

EAA Smiin'Jack chapter 866 Newsletter



Tom Charlton and his Cub one fine May morning at Dunn Airpark

June Meeting Report from EAA 866 President: Ott Thiele



This month has been very busy. Charlie Kuss of EAA Chapter 133 (KPMP Pompano Beach) asked if I would come down and do a presentation on my Gyroplane build. I flew Gyroplane N777TE down to KPMP on Friday Morning 5/19/23 to avoid thunderstorms, stayed overnight and gave the presentation on Saturday 5/20/23 at 9:00 AM. I taxied N777TE to the presentation so the EAA 133 members could see the finished product after the presentation. After the meeting I answered questions about the Gyroplane while prepping it for return to Arthur Dunn.

I flew down to KPMP at 7500' to test the Gyroplane's capabilities to verify reports of high-altitude capabilities (in Africa they fly at 20,400' and Italy did a test to FL 28).



Figure 1: flying to KPMP from X21

Unfortunately, I found I did not pass the test! 1.5 hours into the flight I began to get a headache. My blood oxygen levels measured 84 on a scale of 100. The same thing happened at 6500' on my return flight with a measurement of 89.

The following Thursday I Flew down to Boca Raton to help a friend change out his damaged rotor. The flight down was at 5500' – still getting a headache only milder. Flew back at 500' (no problems). Now I'm self-grounded until I get this resolved. Charlie Kuss just sent me several PDFs on portable oxygen systems. I would like to take N777TE up to 18,000' during summer.

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

Les Boatright was seen flying his Panther (again).

Sheltair is in the process of replacing the bottom hanger door rails on the Sheltair hangers. We need to keep a close watch on their work so they don't damage our aircraft during replacement. I sent Jack Curry a picture of how little protection they were providing to prevent the concrete chips from damaging his plane. Complaints are paying off- they added 4x8 sheets of plywood between the planes and the work areas.

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

Please come the June 3rd Breakfast and to the June 7th EAA 866 meeting.

Cathy Anderson may be presenting an aircraft Oxygen system they use on their aircraft. I would like to have a discussion on using Oxygen for semi- high altitude flying.

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. 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).**
- 2. Looking for a TICO or New Smyrna air traffic controller to come to our meeting and explain how they operate and their issues.**
- 3. 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



Departing Dunn for Boca Raton

May Breakfast

Our May 6 breakfast was well attended with 135 eaters and about 27 airplanes showed up. I'm always amazed at how far some folks come for the breakfast. We always get compliments from the folks who show up.



This has been going on since 2000!

This chapter breakfast picture was taken in 2000. Neil Cranston collecting the cash that day bkfst \$3.00!

Tango Annual Inspection Complete!

Larry Gilbert

No more compression anxiety for another year! My IA, Dr. Ben finished the annual a couple of weeks ago. We did an owner assisted inspection and other than a new set of tires on the mains which I was able to do the installation myself as the owner, all was well! Ben has done the research on ADs that apply to Tango and added a page to the airplane log books that shows all that have been complied with and this will help with the future annual inspections that he does on the plane by eliminating the hours it takes to go through old logs on the ADs. The less time (hours) that have to be spent doing an annual inspection the less it might cost! Right?

FAASteAM Safety Meeting This Month

Joe Schmalz will be conducting a meeting on *Reducing Regulatory Roadblocks*;

Teaching Points:

- Many LOC accidents are instrument meteorological conditions related and frequently the accident occurs during the approach phase of flight.
- Discuss the available technology that can help mitigate LOC accidents, such as AOA indicators and installed autopilots.
- Owners may be reluctant to install risk mitigating avionics in their aircraft because the expense, resulting from the required certification process, may be too large a fraction of the airplane's value to justify the spending.
- Explain how the FAA has already begun the reduction of regulatory roadblocks by accepting ASTM international standards as a means of certification for Part 23 aircraft that weigh less than 19,000 pounds or having fewer than 19 passenger seats.

Respectfully,

**Joseph M Schmalz
7542133952**

This meeting will be held at the conclusion of our monthly meeting on June 7

PIC Time

There has always been some confusion about logging time or **acting** as PIC in airplanes and I was reading an article about this in an old magazine that's been lying around a while. Here's what I got out of it.

Under FAR 61.51(e), a private, sport, and commercial pilot may **log** PIC time while flying and is the sole manipulator of the controls of the aircraft for which he is rated. Rated is defined as having the appropriate ratings in class, category, type rating and, if it is required, type rating. (ASEL)

If you are a certified pilot you might be unable to **act** as PIC, but able to **log** PIC time. In a scenario such as a flight review after your flight review has expired, or if you're training to get a new endorsement, or you are flying and are the sole manipulator of the controls you are rated for, but you don't have the endorsement to **act** as PIC as required by FAR 61.31, such as tailwheel, complex, or high performance.

So, you're a private pilot with ASEL rating who can't **act** as PIC of a single engine complex plane due to a lack of a complex endorsement you can **log** PIC time flying with a pilot who can **act** as PIC by being the sole manipulator of the controls.

All of these legalities are interesting and are useful if you're interested in moving up to the complex/high performance, tailwheel etc. Your insurance company might play a big part in determining whether or not they will insure you based on the above plus some more their own rules. If you're flying a complex experimental and you've **logged** PIC time not necessarily with a flight instructor but with an **acting** PIC, it might help, in my opinion.

Larry

Chapter Officers

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Les Boatright and Bob Rychel havin fun with Tango

Chapter Monthly Breakfast

Saturday June 3, 2023

8:00am -

Dunn Airpark (X21) Bldg.10

Titusville, FL

Monthly Meeting

Weds June 07, 2023, 7:30pm

Dunn Airpark Bldg. 10

480 N. Williams ave

Titusville, FL