

EAA Smilin Jack Chapter 866 Newsletter

December 2023



December Meeting Report from EAA 866 President: Ott Thiele



Just got back in Florida from Ohio. I have to go back about December 15th to the 24th to train my replacements and finish a steam turbine overhaul.

I flew my Gyroplane today – it was wonderful to be back in the air! We had a nice 17 to 20kt breeze right down runway 15. The weather is so much nicer here. Up in Ohio I had to let my truck warm up to melt the ice off my windshield.

Probably going to start the 100-hr. inspection on N777TE after Thanksgiving.

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

Pedro is working on getting his Vans RV12 N2222V ready to fly after a recent inspection. He has upgraded the avionics to fly IFR approaches.

I plan to follow up with the Titusville Airport Authority to work on X21 (Arthur Dunn) 20- year master plan of improvements. Suggested improvements are:

1. Upgraded weather station.
2. Self-Serve fuel farm with associated restrooms and possibly an FBO Building/ Pilots Lounge.
3. More Hangars.

I'm in process of compiling a general report on aircraft that utilize Arthur Dunn and do not have an electrical system to support ADSB out aircraft and Mode C transponders.

If you know anyone who has an aircraft without an electrical system that is hangared 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.

Please come the Saturday, December 2nd 8-10AM Pancake Breakfast. Your friends and neighbors are welcome to come too. Also, the Chapter 866 meeting is Wednesday, December 6th 7-8PM.

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

Dec 2023: Making the Numbers. This short program will refresh GA pilots' knowledge of the best practices for determining/predicting aircraft performance.

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

In closing, I would like to thank all of you for your help.

Ott



One Too Many Times!

At our November breakfast I saw another person who was working our breakfast start to secure one of the gas grills and get a big surprise when he tried to remove one of the propane tanks! I was cleaning the pancake grill when I heard the sickening whump as the tank was disconnected while the grill pilot flame was still present. Luckily, other than some singed hair and a slight flash burn on the back of his hands, he wasn't seriously injured! This has happened one too many times and Brad is now trained in how to properly secure that grill! His training is called OJT!

It's very simple to avoid this by closing the valves on the propane tanks off and letting all of the gas that is supplying the burners and the pilot lights burn off and extinguish themselves **before disconnecting the gas tanks. **It might be a good idea that when someone begins to help at the breakfasts by operating the grills to be briefed or trained about this operation, in my opinion!****

Larry

Minutes of the NOV 1 2023 Meeting of EAA Chapter 866 Inc.

The November EAA Chapter 866 meeting of 2023 was held on the first at 7:00 PM at the regular meeting location, 480 N Williams Ave, in Titusville, Florida.

Chris Fauver, Chapter Vice-president, presided over the meeting. 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 25, thereby establishing a voting quorum.

The meeting began at 7pm with the recitation of the Pledge of Allegiance. New members Nick, Bill and Dash introduced themselves.

Progress reports were made by members.

Chris Fauver made a presentation "Aluminum Alloys: Properties and Selection" accompanied by handouts.

For Wings credit, Joe Schmalz made a presentation, "Normalization of Deviance", i.e. Pushing Limits.

The meeting adjourned about 8:10 for coffee and deserts.....RG Van T

What Are You Wearing?

Did you ever think about the clothing you're wearing when you fly? I never did either until one of our pilots from Dunn had to put his plane down out in the swamps along the St. Johns River just a few miles West of our airport.

His story about the misery he endured during his 45-minute walk to civilization on route 50 West of Titusville was quite interesting!

Flying over the swamp, the grass viewed from a few hundred or a thousand feet above might look like a well-groomed lawn is anything but, it is sawgrass that's six feet tall and extremely hard to walk through! If your shoes are the slip-on type or flip flops they are likely to come off when you are walking through the muck. Lace up and tied shoes are much better for this because they are more likely to stay on your feet. Imagine trying to walk out without shoes! Long pants are much better than shorts because the sawgrass will not be against your skin and rip you up and they may save you from a snake bite! Long sleeves will make it harder for the mosquitos to eat you alive also.

Larry

Note to members: You might want to be at the Dec. Meeting cause unless I'm mistaken this is the meeting that we generally elect the chapter officers. In absentia, you could be elected as the next president! Just sayin!



Chapter member Carlos Rosally birthday with Dunn hangar hanger outers. Carlos turned 88 in November. Looks good for that age, doesn't he? Retired Eastern Airline Captain, still flying his beautiful Vans RV 8 frequently!

November 9, 2023

FAA to Appoint Rulemaking Committee to Examine Pilot Mental Health

WASHINGTON — The FAA will establish a Pilot Mental Health Aviation Rulemaking Committee (ARC) to provide recommendations on breaking down the barriers that prevent pilots from reporting mental health issues to the agency.

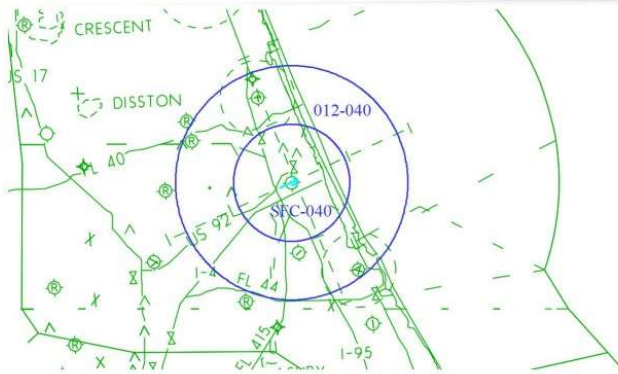
This ought to be fun!!!!

What do you think?

Larry

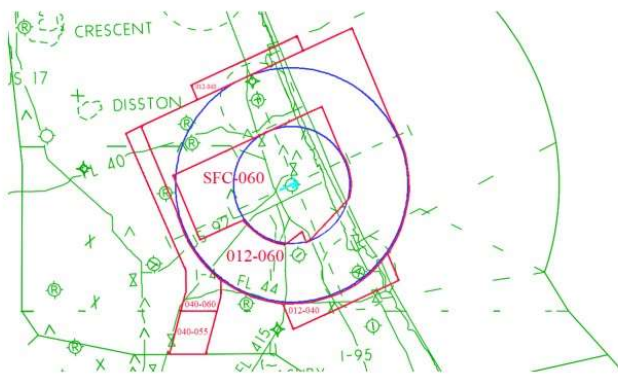
How about on this one?

The Jacksonville District of the Federal Aviation Administration (FAA), on behalf of the Daytona Beach International Air Traffic Control Tower, has formally submitted a proposed modification of DAB Class C airspace to accommodate the facility's needs and address safety concerns.



Existing Class C, top 4,000'

Proposed Class C Airspace



Proposed Class C, top 6,000'!

I can't see how this would make DAB any safer, can you? Many years ago I gave up trying to transition the class C there the controllers always told me to remain clear of their class C. So, instead I always elected to go over that class C by climbing above 4,000' or sometimes going around it without talking to them. It seems like the controllers will be busier if they have to talk with traffic 2,000' higher.....*Larry*

63rd Anniversary of my first solo

Larry Gilbert

07 22 62 Piper J-3 N21609 1st supervised solo GMD 95275 1:00 solo.

This is the entry made by my flight instructor George M Donnelly on that day. I can remember our first flights in his J-3 Piper Cub manufactured in 1938. I was sitting in the back of course and in the front seat yelling at me almost constantly was this bald-headed man who I considered to be very old. He was 43! George was a WWII Army Air Corps veteran pilot. To me it was amazing that someone who was this old could still do this!

Going through my logbook the entries read, 06 15 62 stalls – turns, 06 22 spins – cord. exercise, 06 23 accidental spins, 06 30 four forced landings, S turns, stalls, spins TO & landings, etc. The good old days had lots of spins and stalls! Anyway, lots of yelling and lots of action. Of course, we had no radio or intercom and the only way he could instruct was to yell at me. It wasn't all friendly yelling either! In fact, one time one of the people on the ground at a little league baseball game told me later they could hear George yelling at me as we flew around the airport. He said to me that I must be an awful pilot because he was doing so much yelling!

Anyway, crunch time came after about eleven hours of this abuse. So, on July 22, 1962 we flew from our home base of Williamsburg, Pa. to Mount Union about 25 miles away. I made a couple of landings that George approved of so, when we made our last landing, he had me taxi up to an old wooden building at this airport. There was no one else around and George said he had to take a leak and I was to take the Cub around the patch three times and land to a full stop each time and taxi up to where he was and talk to him. He told me that the plane would feel different without him in it. His last words to me were “don't you hurt my airplane.” So, George headed off to go behind the old building to take care of business and I taxied out to the end of the cinder surface runway. I lined up on the runway which was approximately 20 ft wide and brought the 65 hp Engine up to full growling power and was quite surprised at how quick I was flying. I was up to pattern altitude before I even got to the downwind leg. That had never happened before! Pulled the power off and applied the carb heat to on abeam the touchdown spot as we always did. Because the plane was so light, I wound up a little high on the final approach and just like George had taught me I slipped her down to the runway and made a great landing. I taxied up to where he was standing and with the engine still running and he shook my hand and handed me his half-smoked Camel cigarette for me to take a couple of drags from. In those days we all smoked cigarettes. George and I were no exceptions. After a couple of puffs on the cigarette I headed out for two more take-offs and landings. I could have flown without the airplane if no one was watching I was so excited! After all of this was over, we flew back to Williamsburg and hopped in my 53 Studebaker Champion and talked all the way home about that morning. I was afraid I wouldn't have enough money to pay George for that day because I was only making about \$50.00 per week. When I asked George how much I owed him he said, “how does \$7.00 sound?” I was relieved because I happened to have enough money to pay him. We probably put close to two hours on the Cub that day.

In approximately 1994 one summer evening, I had a student fly me to Mt. Union in a C152 as part of his XC training and he found the place. This was not that easy to do! (no nav aids strictly, ded reckoning)! The airport hadn't changed that much in the 31 years that had passed. There was a Beech Sundowner and a C152 tied out there with tall weeds growing around the wheels. No one was there. I asked Rick if he wanted to fly around the

patch solo a couple of times and he said yes. It was a beautiful evening, and it gave me a warm fuzzy feeling watching him take off and fly over the hills on the down wind leg and land on the cinder runway. He taxied up and there was no cigarette this time because we are all a little wiser now! I climbed back in the 152 and we departed for our home airport, Blue Knob Valley (7G4), Duncansville, Pa.

The Cove Valley Airport (Williamsburg) is a turf runway on rolling ground, and you couldn't see the opposite ends when starting the takeoff. My instructor George and a partner of his owned the only two airplanes on that field. Mt Union had one or two airplanes tied down there and there was seldom anyone around. It was a cinder runway; cinders are the remnants of coal after it was burned in the fire boxes of the steam locomotives that ran on the East Broadtop Railroad that ran past the airport. The Blue Knob Airport in Duncansville, Pa has a gravel runway. (very hard on propellers)

Today I looked online at the sectional where the Mt. Union airport was and was saddened to see it is no longer on the map. Blue Knob and Cove Valley are still airports, but they are private and gated now and not open to the public. Sad!



My instructor

DATE	AIRCRAFT FLOWN						REMARKS OR INSPECTOR'S SIGNATURE CERTIFICATION NUMBER AND RATING	CROSS COUNTRY		INSTRUMENT RADIO OR HOOD	TIME			
	MAKE OF AIRCRAFT	CLASS	TYPE	CERTIFICATE NUMBER	MAKE OF ENGINE	H. P.		FROM	TO		AS INSTRUCTOR	AS STUDENT	DAY	NIGHT
6-30	Piper	J-3	N21609	CA 65	4 forced legs, rec.	5	stalls, spins coord. ex. T, a. + L legs	GM 95275			1:30			
7-1	Piper	J-3	N21609	CA 65	5-0	5-0	5-0	GM 95275			1:00			
7-8	Piper	J-3	N21609	CA 65	PATTERN	- slips		GM 95275			1:00			
7-22	Piper	J-3	N21609	CA 65	1st	Supervised Solo		GM 95275			1:00	1:00		
7-29	Piper	J-3	N21609	CA 65	2nd	Supervised Solo		GM 95275			1:00	1:00		
8-25	Piper	J-3	N21609	CA 65	3rd	Supervised Solo	x-wind	GM 95275			1:00	30		
9-1	Piper	J-3	N21609	CA 65	stalls, 20's, emergencies,	1 leg	slips	GM 95275			30	30		
9-1	Piper	J-3	N21609	CA 65							30	30		
I HEREBY CERTIFY THAT THE FOREGOING ENTRIES ARE TRUE AND CORRECT.								TOTAL			7:00	3:30		
SIGNED								AMT. FORWARD			7:30			
								TOTAL TO DATE			14:20	3:30		

!st logbook

Smilin' Jack sez:
Put your Dancin' Shoes on
and set your heading for the
Chapter 866 Annual Winter Party!



January 20th, 2024
Indian River Preserve
and Golf Club
Mims, Florida
6:00 pm til 10:00 pm

Party starts at 6 pm with appetizers and cash bar.

Dancing and Music

Awards, Door Prizes and 50/50 Raffle throughout the evening.

Tickets are \$25 and include your 2024 Chapter Dues. Tickets will be available starting at the December Meeting and Breakfast

Questions?

Deborah Van Treuren, 386-689-2709 or

email: deborah_v@cfl.rr.com

Chapter Officers

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Merry Christmas!!!

Chapter Breakfast
Sat. Dec. 2nd, 2023 8:00 am

Dunn Airpark

Chapter Meeting
Weds. Dec 6th, 2023, 7:00 pm

Dunn Airpark, Bldg. 10

Titusville, Florida



***Dunn Airpark midnight movers getting bolder relocating furniture in
broad daylight!***