

# EAA Smilin 'Jack Chapter 866 newsletter



Dunn Airpark (X21) Sunrise



## *March Meeting Report from EAA 866 President: Ott Thiele*

February has been very busy with unpacking from Ohio (this will probably go on for the rest of the year). My new Gyroplane arrived from Italy this last Saturday. I'm leaving for Jack Edwards Airport near Gulf Shores Alabama to fly off the 40 Hours and deliver my old Gyroplane to Lightning Aviation in Foley Alabama. The Gyroplane transport trailer appears to work great. Our Vice President Chris Fauver will preside over the March 1<sup>st</sup> meeting.



Figure 1: My old bird going to Alabama

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

**IT was a cold and windy day for the February Fly-in Breakfast. We had 10 airplanes and one helicopter. However, we still had 124 diners.**

**Thanks to all the volunteers that participated in re-sealing the Building #10 Roof. Many thanks to Bob Rychel who headed up this project.**

**Please Come to the March 1<sup>st</sup> 2023 EAA 866 meeting and/ or the March 4<sup>th</sup> breakfast**  
**We will be having a 15 min FAA Wings credit topic on ??? after the Chapter meeting and the Pancake Breakfast.**

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

**Still working on these items for 2023:**

- 1. Benefits of using oxygen when flying.**
- 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. Richard Van Treuren is working on a spreadsheet of Chapter Members. When it is most complete Don White has volunteered to make it into a Chapter data base that the members can share information easier and keep private what each member does not want to share (like Top Secret and Confidential Documents).**

4. **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**

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### **Minutes of the February 1, 2023 Meeting of EAA Chapter 866 Inc.**

**The first EAA Chapter 866 meeting of 2023 was held on February 1 at 7:00 PM at the regular meeting location, 480 N Williams Ave, in Titusville, Florida.**

**New Chapter President Ottmar Thiele presided over the meeting.**

**Chris Fauver, new 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.**

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

**Visitor Glen Lane introduced himself.**

**Plans for the upcoming breakfast were discussed. Two members will have to leave early to attend the funeral service for Roosevelt Jackson, Sr. at 10 am that morning.**

**Bob Rychel asked for volunteers for the recoating of the roof project.**

**Kathy Anderson explained some plans for a Chapter flying trip tentatively for April.**

**A short video on landing technique was presented.**

**The meeting adjourned about 8:30m for coffee and refreshments.**



Chapter volunteers work on roof coating project supervised by Bob Rychel  
Picture by Les Boatright

Note: Looks like Skydive was dropping in to help



Work in progress – good crew, approaching halfway mark

Picture by Carlos Rosaly

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### **GRAVESIDE SERVICE FOR VINCE GRASSO**

Friday  
March 24, 2023  
9:00 AM  
Cape Canaveral National Cemetery  
5525 U.S Highway 1  
Mims, FL 32754

#### **Vince Grasso**

There may be one or two EAA Chapter 866 / Dunn Airpark folks who remember Vince. Vince had moved away and had recently returned I was told. He was seriously injured and later died after hitting a tree in his single seat aircraft near the Blue Ridge Airport in Oak Hill a few weeks ago. I met Vince when they were holding picnics once a year at Blue Ridge Airport. He was a nice person and showed up at Dunn at times always in an airplane that was unique and unusual!.....*Larry*

**Hangar discussion:**

In our hangar the other day a question came up about V speeds. The question; what is the difference between VA and VO of an airplane. Sort of put me on the spot, mostly because I'd never heard of VO. All of this came up because lately the wind at our cruising altitudes has been quite rough and the ride kinda bumpy.

I tried looking up the abbreviations definitions about this and found nothing about VO in my 2022 FAR/AIM book. In searching I found this article below. According to that person who asked the question there is a V speed called VO in his POH for his RV12. The POH indicated that the VA and VO are the same speed! ????.Larry

In [Advisory Circular 23-19A](#), an airframe guide for certification of Part 23 aircraft, the FAA confirms:

“VA should not be interpreted as a speed that would permit the pilot unrestricted flight-control movement without exceeding airplane structural limits, nor should it be interpreted as a gust penetration speed. Only if  $VA = V_s \sqrt{n}$  will the airplane stall in a nose-up pitching maneuver at, or near, limit load factor. For airplanes where  $VA > V_s \sqrt{n}$ , the pilot would have to check the maneuver; otherwise the airplane would exceed the limit load factor.”

It further goes on to explain,

“Amendment 23-45 added the operating maneuvering speed, VO, in § 23.1507. VO is established not greater than  $V_s \sqrt{n}$ , and it is a speed where the airplane will stall in a nose-up pitching maneuver before exceeding the airplane structural limits.”

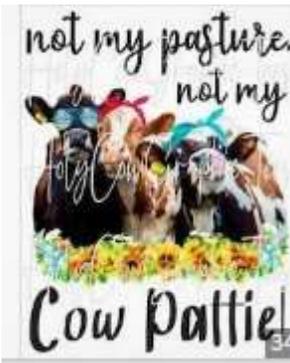
What this means for us is that for Part 23 aircraft, the understanding we had of Va is actually is that for Part 23 aircraft, the understanding we had of Va is actually a more accurate description of Vo.

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VA (design maneuvering speed) is related to what can happen to the airframe from within the airplane done by the pilot. VNO (max structural cruising speed) is related to what can happen to the airframe when exposed to external forces.

“The design maneuvering speed ( V A) is the speed below which you can move a single flight control, one time, to its full deflection, for one axis of airplane rotation only (pitch, roll or yaw), in smooth air, without risk of damage to the airplane.”

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## *Meadow Muffins*

*By Tom Charlton*

Several years ago on a Saturday morning 04/07/2018. T'was the local EAA chapter 180 Spring BBQ / fly-in at the nearby Manatee Airport (48X). Some low clouds and kind'a windy (gusting 25 knots). I could've driven but was determined to attend via airplane. It's only a short, fun thirty minute flight. Drag the Piper Cub out of the hangar and do a quick preflight inspection. Engine starts up nice and easy like always and I climb in and taxi out to the north end of our cow pasture runway. After getting the engine warmed up and checked and everything's set and working I start to taxi into position on the runway. The lady that owns our airport (67FL) keeps several cows in an adjacent pasture. Greener grass! The cows are persistent and have got nothing better to think about then how to get to the greener grass on the airport runway.

The Cub has big fat low pressure balloon tires. The tire on my right side rolls right over/through a fresh one. We're talk'n fresh, un-baked, Meadow Muffin. It looked like half of it remained stuck to one side of the tire. Now . . . I knew that if I commenced the takeoff roll right then there'd be Meadow Muffin batter slung all over the underside of my right wing. I decided to slowly taxi around in tight circles in the grass while holding the right wheel brake intermittently. Only took about five tight spins and things didn't look too bad. Only a minor amount of muffin slingage. Wish I'd thought to take a picture but likely your imagination will serve you well here. If your Piper cub has never been anointed with "mist-of-the-muffin" then you need to get out and fly some more.

*Thomas Charlton, Moo!*

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The airplane has unveiled for us the true face of the earth.  
Antoine de Saint-Exupéry, "Wind, Sand, and Stars," 1939.

## *This Month's Flying*

February was fun with Tango, our C172A. Made flights to Deland, Valkaria, Massey Ranch and TIX a couple of times. These rides were mostly in rough air with a few strong X wind landings and takeoffs which is typical of Feb. March and April here. Had rides with Loretta, Tom Charlton and Bob Rychel. Tom and I did some steep turns, slow flight, stalls with and without power, and a couple of landings just for the fun of it. Tom handles Tango well! .....Larry

## *Sport Aviation Magazine*

This magazine shows up at our house every month and within 2 or 3 days I have read it mostly cover to cover. I especially like the Commentary by Steve Krog in "The Classic Instructor". This month his article is entitled WHERE DOES A GOOD LANDING BEGIN? If you're an active pilot I hope you read this one. He gives 10 steps to landing your airplane. After a couple of thousand landings sometimes we

like to think we have it all figured out, I read about stuff that I'm going to try out from reading this article.

There is something for everyone in this magazine, articles about piloting, homebuilding airplanes, mechanicking (not a real word) and information about new stuff (advertising). There's a story about a man who is building a replica 1/2 scale B29! He's using Honda auto engines to power it too! I like this EAA Magazine!.....Larry

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Member Ben Charvet has taken and passed his AI written exam. He said there were some really tough questions in this test.

Congratulate Ben when you see him

*Special thank you to Tom Charlton for his submission about his pasture flying. I think he told me there's still evidence of this event on the bottom of the wings of the Cub!*

***Chapter Monthly Meeting***

***Weds. March 1, 2023, 7PM***

***Building 10***

***Dunn Airpark, Titusville, Florida***

***Chapter Monthly Breakfast***

***Sat. March 4, 2023, 8 AM***

***Building 10***

***Dunn Airpark, Titusville, Florida***