



# Airventure (Oshkosh) cancelled this year!

*Prez sez*

Greetings Members and Friends of EAA Chapter 866



It's May Day, May Day, May Day! I am sure you've all heard that term used to describe the first day of May. But it's also an aviation term, *Mayday*, which was derived from the French word "M'aidez", meaning "Aid me" or "Help me" when translated into English.

In 1927, at the International Radio Telegraph Convention of Washington, a senior air traffic controller from London by the name of Frederick Mockford proposed the term “Mayday” for use as the aviator’s universal sign of distress. He had heard French pilots using the term M’aidez and adapted it to the new term. It was a phrase that would be distinct from other conventional radio phraseologies, and thereby provide a clear intent and avoid any confusion.

Thankfully, I’ve never had to call a Mayday in an airplane. But if you’re like me, you’ve probably had a few moments over the last month, where you’ve felt like broadcasting a “Mayday!” about the way things are going. This present global health emergency has made everything all topsy-turvy. Personally, I’ve had work, and family responsibilities, and new responsibilities for schooling at home, and for life in general all pile up on me at once. Like any decent pilot, you simply work the problem one step at a time and try to keep the most important things first so that you stay out of a tailspin. The thing is, most piloting emergencies are over within a few minutes. This pandemic emergency seems to have some long legs, and it may take a few more months for things to start to feel normal again.

The Chapter officers have conferred briefly, and in keeping with the guidelines and recommendations from the CDC and State of Florida, we will NOT be having a May Pancake Breakfast, and NO May Chapter meeting either.

With  
mind,  
with

**The Federal Centers for Disease Control (CDC) and the State of Florida Health Department has recommended that for the next few weeks, organizers cancel or postpone any in-person events that consist of groups of 10 people or more.**

that in  
and  
some

disappointment:

The **MAY 2<sup>nd</sup> PANCAKE BREAKFAST** has been **CANCELLED**, AND  
The **MAY 6<sup>th</sup> CHAPTER MEETING** has been **CANCELLED**.

It’s disappointing that so many things have been cancelled, deferred or put on indefinite hold. Recently, I received a post card about the US Census. It occurred to me how tragically ironic it was that we’re taking a national count of our population while at the same time we’re seeing a daily count of the number of precious souls who are leaving our population. So, I admit to suffering from a bit of COVID-Fatigue.

Let’s all Take Heart and have courage, this will not last forever! If we look for them, there are opportunities for us all to make a positive difference with others, even in small ways like phone calls or text messages to check in on folks.

One opportunity that has been taken head-on by some of our Chapter Members includes some big renovations to the storage room area of our Chapter building. This break in our normal monthly breakfast routine has given us an opportunity to Clean Out and Clean Up the storage room in Bldg 10. Your Chapter V.P. and Secretary, Ed & Kimberly Brennan, have invested countless hours over the last month cleaning, painting, organizing and more!! They had help from Bob Rychel, and Kathy & Bob Anderson and others. Just wait til you see it! The improvement is really quite amazing!!! I think its gonna make a big improvement to the logistics and efficiency of our breakfast operations. Please take a minute and thank them all for their hard work and dedication to the Chapter!!

I certainly miss seeing all of you, and look forward to getting together again real soon.

Keep on Building, Flying, and Flippin those *Smilin'-Flap-Jacks!*  
Les Boatright  
EAA Lifetime #563003  
President, EAA Chapter 866  
The *Smilin' Jack* Chapter

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Something to Uplift the “*Spirit*”  
*Les Boatright*



The month of May happens to be the Anniversary month of the famous Lindbergh flight in the homebuilt airplane, *Spirit of St. Louis*. This month, on May 20<sup>th</sup>, will be the 93<sup>rd</sup> anniversary of Lindbergh's departure from Roosevelt Field, Long Island on his epic New York to Paris (NYP) flight.

This story has long been one of my favorites from aviation history. It encompasses all the great elements of conflict and adventure that take hold of your imagination and make a story great! There's the element of man vs. man as Lindbergh and the Ryan NYP factory are set against several other teams of daring aviators that are competing to become the first non-stop flight to cross the Atlantic and claim the \$25,000 Orteig Prize. There's the element of man vs. nature as Lindbergh and his fabric covered machine pit themselves against the winds and weather to cross such a great and inhospitable distance alone. Then there's the element of man vs. himself as Lindbergh battles his own fatigue. He had not slept well the night before his departure, and he had to keep himself awake for more than 33 hours, sitting alone in a small wicker seat, facing the elements of night and cold, and trying to perform all the mental calculations needed for dead-reckoning navigation, fuel burn and weight and balance. You know all this, but did you know about some of the replicas of the *Spirit of St. Louis*?

I happened to stumble across some interesting history and some interesting people, just like many of you, who took on the challenge of building and flying airplanes, including some beautiful replicas of the *Spirit of St. Louis*.

If you have some time to kill, I hope you enjoy these videos:

Kermit Weeks' Replica *Spirit of St. Louis*:

75<sup>th</sup> Anniversary departure re-enactment in 2002 (runtime: 3:40)

[https://www.youtube.com/watch?v=AVL\\_aWtyRJo](https://www.youtube.com/watch?v=AVL_aWtyRJo)

Quick tour of Mr. Weeks' replica (runtime: 3:30)

[https://www.youtube.com/watch?v=piQ7DZj\\_axk](https://www.youtube.com/watch?v=piQ7DZj_axk)

Old Rhinebeck Aerodrome's Replica *Spirit of St. Louis* was started by the Aerodrome founder Cole Palen and after 20+ years of building, it first flew for the public in 2016.

Run up & Taxi testing on 11/19/15. Note the blasts of fire coming out of the short, straight exhaust pipes! That kind of exhaust is undoubtedly noisy and might help keep a fella awake on a long cold night over the open ocean! (runtime: 7:30) [https://www.youtube.com/watch?v=ZfSVsP8\\_x2g](https://www.youtube.com/watch?v=ZfSVsP8_x2g)

Flight of the Old Rhinebeck Aerodrome's *Spirit of St. Louis*, May 21, 2016  
Note the "White Glove" Treatment by the starter at about time = 1 minute  
(total runtime: 8:45) <https://www.youtube.com/watch?v=XrdkR1YXbJg>

Interviews and documentary about Old Rhinebeck Aerodrome's Replica *Spirit of St. Louis*  
(runtime: 34 mins) <https://www.youtube.com/watch?v=Hu0iNlCIIsZ4>

Visit [www.olderhinebeck.org](http://www.olderhinebeck.org) for more information about the Rhinebeck Aerodrome Museum, weekend airshows and vintage biplane rides.

### EAA's Replica *Spirit of St. Louis*:

A friend of mine from NASA recently stumbled across this amazing photo from the Spaceport News Newsletter and shared with me. Wow!! EAA's replica *Spirit of St. Louis* makes a fly-by of the VAB in October 1977 while on a national tour to commemorate the 50<sup>th</sup> Anniversary of the Atlantic crossing! The Bi-Centennial star logo had only been painted on the VAB for about a year at that point. That same month, the Space Shuttle Enterprise was conducting Approach and Landing Test (ALT) flights at Edwards Air Force Base.





**STARKLY CONTRASTED** against the massive VAB, a replica of the “Spirit of St. Louis,” the plane which carried Charles A. Lindberg on his historic solo transatlantic flight from New York to Paris, flies over the Spaceport. The plane passed over KSC Oct. 15 on its way to St. Augustine. Built by the Experimental Aircraft Association, the monoplane is making a commemorative cross-country flight in honor of Lindberg’s heroic achievement. The photo was taken by Kelly Furlong of Melbourne.

Can you imagine flying the *Spirit of St. Louis*, or even a replica?? I hope you enjoyed this little diversion and maybe learned a bit of history too. Keep your *Spirits* UP !!

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**“President for a Day”**  
(Quick Reminder)

We **WILL** be having Chapter meetings in the coming months. This is a short reminder, that you can be Chapter President for a Day, and lead a meeting, give a presentation, or introduce a guest speaker! See the schedule below, pick a month, and let me know, it’s that simple.

Meeting Date	2020 “President for a Day” Program
April 1 <sup>st</sup>	<b>MEETING CANCELLED Due to COVID-19</b>
May 6 <sup>th</sup>	<b>MEETING CANCELLED Due to COVID-19</b>
June 3 <sup>rd</sup>	OPEN SLOT
July 1 <sup>st</sup>	OPEN SLOT
Aug. 5 <sup>th</sup>	OPEN SLOT
Sept. 2 <sup>nd</sup>	OPEN SLOT
Oct. 7 <sup>th</sup>	OPEN SLOT
Nov. 4 <sup>th</sup>	OPEN SLOT
Dec. 2 <sup>nd</sup>	Les Boatright - (Officer Elections for 2021)

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### Joke of the Month Club:

Bud and Jim were a couple of drinking buddies who worked as airplane mechanics in Atlanta. One day the airport was fogged in and they were stuck in the hangar with nothing to do.

Bud said, "Man, I wish we had a little something to quench a thirst, if you catch my meaning!"

Jim says, "Mmm, Me too. Ya'know, I've heard you can drink jet fuel and get a buzz. You wanna try it?"

So they sump themselves a coupla glasses of high octane hooch right out of the tank and get completely "tanked". The next morning Bud wakes up and is pleasantly surprised at how good he feels, in fact he feels GREAT! NO hangover, and NO bad side effects at all!!! Nothing! Right about then, the phone rings ... It's Jim.

Jim says, "Hey Bud! . . . how ya feelin' this morning?"

Bud says, "Oh, I feel GREAT! How 'bout you?"

Jim replies, "I feel Great, too! You don't have a hangover?"

Bud says, "Nope, that jet fuel is great stuff - no hangover, nothing. We oughta do this more often."

Jim says, "Uhhh well, not so fast, there's just this one thing..."

"Oh, What's that?" says Bud

"Did you break wind yet?"

"Uhhmm, Noo ..."

"Well, DON'T!! 'cause I did and I'm in PHOENIX !



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### *This months' flying*

*Larry Gilbert*

Fancy, that's what we call our Citabria, wasn't flown much in April due to the annual inspection. Before the inspection Loretta and I took a local ride and I think Bob Rychel flew with me also before we had her opened up for inspection.

When the inspection was finished and test flown, then Bob went with me again and this time I decided that it'd been a very long time since I flew on instruments and it might be a good time to do some hood work.

We climbed out and leveled at 2,500' and I donned the foggles and proceeded to demo the old "Flew into the clouds by mistake" scenario to Bob.

All pilots with a private or higher rating have to do this for the flight exam. For some reason, it isn't part of the Sport Pilot exam. If you're flying around the country sooner or later you'll find yourself in a weather situation. If you happen to fly into the clouds you need to know how to get out of that!! The way I like to do this demo is to drop the hood and go on the gages and establish a straight and level path for a minute or so while you collect yourself and then take note of your heading. When you're ready start a turn banking no more than 15 degrees keeping the inclinometer ball in the center and keeping the airspeed at your cruise setting, (use light touch on controls) continue the turn until you've gone 180 degrees then stop the turn and keep the plane level. It may take as long as 3 minutes, this will feel like forever but, you should be out of the clouds by then.

I had asked Bob my safety pilot, to look for traffic and not let me fly into the TIX airspace. I didn't say anything about any other airspace. I made turns and climbing and descending turns to headings using all of the instruments Fancy is equipped with (not many). Those instruments are, Turn coordinator/inclinometer, Airspeed, Altimeter and Magnetic compass. No nav. equipment built into the plane whatsoever! I felt as though I did all of those maneuvers to my satisfaction and after about half an hour I'd had enough and took the foggles off. Nothing looked right outside for a while and the first clue to orient myself was sighting the power plant near Orlando. We'd flown to the west of Christmas! Once I knew where we were we headed back to Dunn. My safety pilot Bob with the charts, was about to mention that we were getting close to Orlando class Bravo which goes down to 1,600'! FUN! Want to try this?

The last flight I made was with Matt who is the KingAir driver for the skydive operation at Dunn. While we were flying he told me that he'd been out golfing the day before with a friend of his and his friend told him about his young son going for a Young Eagle ride with me a couple of years ago and still talks about that. That made me feel good! *Larry Gilbert*



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## *Nose Dragger Landings*

My pilot friends talk about landing tail draggers all of the time but , we never say very much about landing the nose

dragger airplane configuration!

Nose wheel pilots, watch the video below and tell me how you would have handled the porpoise on landing problem that this pilot encountered. Have you ever porpoised on landing? Be honest now. Do you know why this happens? When you land for the first time with your newly built nose dragger, this might



be something to look out for.....Larry  
reason for the wheelbarrow icon!

Some of you might understand the

<https://www.bing.com/videos/search?q=porpoise+landing+cherokee&docid=608044511255987180&mid=D3957B4AF777000A9687D3957B4AF777000A9687&view=detail&FORM=VIRE>



That's A&P Ben Charvet welding up the boarding step on 'Fancy.

The annual inspection revealed a crack that could have been a problem for my friends that need to use that to board.





**Dunn Bored meeting**



**Sand Hill cranes socializing at Dunn (looks like one is wearing a mask) Socdis too close!**



**No problem maintaining socdis when you see this!!**

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### **AVIATION HEAVEN POEM**

**Submitted by Ray Thomas**

**I hope there's a space, way up in the sky,**

**Where pilots can go when they have to die.**

**A place where a guy can buy a cold beer**

**For a friend and a comrade whose memory is dear.**

**A place where no doctor or lawyer can tread,**

**Nor a management type would ere be caught dead;**

**Just a quaint little place, kind of dark, full of smoke,**

**Where they like to sing loud, and love a good joke.**

**The kind of a place where a lady could go**

**And feel safe and protected, by the men she would know.**

**There must be a place where old pilots go,**

**When their pain is finished, and their airspeed gets low,**

**Where the whisky is old, and the women are young,**

**And songs about flying and dying are sung.**

Where you'd see all the fellows who'd flown west before,  
And they'd call out your name, as you came through the door.  
Who would buy you a drink, if your thirst should be bad,  
And relate to the others, "He was quite a good lad!"  
And then through the mist, you'd spot an old guy  
You had not seen in years, though he taught you to fly.  
He'd nod his old head, and grin ear to ear;  
And say – welcome my son, I pleased you're here.  
For this is the place where true fliers come  
When their journey is over, and the war has been won.  
They've come here at last to be safe and alone  
From the government clerks and the management clone,  
Politicians and lawyers, the Feds and the noise,  
Where all hours are happy, and these good ole boys  
Can relax with a cool one, and a well deserved rest;  
This is heaven, my son. You've passed your last test.  
Rest in peace my fellow Aviators.

Ray Thomas appreciates poetry a lot and submitted this to me for our newsletter. . -= Thanks Ray

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#### Chapter officers

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NO monthly breakfast or Regular chapter meeting this month + No Oshkosh this summer!

