

## EAA Smilin 'Jack Chapter 866



Chapter member Willie Dorna birthday ride with daughter in Willie's RV6A

### October Meeting Report from EAA 866 President: Ott Thiele



, I'm back from the cooler North (Ohio) for the next couple of weeks. I have to go back to Ohio middle of October to complete my last major engineering project before retirement from Ohio. I almost have 100 hrs. on my new Gyroplane and it will be due for inspection soon. I will probably be in Ohio probably mid-October to mid-November. Vice President Chris Fauver will be taking over while I'm gone. His Email is [cfauver10@gmail.com](mailto:cfauver10@gmail.com) and his Phone # is (909) 573-6030.

I like to fly in Caple Canaveral Restricted Air Space R-2934 because hardly anyone flies there. Directly in front of the compass reflection in the below photo is the Experimental Laser Test Facility. Don't worry they have radar to identify friendly aircraft. Maybe you need ADSB out so you don't become an "Unidentified Frying Object".



*Figure 1: flying north of Port Canaveral above the Banana River*

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

Several 866 members met with Titusville Airport Authority to work on X21 (Arthur Dunn) 20- year master plan of improvements. Several Items are being kicked around such as:

1. Self-Serve fuel farm
2. Better restrooms and possibly an FBO Building/ Pilots Lounge.
3. More Hangars.

Funding appears to be based on data from Flight Aware and similar programs that track ADSB out aircraft and Mode C transponders. They are looking at the airport activity (number of takeoff and landings). What's missing is data on the Ultra- Light, LT Sport, and other aircraft that do not have a Transponder (Aircraft without an electrical system).

If you know anyone who has an aircraft without an electrical system that is hangered 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](mailto:odthiele@ieee.org)

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

**Please come the Wednesday, October 4<sup>th</sup> 7-8PM meeting and the Saturday, October 7<sup>th</sup> 8-10AM Pancake Breakfast.**

Unless someone comes up with a better presentation, I will be doing a short summary on how to identify bad weather (since I have flown in plenty bad weather by mistake or by design).

**We will be having a 15 min Wings Credit topic on "?????" after the Chapter meeting and Saturday Breakfast.**

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*

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## September Breakfast

Beautiful day for our Sept. Breakfast on sept. 2<sup>nd</sup>! Herman reported that there were 115 eaters and 22 aircraft that showed up. There was a change in the pancake crew that day, the chef – Tom Charlton assisted by the mixmaster Bob Rychel (batter whipper upper). Tom made the biggest pancake we ever saw on his first try. It measured 40 x 36 inches and used the whole 1<sup>st</sup> batch of pancake batter! If he had been properly checked out on the batter dispenser, that would not have happened, he said. After that he settled down and made the traditional 4” size.

*The Editor*



Batter mixer Bob



Pancake Chef Tom



Member Brent Hippert upon arrival at his destination on an island off the coast of Nova Scotia found this feather sticking out of the wing of his Bonanza. Further investigation revealed that he was attacked by a seagull. Evidence revealed that the gull is out of commission now! Brent said that he had no idea that happened until he spotted the feather.

At our Sept. chapter meeting Brent told a story about punching out of a TA4 jet in Texas.



It seems that he and another instructor were doing maneuvers in the plane one day and from the way I remember the story it seems that they were doing something like gliding down to a runway from an altitude of 10,000'. They had done this a couple of times and were trying it once more. This time after doing the approach when the powered up to go back up, the engine quit making power and because they were so low they had no choice but to punch out and let the plane crash into a clear area off the end of the runway. Brent said while he was riding the parachute down and he saw the crash and was relieved to see that the ball of fire occurred because it meant that they hadn't run out of fuel! As it turned out both pilots were OK and the plane had quit because of a fuel pump had been installed backwards.

*Larry*

Nsltr Editor

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### *John Godke and his Stinson*

**John Godke**  
Aug 26, 2023 at 11:42 AM

**Morning flight 08/26/2023**

From: X21 To: X21  
Dist: 11,448.4 sm Duration: 01:00:43

0 likes 0 comments Private

Map Data Photos Analysis Comments

The map shows a flight path starting from Houston, Texas, crossing the North Atlantic Ocean, and ending on the West African coast near Lagos. Key cities labeled include Washington, Dallas, Houston, Mexico City, Caracas, Bogota, Kinshasa, Luanda, Lagos, Nairobi, and Cairo.

, if you want to include the following screen shot of my flight the other day then here's a little info that you may want to include:

I knew the Stinson had a great range and, a decent speed but, until I pulled up my flight from X21 to the beach and then up and down the the St. John's River on my EFB, I never realized it was capable of a 11,448,4 mile

journey. Thank goodness that tanker was crashing off of the South of Africa else I'd had been treading water when she ran out of gas. Not sure why it ran out of gas after only about 30 minutes but I'll trade the fuel burn for that speed and distance any day! They happened to have some unleaded on board, filled me up and turned windward for my departure back to X21.

LOL, guess ADS-B was having a bad day, unlike me who had a thoroughly wonderful time flying around north Brevard in the Stinson!

*John Godke*

*I thought there might be a pot of gold in there, opened the hangar .....nope!*



Most of C866 members know that Loretta fell and broke her hip in August. She is doing well with a new titanium



hip assembly and is back on her feet now. The goal is for us to start dancing again soon and it looks like that will happen! Also, soon she'll be able to hop in and out of "Tango" our C172 and we'll be

flying off to breakfasts again. She is thankful that Bob stepped up and whipped up the pancake batter for our Sept. Breakfast. It won't be long until she'll be doing that job again too!

She appreciated the card that was sent to her, signed by the members attending our September chapter meeting.

*Larry*

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Chapter Officers

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## Chapter Meeting

Weds. Oct. 4, 2023, 7pm

Bldg. 10, Dunn Airpark, Titusville, Fl

## Monthly Breakfast

Sat. Oct. 7, 2023, 8 am

Bldg. 10 Dunn Airpark, Titusville, Fl

## Winter Party

Jan. 28, 2024 at Indian River Preserve

More details in next month's newsletter

