

# *EAA Smilin 'Jack Newsletter*

## *February 2024*



Sunrise landing rwy 33 Dunn (x21) Titusville, Fl

### **February 2024 Meeting Report from EAA 866 President: Ott Thiele**



Well, Arthur Dunn is finally getting a new AWOS. We are first on the list, with TICO and Merritt Island following our install. They are anticipating 3 weeks install time and approval time by the FAA. Maybe the wind directions and velocity will match the wind sock! Please be advised there are Survey Markers (two black sticks with Red survey tape forming an "X" in a number of locations all over the airport. The weather station has to be 500' from any tall obstructions. I think these markers will have to remain until the airport authority gets approval for the AWOS Installation.



Figure 1: Aerial view of the AWOS Installation



Figure 2: Pouring concrete for the base of the 33' Weather Station Tower

Continuing to work with the Titusville Airport Authority to work on X21 (Arthur Dunn) 20- year master plan of improvements.

1. Self-Serve fuel farm with associated restrooms and possibly an FBO Building/ Pilots Lounge.
  2. More Hangars.
    - a. Maybe once the old Weather station is gone, we will have an empty place for new hangers or a new Fuel Farm.

I'm in process of compiling a general report on aircraft that utilize Arthur Dunn and do not have an electrical system and/or ADSB out aircraft and Mode C transponders. The Titusville-Cocoa Airport Authority uses flight aware to determine the number of takeoffs and landings. I'm going to test short takeoffs and



landings at X21 to see if Flight Aware logs it. So far it looks as if Arthur Dunn may be having 4,900/yr. take offs and landings for 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 to our February 3<sup>rd</sup> 8-10AM Pancake Breakfast and bring your friends and neighbors.**

**Our Chapter meeting is Wednesday February 7<sup>th</sup> Chapter meeting to enjoy some pie, discuss flying & building issues with other EAA members.** Alberto will be showing some of their plane trip to the Caribbean.

I'm still trying to come up with a topic for the meeting- if anyone has suggestions, please contact me.

We will be having a 15 min Wings Credit topic after the Chapter meeting and Saturday Breakfast. The Topic is:

**February 2024: Preflight in a Box.** Emphasizes the best practices and benefits associated with Advanced Preflight Inspections and of Aircraft Accidents for First Responders.

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

Ott

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Minutes of the January 3, 2024 Meeting of EAA Chapter 866 Inc.

The first EAA Chapter 866 meeting of 2024 was held on January 3 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, 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 25, thereby establishing a voting quorum.

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

A report on the January 20th upcoming banquet was given by Chair Deborah Van Treuren.

A report on the Toys for Tots drive was given by Don White.

The meeting adjourned about 8:00 for coffee and pie.

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Story behind the pictures above: Most Chtp. 866 members remember long time member Ray Thomas who passed away 2 years ago. Ray was a retired Airline pilot who grew up in Michigan's Upper Peninsula in the 1930s on a farm. In those days it was common for a lot of homes to have what was called an outhouse instead of a toilet in a bathroom. In the outhouse that was on the farm where he lived there was, attached to the inside of the door, a poster pictured on the left. So, when Ray sat in the outhouse as a child this is what he saw! Ray told me this poster was inspiring to him and may have had some influence on his wanting to be a pilot someday. Somehow, late in his life he got that old poster, and I took a picture of it for him, and had it enlarged then he had it framed. When he passed, the picture was given to me, and it is on the wall in our hangar.

One day in our hangar at Dunn Airpark Jim Garrison showed up with a novelty called a Mova Globe. This is an interesting object because suspended in a clear acrylic sphere is a globe of our earth. The globe inside the sphere is always erect no matter how you turn it! Sort of like a gyro instrument in our airplanes. Even more fascinating is the fact that when exposed to light the globe rotates!

Mark Schiemi was in the hangar looking at this thing and the idea of this picture came to me, so I took this dreamy picture.

Does Mark look inspired?.....*Larry Gilbert*

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## *Night Flight in the Stinson*

By John Godke

When I bought N2721L in 2001, it came with Nav and landing lights but no rotating beacon nor anti-collision lights. A rotating beacon would have allowed flights at night due to the age of the aircraft and I investigated purchasing one numerous times but never went through with that idea. There were times over the years that I would be in the hangar at night and turn on the instrument lights, adjust the intensity with the rheostat and was impressed with the illumination. The panel has small bulbs mounted around each instrument in the structural

panel, which is covered by the external, decorative panel that's visible when seating in the aircraft. It makes for a beautiful panel at night, gauges and radios clearly readable. Beats the heck out of using a red flood light while flying like I did back in the old days of my night flight experiences. Anyway, I surely wanted for many years to get the Stinson airborne at night. Then, along came ADS-B requirements.

At a certain SunNfun, I discovered uAvionix with their SkyBeacon (ADS Out) and the SkySensor (ADS In) that went on each wingtip and sported an LED nav light and an anti-collision strobe. What a deal for me and the Stinson, two birds with one stone! I've had both working phenomenally for a few years but still never made that much desired night flight until my son, his wife, and about 5000 of their soon to be closest friends went sailing out of Port Canaveral on Dec 30, 2023. My plans were to video their departure around 1700 hrs and then fly back to Dunn and incrementally reintroduce myself into night flight. Perfect time of year, days are short.





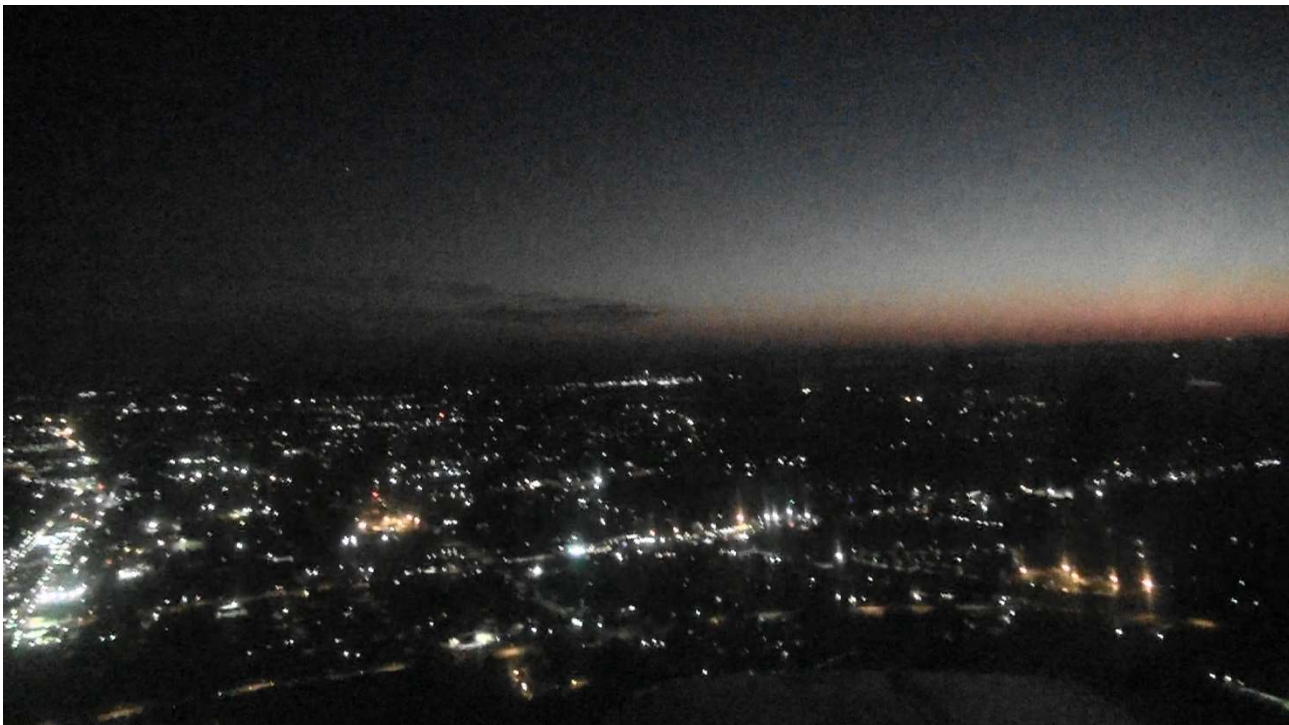
*Port Canaveral*

After my return and first landing back at X21, I sat in the Stinson (with the heat running) on the ground while the Earth rotated away from the sun. At twilight I took off to start adapting to the night flight.



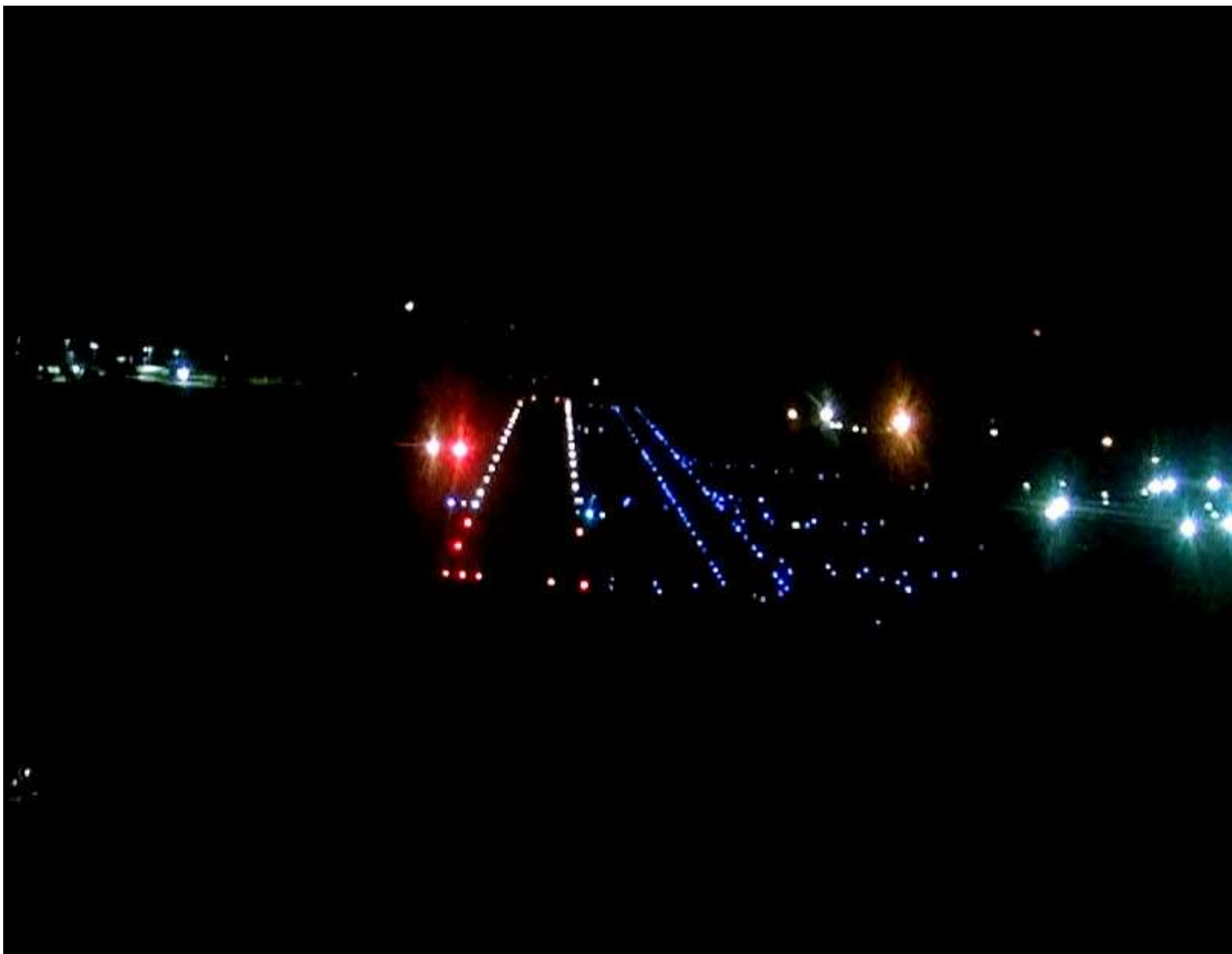
*Looking South, US 1 and Garden St*

A few things I discovered: the lights on the ground seem a lot brighter than they were many years ago, perhaps because I'm wearing glasses now or, just old age, probably some of both. The golf driving range on the approach to runway 15 was especially annoying.



*Looking South US 1 left, perfectly straight line of automotive headlights on I 95 to the right. Bright light in the center is the golf range adjacent to Dunn.*

I changed to 33 mostly so I could take advantage of the PAPI lights, they were not operational on 15. I never paid too much attention to them during daylight hours, but I found them very useful at night, especially knowing of those tall invisible trees on the approach to 33.



*On the approach to runway 33*

One last thing that I learned was that the vintage landing light on the Stinson was almost totally useless. I sure was thankful for the red lights at the end of the runway else I might have missed the turnoff. I'm currently in the market for an LED replacement bulb.

I made four total landings, two of them were truly night landings (1 hr after published sundown). I had a lot of fun; the air was smooth as silk. The flight was surreal, and I won't wait so long to do it again. Who knows, maybe a moon lit short cross country is in the wings.

*John Godke*

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Did you like the story about Johns' night flight? Yes? Maybe you have a story! If you do and would like to see it

printed in our prestigious newsletter, contact me and we'll include this in our Smilin 'Jack newsletter. It could be read by over 150 folks who are on my email mailing list and in addition to that it is posted on the EAA .ORG site and Brevard Business News website. *Larry Gilbert*

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***Sad News!***

**Long time member Bruce Hotz has passed away.**

**Bruce was a very active chapter member for quite a few years and almost always had a little presentation to do at our chapter meetings. Always interesting! He built an airplane that he designed himself, it was a small single place low wing design powered by a Continental APU engine. On his test flight from Leesburg Airport the airplane developed a problem on takeoff and after clearing the fence at the end of the runway he had to land on a busy road. The landing was successful, but the airplane was struck by a car and destroyed! Bruce walked away from it but no longer had an airplane to fly.**

**That is just one of his stories!**

**A lot of our current chapter members didn't know Bruce because he became very sick with cancer. He was unable to attend a lot of our meetings and breakfasts. When Dan Hillman could he would bring Bruce to our meetings as they both lived in Orlando.**



Bruce built the boat and trailer and towing arrangement so he could get on his bike and tow the boat down to a lake and fish.

**Bruce was a Veteran Navy Submariner. He has been interred at Cape Canaveral National Cemetery in Scottsmoor, Fl. Seven of our chapter members were there for the ceremony. Bruces' wife Shelly and his family members all expressed their thanks for our membership attendance.**

**Once again, I heard Taps being played. I can't explain my feeling every time I hear this being played!**

*Larry Gilbert*

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A couple more pictures of Bruce in my collection that I found.

*His wife Shelly told me that he always wanted to attend our breakfasts so he could have Loretta's' sausage gravy and biscuits.* [OBJ]



Bruce always attended Sun n Fun - we met up there many years ago



Loretta knitted a hat for Bruce after he'd lost his hair From cancer treatments . His wife Shelly told me that he always wanted to attend our breakfasts so he could have Loretta's' sausage gravy and biscuits. [OBJ]



~~~~~ **Hand Propping** ~~~~~

Far and away the best advice regards Hand Propping:  
**Don't . . . Just don't!**  
**But if you must . . .**

**During our Chapter 866 February 7, 2024 meeting I'd like to present a short discussion on Hand Propping. And . . . if anyone cares to, on the following Saturday, February 10, 2024, or anytime in the future, we can convene in front of my hangar for "Hands On" training via Piper Cub.  
407 230 1756 cell**

**Long time ago:**

**About 1964, a youthful iteration of me first started hand propping. Had a buddy with a Taylorcraft BC12D with a Continental A-65. We flew out of "Sky Haven" Airport, Rochester, New Hampshire every chance we got all over New England. Aware of the dangers of propping, I'm sure we talked a lot about how to safely do it. I don't recall any close calls. Over the years I've hand propped a lot of airplanes. I've personally witnessed at least one propping accident and am aware of too many others.**

**Well past half a century later, as an -old- flight instructor, I realize there are still too many incidents / accidents involving starting an aircraft engine via Hand Propping. Dangerous as it is: There is no FAA "Hand Propping Endorsement" like say a "Tailwheel Endorsement"**

**A few years ago:**

**An acquaintance had just received his Tail Wheel Endorsement in an old Aeronca Champ. His Flight Instructor always started the airplane. Teaching Hand Propping wasn't part of the training. He asked me: If he rented that Champ and landed somewhere other than his home airport . . . How would he find someone to prop it for him? T'was a great opportunity for me to think it through and write out a syllabus of training. I signed him off with a couple of hours of ground training and he was good to go.**

**Not terribly complicated but . . . turns out there's actually a lot of things a proper "Propper" ought consider before pulling that propeller through the first compression stroke.**

**See ya at our February 7, 2024 meeting,  
Tom Charlton**

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**Airplanes with no electrical system use the Earnest Hemmingway Starter (The Editor)**  
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Chapter Officers

President – Ott Thiele  
Vice President – Chris Fauver  
Treasurer – Herman Nagel  
Secretary – Richard Van Treuren  
Newsletter Editor – Larry Gilbert

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**EAA Chapt 866 Monthly Breakfast**  
**Saturday Feb 3, 2024, 0800**  
**Dunn Airpark, (X21) Bldg. 10**  
**Titusville, FL**

**EAA Chapter Monthly Meeting**  
**Weds. Feb 6, 2024, 1900hrs (7pm EST)**  
**Dunn Airpark, Bldg. 10**  
**480 N. Williams Ave**  
**Titusville, Fl 32796**

Stole this from Dec. 2023 issue AOPA's Pilot magazine article

**NOTE: Author Hemmingway wrote the book Farewell to Arms. Get it? (The Editor)**

