

**EAA Smilin 'Jack Chapter
866 Newsletter May 24**



This is a view of an evening Sun n Fun show as seen from our GAP headquarters operations area.....Larry

May 2024 Meeting Report from EAA 866 President: Ott Thiele



Brad Berry coordinated with the Astronaut High School ROTC Program to have the students experience cleaning public areas along the fence and streets surrounding the airport to reduce Foreign Object Debris (FOD) as described by the FAA. I feel much safer landing on Runway 15. I've included

photos of the students performing the cleanup and the full truck load of FOD removed from areas adjacent to the airport. Many thanks to the Chapter 866 members that supported the cleanup efforts with a Lunch of Burgers & hot dogs for the starving students and associated support members. Debbie Van Treuren persuaded the Spruce Creek formation flying team to put on a short demonstration for the students.



Figure 1: ROTC FOD removal team



Figure 2: Removed FOD

Arthur Dunn & surrounding Air Traffic Safety concerns:

FAA AC 90-66C Non-Towered Airport Flight Operations dated June 6, 2023 has the latest information on patterns for all types of flying objects (balloons, parachute operations, Ultralight Vehicles, Gliders, Rotorcraft, General Aviation fixed wing to turbine aircraft). I find it useful especially when flying with the Old Farts Flying Club.

Please note that the Life Flight Helicopter flies from Parish Hospital to Orlando Hospital at 830' MSL parallel to the Base Leg for Runway 15.

Due to the dry weather, it's time to controlled burn off the Florida Forest lands to prevent Forest Fires. This action generates a lot of smoke that may not show up on radar and cause you to fly into IMC conditions. Thick smoke can clog engine filters- nothing quite like an IMC glider!



Figure 3: Burning off foreign plant species and dead grass in forested areas East of the ST. John's River

From last month's meeting it appears a major complaint is the excessive Sheltair Hangar Rent increases. I've heard rumors of 30% increases in the last year. Per Sheltair's Website their motto is:

"AS an independent, privately owned company, we are focused entirely on customer satisfaction, not shareholder returns"

My questions to the group are: **If you rent from Sheltair, are you a satisfied? How many people have moved out of Sheltair Hangars due to the rent increases?**

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

Ott Thiele

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Our Chapter meeting is Wednesday May 1st (7-8PM) to enjoy some pie, discuss flying, hangar concerns, & building issues with other EAA members (visitors welcome).

Please come to our May 4th (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:

May 2024: Human Factors Promotion. Emphasizes the Benefits of Human Factors Training for pilots.

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

Ott



What a nice fresh morning for a pancake breakfast. The sky was nice blue with a slight chill in the air. Had several nice groups fly in. We served about 168 diners, and around 39 planes and gyroplanes

.Becky and Herman

Minutes of the April 3, 2024 Meeting of EAA Chapter 866 Inc.

The April EAA Chapter 866 meeting of 2024 was held on the 3rd 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, 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 20 in spite of the rain, thereby establishing a voting quorum.

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

Discussion was offered concerning the upcoming "clean the airport" day on the 20th with Astronaut High School ROTC members coming to learn about aviation, and to police up the area adjacent to the roads and fences.

Discussion ensued concerning the recent and upcoming price increase of the SheltAir hangars. President Ott will discuss this with the Airport Authority at their meeting in building 10 on the 4th.

Discussion took place about the traffic pattern altitude. Consensus was to leave it as is.

The meeting adjourned about 7:30 for coffee and pies. A video about the 1929 world cruise of the *Graf Zeppelin* was offered.

Sun n Fun 24 at GAP(General Aviation Parking)

Loretta and I spent our days at the show with GAP. For me it was out on the grounds helping to direct arrival and departing aircraft to where they needed to be for the show. We deal with a lot of different airplanes which include single engine, twin engine, and even some jets and turboprop airplanes.

On day two I worked with an amazing man named Jim Runyon, he's about 80yrs old, retired Airforce (33 yrs) enlisted. He oversees parking the larger airplanes, mostly corporate planes like heavy twins, turboprops, and jets that arrive for the show.

When he briefed me and drove his golf cart showing me the areas we'd be using, I couldn't believe where we were going to put some of these planes! Instead of marshalling these planes we escort them with the golf cart to the parking areas, some of them go to the grass parking areas where it has been determined that the ground is hard enough to accommodate the weight. Jim led some through places where there is only four- or five-foot clearances for the wingtips to clear on both sides between parked airplanes. On the first trip through I asked if he was sure there was enough room to do this. I wish I hadn't asked that question, Jim is an expert in what he does! He told me they had no business flying those planes if they couldn't taxi through there!

The first one we parked was a Twin Beech. Jim pulled to a stop and said park him 3 – 4 ft. From the wing tip of the plane already parked. I did and it was good. When Jim wanted to park a plane, he would turn the golf cart motor off and jump off it while it was still moving, turn around and bring the plane to the spot he wanted. Did I mention his age yet? An amazing man this Jim Runyon!

I got to park a Turbo and a Citation Jet among others. It was a privilege to work with Jim!

The other three days that I worked at were at various intersections where we turned GA, corporate, and warbirds to their destinations. A very busy time, especially Friday when we had em coming and going.

While we were handling arrivals on Friday the controllers got a "mayday" call from one of the planes and as a result the field was closed to handle that emergency. I watched as the small homebuilt, a Zenith 650, I believe, with a dead engine, landed on the big runway and had enough energy left to clear the runway up on to the taxiway where we were. An amazing job he did! The runway was closed for about ½ hr while fire trucks FAA guys and policemen showed up and looked. The last I saw of the plane was when the pilot and a helper were pushing it past us on the taxi way. On the cowling were these words, "Corvair Powered."

Loretta worked at the office and out on the food cart, all the days we were there.

GAP is chaired by a woman by the name of Donna Frantz, an amazing woman!

Larry Gilbert

Couple of pictures from my post at Sun n Jun 2024

Super Connie Fly By

Tango

We didn't fly our 172A very much in April because of Sun n Fun and an unexpected trip to NC but we did manage to do a couple of hours. Dunn Airpark flyers, have you noticed that the new AWOS is in service?

One of my flights was a sunrise flight and Loretta was taking phone pictures and took the photo below.

I like it so much I decided to include it in this nsltr!Larry



Taxiing to 15 on Alpha at X21

Chapter Officers

President – Ott Thiele 614 404 7588 odthiels@ieee.com

Vice President – Chris Fauver cfauver@gmail.com

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Secretary – Richard Van Treuren 386 689 9914 grvant@juno.com

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Airplane for sale

SALE \$70,000 By Owner/Builder This RV6A is probably worth a lot more but you probably won't want because you have to hand fly it! There is no auto pilot!! You'll have to scud run too, because it's not IFR. It doesn't burn enough fuel either. Since it only burns 7.5 gal hr it probably doesn't go fast enough. (130). Powered by a Lycoming O290D, 145hp. 95 hrs STOH. AF 85 hrs TT, Maybe it ain't quite broke in either! Rebuilt magnetos too! New spark plugs, light weight exhaust ADS B in and out. IFLY 740B in case you get lost easily. 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 Built by highly skilled NASA Shuttle technician. \$70,000 doesn't sound like a good deal? OK, don't call. DON'T EVEN THINK ABOUT MAKING A LOWER OFFER It is too cheap as it is!



Chapter Meeting

Weds. May 1, 2024 – 7 PM

Bldg. 10 Dunn Airpark (X21)

480 N Williams Ave

Titusville, FL 32796

Chapter Monthly Breakfast

Sat. May 4, 2024 – 8 AM

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Titusville, FL 32796

