



Tradewinds (3FD6) Also popularly known as Jack Russell's airport, Scottsmoor, FL



*Hello to all EAA Chapter Members and Friends,*

Thanks to all who worked (and to our faithful eaters) at the “complementary” breakfast on December 4<sup>th</sup>. It was a perfect day in so many ways and we appreciate the generous donations that were given – there was as much income as we usually take in on normal monthly breakfast event.

As we move into the new year, I must (unfortunately) remind everybody that the price of the breakfast will jump up to \$10 per person. The price of bacon, sausage, eggs, fruit – really every item – has risen to the point that we are forced to do this to make any profit from this monthly event. Our breakfast will be a great way to start off the new year - Saturday January 1<sup>st</sup> – the first day of 2022.

Our meeting in January – Wednesday January 5<sup>th</sup>, will feature your stories on in flight problems, other than engine related emergencies, and annual inspection issues that you have encountered. Please call, text or email me if you would like to present anything to the membership along these lines. Photos or show and tell objects are

highly encouraged. Sharing your stories will benefit everybody else and give us something to look out for - to make us all safer. We will also have an airspace quiz and a bag of tricks item.

Tickets will be available for the Winter Party at the Indian River Preserve (Golf Course Country Club) in Mims on Saturday January 29<sup>th</sup>. Remember, annual dues are \$25, and this also covers your banquet cost – such a deal!!

I hope to have a movie and food event in January – maybe preceded by flying fun. Details to follow.



*This month's member spotlight is on: Mario Jimenez*

Mario was born in Santo Domingo in the Dominican Republic and lived there until he was twelve. At that time, his family moved to Puerto Rico for better job opportunities. By the time he had advanced to high school, he had developed an interest in aviation and started building and flying model airplanes, which soon triggered a desire to learn to fly. He started flying Cessnas and completed the training flying American Yankees.

After his high school graduation, he spent two years in A&P school before he went on to college. He earned his private pilot license, joined the Civil Air Patrol, and gave orientation flights to new cadets. Next, he joined the Puerto Rico Air National Guard. He was in the ROTC program in college so, upon graduation, he received his commission in the Air Force.

He began his Air Force career going to pilot training –even though he had already earned his license – but after a while he decided not to pursue a professional pilot career. His next Air Force assignment was in communications-electronics.

After a few years in comm-electronics, the Air Force decided he needed a “career broadening” experience, so he was sent to Air Weapons Controller School, where he learned to conduct ground-controlled air-to-air intercepts directing fighter aircraft. In this capacity, he ended up being assigned to Keflavik, Iceland, where he served as a Command Post controller. Following this assignment, he returned to Panama City, FL where he served as Chief, Range Safety Operations for the Weapons Evaluations Group based at Tyndall AFB.

Some of the other places he was stationed were Mississippi, Oklahoma, Washington DC, and Hawaii. While in the islands, Mario earned his commercial glider rating. Hawaii is where he met his lovely wife, Marcia. He knew this was going to be a great relationship when, on their first date, she accompanied him on a glider ride – they both enjoyed it!



**This shared joy for flying has not stopped over the years and Marcia generally accompanies him on cross-country trips, short hops to enjoy the proverbial \$100 burger, or high above the clouds on a hot air balloon.**

**During his assignment in Oklahoma, he began construction of his beautiful “plans built” Bushby Mustang 2. It took him six years to complete the plane and a few years later – after he returned to Hawaii – he had the Mustang shipped there. He spent time enjoying flying the Hawaiian Islands.**



**One of his most memorable flying experiences was flying to Sao Paulo, Brazil to pick up and ferry an Aeromot Ximango motorglider, which he managed to see come off the assembly line. He was quickly at the controls following the company’s test pilot acceptance flight. The flight over the Amazon jungle and later the Caribbean Sea was amazing!**



Later, Marcia was transferred to Washington, DC and was stationed at the Pentagon. While there, Mario was assigned to work with the FAA as a frequency spectrum officer. He was actually an Air Force officer, in an exchange duty to the Department of Transportation. He managed to work “out of uniform” for the FAA for the last four years of his military career.

While stationed at Tyndall AFB, knowing that military life would not last forever, he realized that Florida was a place he would probably like to settle in the future. Marcia and Mario have two daughters: one lives in Oviedo, the other in South Carolina, and they have three grandchildren.

When it was time to re-enter civilian life, they evaluated where they wanted to live, and decided on Central Florida. At retirement time from the Air Force, the FAA offered him a job in frequency management, that he could work remotely – which he did until he (almost fully) retired two years ago.

In their travels, they had lived on an airpark – and even though it was convenient for a pilot, the politics of the airport administration caused him to look elsewhere for a home. In 2007, they settled down in Mims. He thought this the perfect location for them. They had enough property to have breathing room and since they have a boat, airplanes and a shooting range all nearby – it was a great choice for them.

Mario – multi-talented and always ready to help – what a great guy to have in our chapter!!

---



### *Tango*

Finally we are starting to use this Cessna for what we bought it for -- going places! On Dec 2<sup>nd</sup> the Old Fellas weekly get together was held at Winter Haven and we flew her there and had a nice flight. It might be a while till totally comfortable after having made an emergency landing and then making a precautionary landing on the next flight after repairs to the engine with Tango and now I’m finally getting there, I think.....

The Dunn flyout on this day consisted of 7 aircraft heading off in the same direction, Winter Haven. The other six planes were Bob Rychel with the 650 Zenith, Ben Charvet with the Sonex, Mario Jiminez with Cherokee 180, Carlos Rosaly with the RV8 – Tom Charlton and the J3 – Kathy Anderson and her S21 Rans. A fun trip with communications with each other on an air to air frequency on the radio. What a fun trip! When we arrived there were many planes in the pattern but it was an easy task to find a way to safely work your way into the fray! Great day!



**L-R Bob Rychel, Loretta and Larry Gilbert, Ben Charvet, Mario and Marsha Jiminez, Carlos Rosaly and Tom Charlton (motley lookin bunch)**

**Missing – Bob and Kathy Anderson and Melody Charlton (don't know where they went when time for picture)**

**Carlos said he has a new GPS on order, this one tells you how to get where you want to go and also why you're going there!**

.....

**The December EAA Chapter 866 meeting was held on the 1st at the regular meeting location, 480 N Williams Ave, in Titusville, Florida.**

**Chapter President Kathy Anderson presided over the meeting, which she opened at 7:00 PM with the recitation of the Pledge of Allegiance.**

**Ben Charvet, Chapter Vice-president, Herman Nagel, Chapter Treasurer, and Richard Van Treuren, Chapter Secretary, were in attendance, along with about 25 chapter members.**

**A video of Bob Rychel's first flight in the red Panther was re-presented.**

**Justin Hoffman of the Airport Authority addressed the assembly with happenings about the county. A new AWOSS will be installed. A new Director has taken office. A discussion concerning the possibility of getting a self-service fuel facility generated much interest.**

**The existing slate of officers agreed to serve another term. The assembly unanimously voted to reelect them for 2022.**

**A presentation was made concerning the danger of allowing an airplane engine to just sit or to run it for short periods, not allowing warmup.**

**Plans were made for members to join in on the "old friends" fly-in gathering for the following day.**

President Anderson made a presentation on the workings of I-Fly, then followed up with a video about her and Bob's Cessna trip out west using I-fly.

Meeting adjourned about 8 pm for pie and coffee.

Meeting Minutes were assembled & submitted by Chapter Secretary, Richard Van Treuren.

---

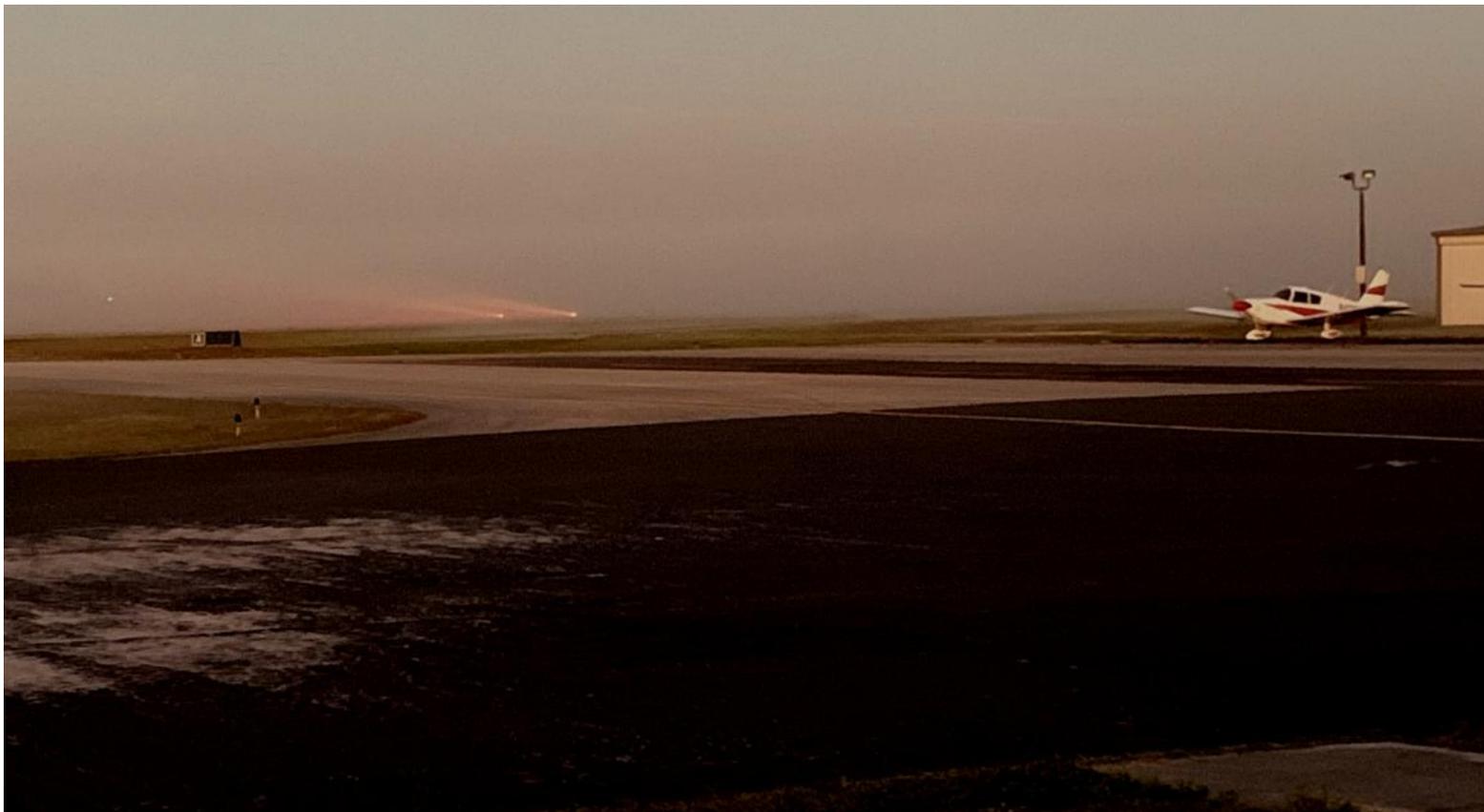
### *TICO Representative at Chapter Meeting*



It was good to have Justin Hopman representing the airport authority at or December meeting, He spoke for a few minutes explaining some things that are happening around the three airports that they administrate. Space Coast Regional is getting rwy 9/27 repaved and that runway will be closed for an indefinite amount of time. Our special airport now has a functional PAPI on runway 33, it had to be replaced due to am impact by a powered parachute flyin machine some time ago.

Our AWOS is scheduled for updated equipment soon but, the BIG NEWS is that the authority is looking into taking over the fuel sales at our airport and will likely include new fuel tanks and self serve 100LL for us with competitive pricing! That might put us on the map – think about it a competitive price posted on the iFly might bring more traffic to Dunn and the profits from the fuel business might help to keep hangar pricing reasonable! I don't know about you but I like it when they keep communication lines between us and them open.

Larry



New PAPI installed and functional rwy 33 at Dunn

**HAPPY NEW YEAR!!!**



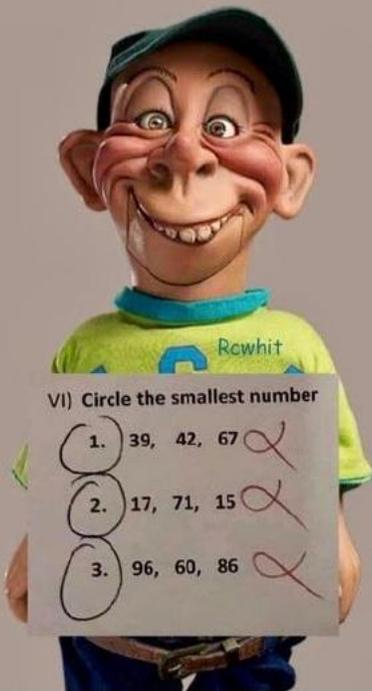
### *Reflection of 2021*

As I reflect back on last year I think of things that I'm grateful for. One of those that came to mind was a landing that was unplanned and necessary, Jack Russell's airport was just in the right spot for Bob Rychel and I to put Tango down safely back in July. I'm grateful for that place!



From 1,000' at the red X we were able to land on that strip

I still think I got it right  
and the teacher's wrong.



.....Larry

## Chapter Officers

<b>President</b>	<b>Kathy Anderson</b>	<b>321-795-8810</b>	<b>N73ka@earthlink.net</b>
<b>Vice President</b>	<b>Ben Charvet</b>	<b>321 961 5117</b>	<b>bencharvet@gmail.com</b>
<b>Treasurer</b>	<b>Herman Nagel</b>	<b>407 568 8980</b>	<b>bhnagel@earthlink.net</b>
<b>Secretary</b>	<b>Richard Van Treuren</b>	<b>386 689 9914</b>	<b>rgvant@juno.com</b>
<b>Newsletter Editor</b>	<b>Larry Gilbert</b>	<b>321 747 8576</b>	<b>larryglbrt@gmail.com</b>

**Monthly Breakfast**  
**Sat. Jan. 1, 8:00 am**  
**Bldg. 10**

**480 N. Williams Ave.**  
**Dunn Airpark (X21)**  
**Titusville, FL 32796**

**Chapter Meeting**  
**Weds., Jan. 5, 1, 7:00 pm**  
**Bldg. 10 Meeting Room**  
**, 480 N. Williams Ave.**  
**Dunn Airpark (X21)**  
**Titusville, FL 32796**

**Annual Winter Party**  
**Sat. Jan. 29**  
**Indian River Preserve**  
**Mims FL**

