

EAA Chpt 866 Smilin Jack Newsletter July 2023



It's a father daughter thing! Chapter member Les Boatright flying with daughter, Emily.

July Meeting Report from EAA 866 President: Ott Thiele



Well, the hot weather / thunderstorm cycle has started along with heavy mosquito season (Florida's other state bird beside the Mocking Bird). On 6/20/2023 I flew Gyroplane N777TE down to X59 (Valkaria) to check out a PB4 Rotor Balancer for Mike Weir from Boca Raton. His Gyroplane was having a rotor vibration problem which we traced to a slightly loose (1/4 turn) of the teeter bolt nut. He says it flies smoother than the original rotor. Flying back from X59, I flew at 4,500' with no O2 problems and no headache. I had to drop down to go under the thunderstorm at Cocoa Beach Pier and transition through TICO's airspace to get back to Arthur Dunn. I've got to get those leaking doors sealed!

Kathy Anderson's talk on flying with Oxygen was very helpful. Chapter 866 is so lucky to have so many knowledgeable persons in a variety of aircrafts, flying environmental concerns, and pilot medical issues. My treatment for Long Haul Covid from my primary care physician also helped a lot.

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

Mario Jimenez is finishing up his new autopilot on his Piper PA-28-180 and test fly it 6/28-29/23.

Can a member who needs an autopilot and left a voicemail with Mark Sullivan Phone # 805 795-0472 please contact him again. He accidently erased the voicemail.

Sheltair is still in the process of replacing the bottom hangar door rails on the Sheltair hangers. Please keep checking to insure they do not damage our aircraft! Another issue is they are only replacing concrete in the center section of each Hangar (where the plane rolls in). The remaining sections are left open so the doors are not sealed at the bottom. Rats and mice can get in resulting in Rat Sky Dive. Be sure to preflight your aircraft

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

Please come to the July 1st Breakfast and to the July 5th EAA 866 meeting.

Note: From 5:30- 6PM before the Chapter Meeting, we will be having a July 5th Independence from the Ground Celebration cookout. Debbie Van Treuren is bringing 40 hotdogs and 40 hamburgers to the meeting along with condiments and #10 beans (for the gas). **We need Cooks and setup Volunteers to be there at 4:00 PM. To all attending Members- Please bring side dishes to go along with Burgers and beans.** We can provide ice cream and watermelon for dessert.

We will be having a 15 min Wings Credit topic on "Fly the Aircraft First" after the Breakfast and Chapter meeting.

Many thanks to Joe Schmaiz (Orlando FSDO FAA Safety Team Wings Credit) for these presentations. Working on these items for 2023:

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

Happy Independence Day!

Ott

June 8, 2023 meeting of EAA Chapter 866 Inc.

The June EAA Chapter 866 meeting of 2023 was held on May 3 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 24, thereby establishing a voting quorum.

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

President Ottmar Thiele reminded members who did not purchase a ticket to the annual dinner should see Treasurer Herman Nagel to pay the annual dues.

New member William H. Dorna introduced himself. New member Mark Sullivan also attended. Note was made of the chapter gaining a total of four new members this month, three having just joined at the previous breakfast.

Project progress reports were made.

Kathy Anderson made a presentation about oxygen and its importance to aviators. Rich Van Treuren showed his video about the "Ghost Blimp" L-8.

For Wings credit, Joe Schmalz made a presentation new effort to certify new safety equipment with the F

The meeting adjourned about 8:30 for coffee and pie.....Richard Van Treuren

WINGS TOPIC OF THE MONTH FOR JULY

Fly the Aircraft First

TEACHING POINTS...

- ***Discuss the role of distractions and inappropriate priorities in aircraft accidents***
- ***Offer tips to maintain proficiency and control discipline.***
- ***Provide information on prioritization and dealing with distractions.***

Respectfully,

Joseph M Schmalz 7542133952

Bob Rychel and the RV 6A

Member Bob Rychel finished this RV plane about 2 yrs ago and he has flown it regularly since. It is powered by an O290D Lycoming rated at close to 150 hp, I think. The engine has a higher compression ratio than the regular O290 due to an upgrade made on the engine. The engine has a mfg. tag on it with the required ignition timing Indicated on it. It indicates that the timing should be set to 18 degrees before TDC rather than the standard setting 25 degrees. A call to Lycoming confirmed the setting should be 18 deg. Well, the timing was set to the regular Setting of 25 deg. And he'd been flying it at that setting for a while and thinking that maybe if he changed to 18 deg. He might get a little bit better performance out of it so, he changed to 18. Magneto drops are now 200 rpm instead of the usual 75 on the old settings. It ran worse at that setting so he decided to go back to 25 and try it again. He changed back to 25 degrees and the engine wouldn't even start! I went to his hangar to see if I could help somehow. We timed the mags again and found everything came out exactly as it was, the timing came out exactly the same as he had it set. We talked about everything we could think of that would keep it from starting and it seems as if all was set up right. I left over to my hangar and said, "did you hear it?" I said I heard an engine over there and was that yours? He said it was and I asked him what he had found that made it run. He said he didn't find anything, and it does run better with the timing set at 25. It just started right up! We've discussed possibilities of what caused this. We have our theory.

Just wondering what some of you might think of all this.

Larry

The Cardinal

Adam Cherwinski and Brad Berry bought a Cessna Cardinal and brought it back to live at Dunn Airpark a few Months ago and a few weeks ago they flew it to somewhere in Georgia to have some touch up work on the paint Job. It is now ready to be picked up and they are headed up there to get it. If you remember seeing it you may have gotten the impression that it may be kind of worn out. Not any more! Adam showed me pictures and it looks gorgeous and I can't wait to see it for real!

Tango

We flew tango around a few times in June mostly just to try staying proficient with it and we did make one short trip to Deland with a couple of other chapter members in their planes. Tango, our 1960 C172A, is running really well and is a dream to fly. The only malfunction we have right now is the fact that the iFly gps we're using doesn't want to communicate with the ADSb in device to show traffic anymore. Funny thing though, I really don't miss it, probably because 99.9% of my flying time has been without this information. I visually picked Tom and his Cub out of the haze approaching DED. Oh, and there's no electrical system in the Cub and ADSb wouldn't have seen the Cub!

Carlos, Tom Charlton, and Bob Rychel took their planes and we met at KDED. Fun!



Starting Tom's Cub at Deland

Our July Breakfast

Our monthly breakfast was a success again with quite a number of eaters arriving by airplane, some of them flying in formation. We served about 151 this time.

A couple of years ago our chapter furnished me with an Uncle Sam costume to be worn at the Independence Day breakfast so I wore this for the event this year. Something different now with the perception of Uncle Sam that I noticed. The way I remember the Uncle Sam thing was on posters and billboards all over the place promoting military recruitment during the 40s and 50s. It was a sign of patriotism and Uncle Sam was a friendly govt. guy asking for our help by joining the armed forces. There were parades for years with a character dressed in the Uncle Sam costume usually riding in a convertible, it was very popular image! It seems that now the Uncle Sam thing is connected to the collection of federal Income Taxes. At least what I got out of some of the comments about the Uncle Sam image! Time has changed a lot of things, hasn't it?.....Larry

Chapter Officers

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Chapter meeting and Independence Day cookout

Wednesday July 5 Chapter Building 5:30 – 6:00 cookout

Meeting at 8:00 pm at Building 10 Dunn Airpark, Titusville, FL