sadder note, one of my new friends flew with the "Old Farts" to the Shooting range near KOBE and landed long. His rotor was still spinning and damaged the rotor tips on surrounding trees. This reminded me of what my instructor told me while doing fixed wing training "When you land, the most useless piece of runway is the runway behind you". Gyroplane can land really short but we need time for the rotor to stop spinning (even with the rotor brake on). This can be a hard lesson to learn!

I will probably be going down to West Palm to help him change out his rotor in the near future.

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

Since we didn't have an April Breakfast due to Sun N Fun, people coming to this month's Breakfast on May 6th will be really hungry!

Debbie Van Treuren and I attended a RSAT (Runway Safety Action Team) for the New Smyrna Airport). To discuss issues with towered airports, student pilots flying into and over Arthur Dunn Airport. Basically, voiced concern with students using the taxiway as a classroom review of the landing and going over checklists, flying through Parachute Jumper Airspace, etc.

Les Boatright was seen flying his Panther.

Mitch Matheny's Glasair Glastar airplane is nearing completion. He has spent the last 8 years building a beautiful machine. It is a tail wheel aircraft. Mitch needs help in learning to fly it.

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

Please Come to the May 3rd EAA 866 meeting and the May 6th Breakfast.

Joel Samu from Embry-Riddle Aeronautical University is working on his Graduate Degree Research Project about Risk Propensity Among GA Pilots. He is looking for private pilots and higher ratings to fill out a 15-minute anonymous survey. Each participant will be paid \$15 to complete the paper survey.

I may present a 15-minute presentation on how Gyroplanes fly if we have time or interest.

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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Minutes of the April 5, 2023 Meeting of EAA Chapter 866 Inc.

The fourth EAA Chapter 866 meeting of 2023 was held on April 5 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 30, thereby establishing a voting quorum.

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

Members talked over their recent experience at Sun N Fun, projects, challenges and progress.

A short video on flying the pattern correctly was presented. Discussion ensued.

A discussion began about getting Basic Med, judging interest, needing about 6 people minimum.

For Wings credit, Joe Schmalz made a presentation on best glide speed.

The meeting was adjourned about 8:00 pm for coffee and refreshments.

Great News for Vintage ~~Folks~~ Airplanes (VARMA)

Last week, EAA announced the unveiling of the FAA's **Vintage Aircraft Replacement and Modification Article (Varma)** program. EAA has advocated many years for the initiative, which enables certain type-certificated aircraft to use a number of non-flight-critical, off-the-shelf parts without need for new regulations, orders or advisory circulars. Eligible aircraft include those weighing less than 12,500 pounds and built before 1980.

According to EAA, "Anyone who owns and operates vintage aircraft knows that finding parts can be a major challenge. This situation is especially frustrating when perfectly safe and functional alternatives are readily available but can't be used because there's been no legal way to install them in a type-certificated aircraft. With Varma in place, some aspects of vintage aircraft ownership and operation are about to get a lot simpler."

EAA said the Varma program empowers regular maintenance providers to validate that "certain low-risk replacement parts are suitable for installation on aircraft." Neither FAA-approved complex engineering analysis nor "complex and time-consuming design and production approvals" are required.

EAA CEO and Chairman of the Board Jack Pelton said, "This is great news for those of us who own and fly vintage aircraft. There could easily come a time when a classic airplane that would otherwise be grounded for want of a part that's no longer available will fly again thanks to the parts substitution enabled by Varma."

The FAA definition of parts that fall under Varma rules includes those that would not "prevent continued safe flight and landing." So, safety-critical components are not subject to this program, though EAA pointed out "there are plenty of hard-to-find parts that meet Varma's criteria."

The same Cessna 150 used in test flying for EAA's 1982 autogas supplemental type certificate (STC) served as the Varma test article for approving an off-the-shelf starter solenoid—the first of what could be a long-term breakthrough for operators of vintage aircraft.

Dan Hillman's Flight Training Classmate Flights

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- On April 27th Dunn pilots sponsored a flight for some of Dan Hillman's US Airforce flight training classmates reunion. The flights were a trip out to the KSC runway for a low pass over it. This runway which was referred to in the past as the Shuttle Landing Facility (SLF) is now the Launch and Landing Facility, (LLF). Anyway, this runway was built to handle the landing portion of the Space Shuttle missions and this makes it a special place! We made nine flights out there and we even threw in a turn around the Haulover canal as a bonus for these veteran Viet Nam pilots of which one was a woman! Ott Thiel flew this woman in his Gyroplane and she was thrilled with the flight! These are "Salt of the Earth people!"



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- It was a fun mission and we had a really nice time talking with them and listening to their stories about flying!
- The Dunn pilots involved with this were Alberto Silva, Mario Jiminez, Carlos Rosaly, Brandon Tucker, Bob Rychel, Tom Charlton, Ott Thiele and me. The Veteran who I was fortunate enough to fly with was our own Dan



Dan and me after our flight in **TANGO**

- Hillman who flew the gunship “Spooky” in the Viet Nam war.
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- If you attended our last chapter meeting you may remember that Dan Hillman mentioned that this would be happening on the 27th and we needed volunteer pilots. Most of Dunn pilots who flew are veterans, 3 Air Force and 2 Marines, all involved in aviation during their service! All of the pilots who participated are EAA 866 members. This was not a sanctioned EAA event, so we were not covered by their insurance but are covered by our own insurance.
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Sport Pilot Magazine May 23 edition article

GIMME A HUSS

This article is about The Marine Corps UH – 34D Sikorski helicopter and the restoration of one of these. The article is of special interest to me because of my involvement with the UH – 34C, it’s predecessor. When I was serving on The USS Princeton in the waters off of the coast of French Indo China (Viet Nam) before the war really got hot. Here’s a shot I took of one of them in real action on the ships deck. It was taking this basket of supplies to shore. Hooking the baskets up under the plane was a scary job!



The plane is being directed by a Marine who isn't in the picture he is out in front where the pilot can see him using hand signals to direct the hook being held by the man under the plane into the steel loop attached to the basket by steel cables.

Larry

Chapter Officers

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Chapter Meeting

Weds. May 3, 2023, 7:00 pm

Bldg. 10 Meeting Room

Dunn Airpark, Titusville, FL

Chapter Monthly Breakfast

Sat. May 6, 2023, 8:00 am

Bldg. 10, Dunn Airpark

Titusville, FL