

EAA Smin 'Jack Chapter 866 Newsletter September 2022



Dunn Airpark Killer Squadron 866 Flight to (X59) Valkaria, Fl to attend their monthly breakfast (eight aircraft)

Photo by Tom Charlton

From Kathy Anderson - Hello to all EAA Chapter 866 members and friends,

Thanks to everyone for stepping up to help with the August Breakfast!! Even though four of our top breakfast crew members were out of town, all the gaps were filled and more so. It was a great team effort by all, and we served about 150 happy eaters.

Our next breakfast will be Saturday September 3rd to be followed by our meeting at 7pm on Wednesday September 7th. There will be NO DINNER before the meeting on September 7th - but there will be dessert afterwards – as usual.

The meeting this month will feature our members who visited Airventure Oshkosh this year – it should be interesting to hear their stories and see their photos.



The member spotlight this month is on John Godke:

John is a true Floridian – born in Rockledge. This soft-spoken native grew up in nearby Sharpes and attended Cocoa High School. He even transitioned from the old Cocoa high to the new one – and

subsequently graduated from there. His mom was a homemaker and his dad a mathematician who worked for RCA doing telemetry work. He is the eldest of his siblings – a brother and a sister.

He really enjoyed his young, care free years: playing in the woods, swinging like Tarzan, building tree forts and fishing in the Indian River. In his high school years he was interested in photography – he was the yearbook photographer. There he met his future employer – the owner of Wellman Studios. At that time he attended Brevard Community College while also working as a photographer. Unfortunately, the owner died in an auto accident – so John had to move on. In hindsight this ended up being a positive move for his career. John obtained a photography job working for Harris Corporation.

One day, he and another photographer were taking still photographs and movies of radar dishes being loaded on a C-130 at Melbourne Airport. John happened to journey up to the cockpit and was fascinated by all of the gauges. He was also watching all types of planes taxiing by, and right then and there he became interested in flying. He walked over to the FBO and inquired about learning to fly. He soon began flight training at the Merritt Island Airport and obtained his pilot's license. He was bit hard by the flying bug –and decided he should talk to the Navy about becoming a Navy Pilot. He took the aviation aptitude test and was told that he needed to continue his education to get a B.A. degree, and then he would most certainly be admitted into the Navy flight school.

He was ready to do it, so he quit his job at Harris and headed for the University of West Florida in Pensacola. While there he met his future wife Kathy, which may have distracted his desire to obtain his degree. He started with mathematics and moved to philosophy and as he read, his desires began to change. Soon he was no longer interested in pursuing a military career, or continuing toward a degree – but this did not mean he had lost the flying bug!

He soon made a decision to attend the Alabama Aviation and Technical College in Ozark, Alabama. John did not realize that he had such a great aptitude for mechanical things; he excelled in all aspects of the work. Soon he graduated with his A&P license, got married and became employed by Northrup Grumman as a helicopter mechanic at Ft. Rucker in Alabama. He was there 5 years, and during that time two sons were born to the young couple. John also acquired a 1956 Cessna 172 in Ozark which followed him and his family over the next several years.



The work was good, but he and his wife (who was from the east coast of Florida) both longed to return to the Space Coast area. Next he found himself interviewing for a job with Lockheed at the Kennedy Space Center. He was hired and remembers his first day driving out to KSC. He headed east, driving along the Crawlerway. It was very foggy and difficult to see and before he knew it, the shuttle on the crawler was coming out of the fog right in front of him – he was overwhelmed with the awesomeness of it all.



He worked as an aft mechanic on the shuttle – until the Challenger accident – when he was laid off (along with many others).

Finding a job was no problem and he was now working in Orlando for the Florida Express Airline. He loved the job. He got to do everything – including taxiing and operational checks on the jets (which were BAC 111's, 90 passenger jets similar to a DC-9). He worked second shift and his wife (a teacher) worked day shift, so they swapped off the two boys each day – which worked out great for the family.

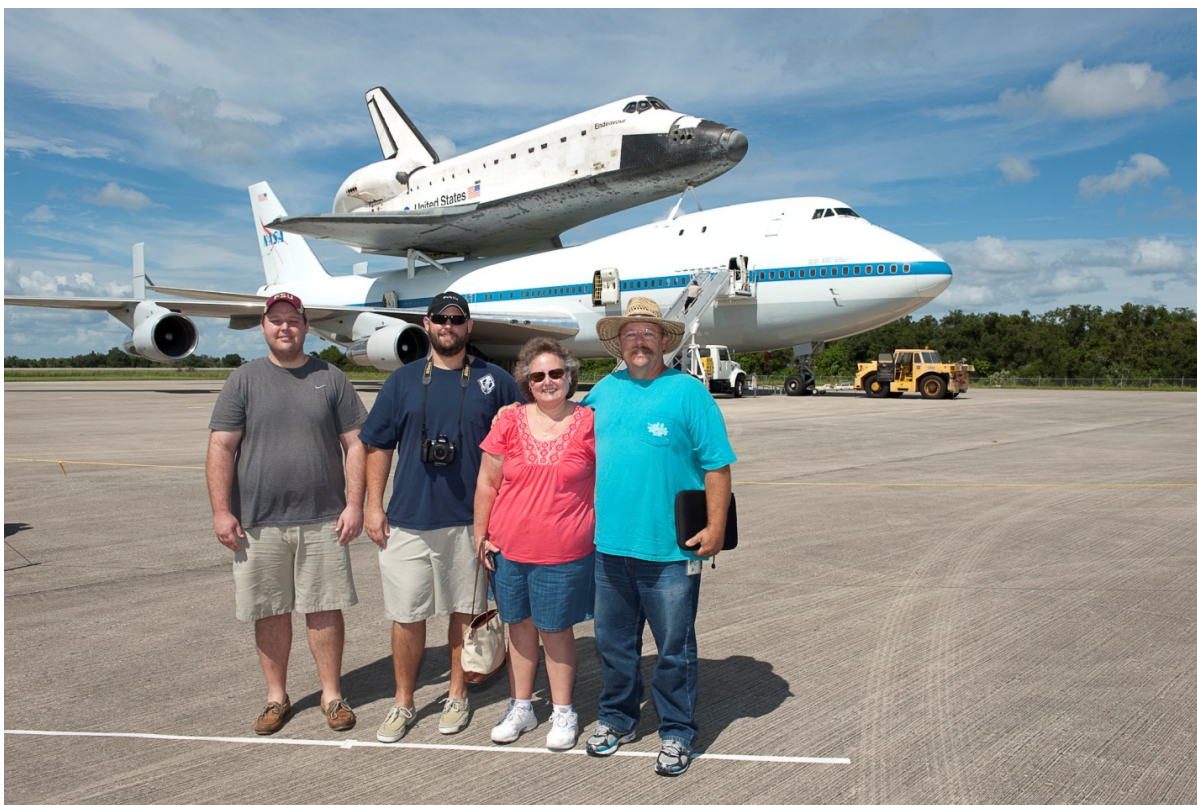
This arrangement continued for 13 months at which time KSC wanted him back – which was a difficult choice for him - because he so enjoyed working for Florida Express. He decided that long term, working for Lockheed, and later USA was the better career path.

With a growing family, it was not long before he sold his 172 and put off flying until his boys were a little older. He

was also moving up the ladder at work, managing his crew and moving from the mechanical side to operations. His crew mated the Orbiter to the external tank and solid rocket boosters – another job he truly enjoyed.

He worked until the Shuttle's last flight and was able to take his family to view OV-105 (Endeavour) right before its last departure to its new home in California.

His next assignment was the job of preparing Pad A for a new tenant. He actually handed over the keys to SpaceX. Lastly, he began the work to prepare Pad B for the new NASA Artemis program. He was involved in many aspects of the pad refurbishment until he retired in 2015.



Back to flying: When his boys were in high school, they were interested in aviation, which gave John the opportunity to start flying again. Christmas time 2000 he took his biennial flight review here at Dunn, and was renting a 152. His younger son took lessons up through his solo cross-country.

In 2001, he purchased Stinson N2721L, the plane he presently owns. In the first 6 months – he had an engine failure – but he was not deterred. He simply kept it running until he landed back at Dunn. By then, the engine was pretty much destroyed – it “swallowed a valve” so he replaced the engine, and it's still flying today.

John has flown most everywhere in Florida and has truly enjoyed his plane. Most of his family lives in Lakeland, so that is a frequent destination for him. One of his greatest joys is his family, which now includes two grandchildren. John also enjoys running and working in his hangar.

Pictured here; John in Lakeland with his first Grandson, Zachary.

Since John has the very first hangar in the first row as you enter the hangar area on the south end, stop by and say hello or just stop to get advice from a top-notch A&P! Now you know just a little more about another very talented and experienced chapter member.

John "Stinson Man" Godke



The September Safety Briefing topic is Pre-flight & In-flight Weather Resources.

Background:

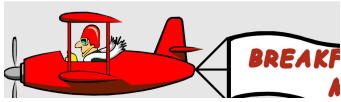
The 21st Century has brought an unprecedented wealth of information to general aviation cockpits. Near real time graphical and textual weather products contribute greatly to pilot situational awareness and decision making. But pilots must understand the capabilities and limitations of the equipment and the information it provides.

Teaching Points:

- More pre and in-flight weather information is available than ever before but with that wealth of information comes complexity. Pilots must be comfortable with their choice of weather information services and they must be competent in making critical flight decisions based on assessments of the information provided.
- A thorough understanding of weather information resources capabilities and limitations is essential to safe flight.
- Weather information procurement and weather decision making should be covered in any proficiency training program.

V/r Joe

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Dunn Group Breakfast Flyout Killer Squadron 866

For the last couple of months we've been getting pilots and planes, mostly Chapter 866 members together for a weekly flyout to breakfast at various airports mostly within 75 miles of Titusville. It's fun!

The Dunn squadron maintains a formation that amounts to more than one airplane going in the same direction on the same day! We do not fly in formation or try to keep visual contact with each other but do monitor an air to air frequency on the radios and give each other position reports to maintain separation. ADS(B) helps a little also! Take off between airplanes is usually about four or five minutes apart and the faster airplanes fly a little higher than the slower ones. We've had as many as eight planes/pilots participate in these excursions!

Here's what Tom Charlton posted on Facebook about our flight to Valkaria

Stuffed Melody and I in da Cub and flew south to the monthly breakfast put on by EAA Chapter 1288 at the Valkaria Airport. Engine start at 07:20. Weather was perfect with no clouds and light winds. We had eight airplanes (with eleven friends) fly from Titusville to Valkaria. Google maps sez: 56.4 driving miles 53 minutes. Straight flight-line distance is 49 miles. The Piper Cub did -not- fly in a straight line. Averaged 58 minutes engine run time each way. Flew down the coast at 3,500 feet altitude above the airspace owned by Space Coast Regional Airport, Patrick Space Force Base and Melbourne International Airport. On the return flight we stayed over the beach up to Port Canaveral. We reminisced of the friends and memories we have of the years living there on the sailboat. Then turned inland to follow the Indian River back home. Landed on the grass runway and put the Cub in the barn. Spent the remainder of the morning sit'n n talk'n with all our friends over in Larry and Loretta's hangar. Wow . . . how'd we ever get here. Just couldn't ask for anything more. Well . . . there was the sonic boom from the returning Dragon Cargo capsule at about 15:00 in the afternoon. It splashed down just off the coast of Cape Canaveral. What's next.

You couldn't hang out with a better group of folks! If you want on the email list for notices of our flyouts let me know and I'll put you on the list.

Below is a few pictures of our latest jaunt to Valkaria (X59) Airport.

Larry



Les with the Panther (little red wagon)



Joe Marshall and Mark Shimei



Ben and Grandson Lukas



Headed Back Home



Loretta found a way to wear a headset without messing her hair up

Chapter Officers

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

August Meeting note

Tom Charlton did a short presentation on hand propping airplanes at our meeting and I was amazed at the number of close calls members of our chapter reported. There were at least five members who told stories about propeller incidents not all hand propping either, mostly broken P leads or inadvertent hot mags when a prop blade was moved. One involved an injury!

Always remember, treat that prop like it's a loaded gun!

Larry



Bob's birthday mug and cup. Guess his age.....

From Mike Arman

Another military garment shows up . . .

USAF dress mess jacket, size 41 regular, like new condition. Was left for alterations and never picked up. One button to sew back onto it (five minutes), and it requires a short chain with a button on each end to keep it closed (available on eBay).

This is the real thing, not a repro, has USAF certification label on inside pocket, made in Philadelphia.

USAF requires officers to BUY these things, the full uniform is over \$600 (!).

Tailor says get \$20 for it and he's happy.

I'll bring it to the breakfast.

Best regards,

Mike Arman

Monthly Breakfast

Sat. Sept. 3, 2022

8 AM -

Dunn Airpark Bldg. 10

Titusville, FL

Monthly Meeting

Weds. Sept. 7, 2022-08-30

Dunn Airpark Bldg.10 meeting room

Titusville, FL