

EAA Smilin 'Jack chapter 866 Newsletter



Chapter member Willie Dornas' new (to him) RV 6A landed after being flown to Dunn Airpark, Titusville, from Miami

August Meeting Report from EAA 866 President: Ott Thiele



Summer has definitely arrived with the challenges of hot weather and daily thunderstorms/ rain. Florida sure beats Ohio for flying weather since most of Ohio appears overcast for the entire year. I've been flying my Gyroplane N777TE in restricted airspace R2934 so much that when I call NASA Tower (KTTS), they respond with "cleared to transition to Playalinda Beach". They sometimes ask how the turtles offshore are doing. I saw about 200 turtles off shore waiting to get on the beach to lay eggs at night. I'm thinking on mounting a GoPro Camera underneath my Gyro plane.

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

Mario Jimenez flew his Piper PA-28-180 to Oshkosh.

Debbie & Richard VanTreuren and Bob & Kathy Anderson also went to Oshkosh.

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

Please come the Wednesday, August 2nd 7-8PM meeting and the Saturday, August 5th 8-10AM Breakfast.

Wednesday night Speaker is: Louis DePaemelaere (Air Traffic Controller for KTIX). He's going to talk on the life and frustration of being an Air Traffic Controller. Please bring your questions on what we as pilots can do better to fly in his airspace. He is bringing his 16-year-old Son that wants information on flying/ talking with pilots. Maybe we can make him a pilot so he can talk and listen to his dad!

We will be having a 15 min Wings Credit topic on “Personal Minimums and Weather Cameras” after the Chapter meeting and Saturday Breakfast.

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

1. 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.

Ott

New RV6A on Dunn Airpark Airport!

Chapter member Willie Dorna has taken possession of the 6A and seems very excited about it, as he should be. This plane is powered by a Lycoming O360 (180hp) and is equipped with a constant speed propeller. The plane should have good takeoff performance and when he shifts to high gear the cruise should be excellent too! If it works like the POH says it does he'll be able to cruise around 180 mph!

Willie said that he'll be doing some work on it for a while. He and Bob Rychel and Carlos have been doing an intricate inspection prior to having Ben Charvet do and sign off on the Condition Inspection. They have found some issues and are addressing these in a very professional manner and speculate that it may be a month or so until she's ready to fly. Then a few dabs of paint on some of the parts like wheel pants and around the wind screen and maybe a little buffing on the aluminum, I guess. Then 4Whiskey Papa will be getting an aerial workout or two!

SO MANY THANKS TO SO MANY BY ONE.....

Growing up, I cannot remember a time when there wasn't an airplane in our backyard. My father was always either building one or working on another. The thing is that I never owned one, until now. Late last year, Carlos took me for a ride on his RV8 then we flew to several breakfasts and that got me to start searching for an airplane of my own. With Carlo's help (a lot of help), I found an RV6-A. To my delight, I also found so many friends. The other day, as several of us were working on the RV's Condition Inspection, Ott asked me to write a few lines about the terrific group of people that make the aviation community here at Dunn Airpark. Great idea Ott, this is my opportunity to sincerely thank my dear friend Carlos, Larry and Loretta, Tom, Ben, Mario, Jim, Mark and Bob Rychel who spent so many hours working on the airplane. To all of you,



THANK YOU

THANK YOU
Willie Dorna

THANK YOU



**Bob Rychel the expert! Background:
Crew chief F4 Phantom Viet Nam war
Technician Space Shuttle + Built 4 airplanes!**





Richard VanTreuren

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

The July EAA Chapter 866 meeting of 2023 was held on July 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. Deborah had spent much of the day preparing the raw materials for the Chapter's July 4th dinner, which preceded the meeting and was recognized for her efforts.

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

President Ottmar Thiele thanked VP Fauver for cooking the dogs and burgers, basis for the lavish dinner enjoyed by all. All who participated got a round of applause.

Visitors and prospective members introduced themselves.

Ben Charvet showed the fuel tank he had created and finished earlier that day. Other members made progress reports on their aircraft.

Kathy Anderson gave a presentation on some helpful tool hints, including a new tire bead-breaker tool.

For Wings credit, Joe Schmalz made a presentation dealing with remembering to first fly the airplane.

The meeting adjourned about 8:30 for coffee and desert.
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RP = Right Traffic pattern

Paper sectional and TAC charts, I love them! You can lay them out on the table and draw lines and make notes on them when you're flying out somewhere and when you're finished you can fold them down to a size that is usable to you in the airplane. I still subscribe to paper charts, three at a time, Jax. sectionals and the Orlando/Tampa Terminal Area Chart. And sometimes I fold them so I can use them while flying even though we have this whiz bang GPS magic box that illustrates the sectionals in a moving map form with a course line to follow once you tell it where the fly-in restaurant or airport pancake breakfast is that you want to fly to, and it gives you about all the information you need for your flight! It even gives you traffic if you have an ADSb receiver device and Wi Fi!

Gotta shorten this long story a bit.

Because we're supposed to look up all information about the airports we're flying to I'm still "old school" and I get the old Airport Facility Directory out! No, not really because I've not seen a F/D in many years. All of that information is now in the Chart Supplement. I've never seen one of these but, the information I need is in the

airport information section on the iFly device! I don't want to show up at an airport and do a left hand pattern to a runway that uses a right hand pattern. That heats up the old CTAF when you do that! I really like it, having all of that touch screen information at my finger tips and it works real well while sitting in my Lazy Boy chair at home but, when flying I'm afraid to touch that screen! Why? Because as soon as I touch it the screen changes to another country and the magenta line goes away! The airplane is bumping around in the sky and when I touch the screen while hitting that little bump I don't hit what I'm aiming at on the screen! Then I have to get back to the Nav screen somehow while the plane wants to head off and dive into some restricted airspace!

Now that I've said all that, I just found out that the new sectional charts have a notation on them where the airport info is and if there is a right hand pattern at the airport it's noted. I guess the point of all of this is, if you didn't do your homework about the traffic patterns at the airport you're going to you can zoom in on the sectional chart on the Whiz bang and look at the airport information that is printed on the chart and look for **RP**, **this means the runway noted has a Right Pattern.** It's easy to find on my paper chart!

You (I) might not have the nerve to touch that GPS screen especially if I'm getting close to the airport! Gotta watch for those scary red triangles on ADS (b) screen too. (a little distracting)

See below

Note: From the VFR Sectional Chart, a non-towered airport will indicate a right-traffic pattern with "RP" in the airport information on the sectional, which indicates that a right-traffic pattern is used at this airport. Runways requiring the use of the right pattern are listed after the RP. An example would be RP 23, 28, meaning that a right pattern is in use on those Runways (see Figure 1, Sample VFR Sectional Chart With RP 23, 28 below). If an RP is not noted, it is assumed that the traffic pattern is a left pattern.



I had to send Whiz Bang back to iFLY for repair and I might be using my paper charts till I get that back!

Larry

Newsletter editor

Tango

Our C172A is behaving like a lady and as long as you fly her like you're dancing with her, you know, with gentle handling and a little fancy footwork she makes you look good! Made a few flights in July, Loretta and I flew to a couple of restaurants and I made a couple of flights with a chapter member and twice just for gas.

One of our flights was to Deland with 9 Arthur Dunn residents and 2 TIX folks, total of 6 planes. Loretta flew back to Dunn with Tom Charlton and they had a nice trip. Tom actually let her reach out of the door of the J3 Cub and touch a cloud! Toms wife Melody flew back with me. I didn't have a headset that she could use so we couldn't say much to each other so, she napped! That made me feel good about her comfort level of flying with me. Pictures below.



Our crew walking in from the flight line to have breakfast at The Perfect Spot restaurant on the Deland Airport



Tom and Loretta in Toms' J3, DED – X21 express



Yellow Bird, Yellow Bird, open the hangar door.
Then we're off, off to explore.

Yellow Bird, Yellow Bird, where should we fly?
Likely anywhere, let's head for the sky.

Yellow Bird, Yellow Bird, shall we fly north?
Hmm . . . I suspect not conducive to warmth.

Yellow Bird, Yellow Bird, let's go another way.
Perhaps go south, visit friends today?

Yellow Bird, Yellow Bird, east or west?
Now that I ponder, yes that's the best.

Yellow Bird, Yellow Bird, we're off to explore.
So many choices, places galore.

Yellow Bird, Yellow Bird, I haven't a clue.
Takeoffs and landings, always fun to do!

Yellow Bird, Yellow Bird, fast or slow?
Doesn't really matter the speed that we go.

Yellow Bird, Yellow Bird, what to do!
Maybe fly circles, just enjoy the view?

Yellow Bird, Yellow Bird, Looking down at the people!
We'll fly so low . . . is that illegal?

Yellow Bird, Yellow Bird, let's do something new.
We could do loops n rolls . . . until I spew.

Yellow Bird, Yellow Bird, How high should we climb?
Just keep going till we run out'a time.

Yellow Bird, Yellow Bird, we're up so high!
My nose turned blue, I cannot lie.

Yellow Bird, Yellow Bird, are we there yet?
Time to go home. The sun will soon set.

Yellow Bird, Yellow Bird, get'n low on gas!
Perhaps it's time to land on the grass?

Yellow Bird, Yellow Bird, until next time,
Back in the hangar . . . tip a glass of wine.

Yellow Bird, Yellow Bird, tomorrow is good weather.
Then we'll play some more. We'll play together.

*Thomas E. Charlton
And his Piper J-3 Cub
July 12, 2023*

Nice poem written by Chpt mbr Tom Charlton



Loretta gets a ride with Ben in his wonderful Pietenpol



Adam and Brads' Newly painted Cardinal just arrived back to Dunn

Surely you've heard that changes are in the wind about Sport Pilot & LSA
Below is a breakdown of this proposal

**Curious about what the MOSAIC Notice of Proposed Rulemaking
would change for sport pilots and light sport aircraft?**

Learn more from these charts:

Sport Pilot		
	Current	MOSAIC (July 2023 NPRM)
Aircraft privileges	Airplanes, gliders, lighter-than-air (LTA), powered-parachutes (PP), weight-shift control (WSC), kit-built, gyroplanes	Airplanes, gliders, LTA, PP, WSC, gyroplanes Some helicopters and other types with simplified flight controls
Max seats	2 (2 occupants)	4 (2 occupants)
Weight	1,320 lbs (land)/1,430 lbs (sea)	N/A (around 3,000 lbs based on other parameters)
Max stall speed clean (V_{s1})	45 knots	54 knots for airplanes, 45 knots for other types if applicable
Max airspeed level flight (V_h)	120 knots	250 knots
Powerplant	Single reciprocating engine	N/A (for airplanes, only single engine rating available)
Propeller	Fixed or ground-adjustable	Fixed, ground-adjustable, automated, or manually controllable-pitch with endorsement
Landing gear	Fixed (except glider/water)	Fixed, or retractable with endorsement
Pilot endorsements	N/A	Manually controllable-pitch prop, retractable gear, complex, night
Medical	State-issued driver's license, most recent medical not denied/suspended/revoked/SI withdrawn	State-issued driver's license, most recent medical not denied/suspended/revoked/SI withdrawn, current FAA medical certificate or BasicMed required for night only
Limitations	Day VFR at or below 10,000 MSL	Day or Night VFR at or below 10,000 MSL (night requires endorsement and a current FAA medical or BasicMed)

Light-Sport Aircraft		
	Current	MOSAIC (July 2023 NPRM)
Aircraft class	Airplanes, gliders, LTA, PP, WSC, kit-built	Any
Max seats	2	4 seats for airplanes, 2 seats for other types
Max weight	1,320 lbs for land-based, 1,430 lbs for amphibious	N/A (around 3,000 lbs based on other parameters)
Max stall speed clean (V_{s1})	45 knots	54 knots for airplanes, 45 knots for other types if applicable
Max airspeed level flight (V_h)	120 knots	250 knots
Powerplant	Single reciprocating engine	Any
Propeller	Fixed	Any
Landing gear	Fixed (except glider/water)	Fixed or retractable
Commercial activities	Flight training	Flight training, aerial work
Alterations	All alterations approved by manufacturer or person approved by FAA	Minor alterations allowed without authorization from the manufacturer or person approved by the FAA

Chapter Meeting
7:00 PM Bldg. 10
Weds. Aug 2, 2023-07-29
Dunn Airpark (X21)
480 N. Williams Ave
Titusville, Fl

Chapter Monthly Breakfast
8:00 AM Bldg. 10
Dunn Airpark (X21)
480 N. Williams Ave
Titusville, Fl