



## **EAA Smilin 'Jack Chapter 866 April 2020 Newsletter**

The airplane pictures are all C866 members' airplanes, some member planes are not included because I can't find pictures of the planes. For some reason the picture of the stupid looking mule relates to me the way things are right now with the coronavirus situation. Hope it doesn't come across as really dumb.....Larry



Greetings Members and Friends of EAA Chapter 866,

I have to admit something right off the top. I had no idea how to get started on the chapter President's input to our newsletter this month. Oh, what a difference a month can make! Last month's *Smilin' Jack* Newsletter was filled with optimism about our March pancake breakfast, and our Open Hangar Day at Arthur Dunn, and if you recall there was a series of humorous cartoons about tools. But now today, just one short month later, because of a malicious microscopic molecule, the whole world seems to have flopped on its head. The world has changed in ways that no one has ever seen before, and very few of us could ever have imagined.

It is my hope that the rapidity with which the COVID-19 pandemic was thrust upon us is only exceeded by the swiftness of its departure! That's not blind optimism on my part, it's a hope based on the creativity and innovation of the human spirit. You see it in the responses of so many of our neighbors and citizens who ARE being responsible, who ARE voluntarily practicing this newly learned skill called "Social Distancing", who ARE stepping up to provide essential services, who ARE looking out for one another, and who ARE working hard together to be innovative and to try to find creative solutions to unprecedented problems. Take heart and have courage, this is an opportunity for us all to make a positive difference with others, even in small ways.

Let me get on to some relevant Chapter News. About 3 months ago, we had originally decided to cancel the April Chapter breakfast, and April Chapter meeting due to the schedule conflict with the Sun-N-Fun Fly-In in Lakeland. Then about 2 weeks ago, Sun-N-Fun postponed the annual Fly-In until early May, and for a moment we considered having "something" for April, whether it was a coffee & doughnut meeting, or some other gathering. Ultimately, given the circumstances, and the guidance coming from the many State and Federal officials, the Chapter 866 officers decided it was not prudent to hold our usual April Events.

**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.**

With that in mind, and using our best judgment:

the **APRIL 1<sup>st</sup> CHAPTER MEETING** has been **CANCELLED**, and  
the **APRIL 4<sup>th</sup> PANCAKE BREAKFAST** has been **CANCELLED**.

The Chapter events for the month of MAY are still under consideration. These will be re-evaluated in a couple more weeks. However, I will say that late this afternoon, I learned that the Brevard Public Schools have extended their closures of all schools until at least May 4<sup>th</sup>, and the Kennedy Space Center has extended their

mandatory teleworking policy until at least April 30<sup>th</sup>. So all April events are off, and we may be in for a bit of a long haul.

Chapter 866 is a pretty close group of folks, and our “EAA Family” has come through for one another in the past. So, I’d like to mention here that if there’s something that someone in the club needs during this time, please let myself or someone else know. We may be able to find someone to run an errand or help pick up some groceries or supplies or something. I also encourage you to get together over the phone or e-mail and try to maintain some social interactions.

The good folks up at EAA Headquarters have offered some advice on holding events during the pandemic, and the trend all around seems to be holding online meetings using any one of several online meeting software applications. Chapter 866 has not yet decided to do that, but I would like to highly encourage you to switch off the news, and maybe check out one of the EAA Webinars instead.

These EAA Webinars are very easy to sign up for, and you can watch and listen live, and even post a question or comment if you like. They have a variety of topics and knowledgeable speakers coming up this month. I recommend you take this hiatus from our usual Chapter social gatherings to log in to one or more of these Webinars. See the Details down below, and Check it out!!

Circling back to the introduction, we did have a very successful pancake breakfast last month. It is a joy to get together with you all to cook and serve breakfast to our Chapter friends and airport neighbors. We also had a very successful Open Hangar Day on March 14<sup>th</sup>. I overheard someone say it was one of the most fun events we’d had in a long time. So, I want to say GREAT JOB to everyone! Thank you to everyone who participated in these events, and a special Thank You to those who cooked and served and helped with clean up! You all make the *Smilin’ Jack* Chapter successful!

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

“You are your own best first responder, otherwise you are simply the victim.”

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Here’s the list of EAA WEBINARS coming up for April! Check it out!!



# EAA Webinars Schedule

Ten years ago today, EAA launched our first webinar. Since then, we've offered over 540 webinars with a live attendance over 165,000! Help us celebrate this milestone by attending our [March and April webinars](#), that you can enjoy from the comfort of your home. EAA webinars are free to all aviation enthusiasts. Pre-registration is recommended since space is limited to the first 1,000 registrants.

[Register Now >>](#)

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## April Webinars

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### Cylinder Work: Risky Business

Wednesday, April 1 at 7 p.m. CST

Presenter: Mike Busch | *Qualifies for FAA WINGS and AMT credit.*

[Register Now >>](#)

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### You Just Got Your Pilot Certificate — Now What?

Wednesday, April 8 at 7 p.m. CST

Presenters: Jim Bourke and Marianne Fox | *Qualifies for FAA WINGS credit.*

[Register Now >>](#)

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### Healthy Pilot Technology

Wednesday, April 15 at 7 p.m. CDT

Presenter: Phil Lightstone | *Qualifies for FAA WINGS credit.*

[Register Now >>](#)

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### Coaches and Camps for Aerobatic Competition

Tuesday, April 21 at 7 p.m. CDT

Presenter: Johnny Ostmeyer | *Qualifies for FAA WINGS credit.*

[Register Now >>](#)

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### Flying Clubs - Growing Participation in Aviation

Wednesday, April 22 at 12 p.m. CDT

Presenter: David Leiting

[Register Now >>](#)

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### Five Weather Planning Tips to Get Ready for Summertime Flying

Wednesday, April 22 at 7 p.m. CDT

Presenter: Scott Dennstaedt | *Qualifies for FAA WINGS credit.*

[Register Now >>](#)

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## Float Flying: Freedom to Explore

Wednesday, April 29 at 7 p.m. CDT

Presenter: Amy Gesch | *Qualifies for FAA WINGS credit.*

[Register Now >>](#)

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## The National Museum of the U.S. Air Force

Video Recommendation

As you take this time to “*Shelter In Place*”, you might want to watch this short (7.5 minute) video, shot with a drone inside the United States Air Force Museum, located in Dayton, Ohio.

Select Full Screen view and Enjoy a ride through a museum like you’ve never seen!!!

<https://youtu.be/m4wLr8Kaw4>

By the way, at the 4:40 minute mark, the drone hits a support cable, but fortunately the incident did no harm to the drone or any aircraft.

Video Credit: Filmed by Paul Nurkkala (NURK FPV) from DJI drones, using GoPro cameras.

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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>OPEN SLOT</b>
June 3 <sup>rd</sup>	<b>OPEN SLOT</b>
July 1 <sup>st</sup>	<b>OPEN SLOT</b>
Aug. 5 <sup>th</sup>	<b>OPEN SLOT</b>
Sept. 2 <sup>nd</sup>	<b>OPEN SLOT</b>
Oct. 7 <sup>th</sup>	<b>OPEN SLOT</b>
Nov. 4 <sup>th</sup>	<b>OPEN SLOT</b>
Dec. 2 <sup>nd</sup>	Les Boatright - (Officer Elections for 2021)

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*Alone Together During This Crisis*

The COVID 19 (coronavirus) has impacted the lives of our chapter members, friends, and relatives in different ways. We are all inundated with various information sources. Pilots are an interesting breed in that we take risk management, decision-making, and safety to levels greater than the those not blessed with the ability to “slip the surly bonds of earth.” Just like a flight plan we can gather information as needed. For those that know my “profession”, I spend some time in dealing with sorting through the noise. *Here are the PRIME links I suggest in gathering actionable and reliable ground truth:*

Centers for Disease Control and Prevention (CDC)

<https://www.cdc.gov/coronavirus/2019-nCoV/index.html>

Florida Department of Emergency Management

<https://www.floridadisaster.org/>

Florida Impact Dashboard

<https://experience.arcgis.com/experience/96dd742462124fa0b38ddedb9b25e429>

Though we must maintain appropriate social distancing for containment, we should try to be there for each other for unmet needs. We can safely gather essential supplies and offer the necessary emotional support to our pilot community as necessary. Some might be flying solo...but we can continue to offer a bit of “flight following” to our fellow aviators and their families. If you need help; reach out.

- Edward Brennan EAA 866

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***Word from TICO Exec. Office***

**Our airport authority CEO, Michael Powell, is keeping their customers (airport tenants) advised of their policies concerning the Corvid 19 pandemic.**

03/30/2020

Good morning, folks. I hope all is well on your end – considering. Please forgive the bother, as I know everyone must be busy making contingency plans, but I wished to check in and see how everyone is doing and share some information.

The Titusville-Cocoa Airport Authority office has temporarily closed to the public beginning March 23<sup>rd</sup> until Sunday, April 19th at which time we will reevaluate the need for an extension of the closure. Our office will remain operational to continue providing services without interruption while following both CDC and FDOH guidelines and measures for infection prevention at this time.

I am sure everyone is getting overloaded with information, but the Airport Authority has a link on our website to help pass information along as it is made available

<http://www.ticoairportauthority.com/covid-19-info.html> .

**Michael Powell**

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We hand prop quite a few airplanes around Dunn Airpark and it can be tricky so, when I read this story I thought it should be shared, especially with those who do this.

*Larry*

## Emma's Ride



Emma's Ride

by: Lawrence V. Drake

©2018 Lawrence V Drake

The smile on Emma's face didn't hide her nervousness. She had bravely climbed into the back seat of my Aeronca Champ, a small tube and fabric, two-place airplane born in the mid-1940s. After first meeting this lovely girl earlier in the week, I had convinced her that she needed to see the countryside from a thousand feet in the air.

"I've never been up in an airplane before," she protested. "Let alone a little one."

"You'll love it," I prompted. "I won't do anything scary, I promise."

The last thing I wanted to do was scare my newly acquired friend. It had been a while since my last romance. Female companionship was hard to come by in this small Wyoming town. There weren't a lot of young single



ladies available. I felt very fortunate because not only was Emma apparently available, she was quite attractive and smart.

“Here, let me fasten your seatbelt.” Standing by the open door, I reached in and dug out the belts from the tight spaces on each side of the seat. Emma swept back her long blond hair as I wrapped the belt around her small waist and clicked it together on her lap. Her fresh smell was intoxicating. My pulse raced a little at being so close.

“I’m nervous,” she said with a girlish giggle.

“Don’t be, this will be fun,” I answered in my most assuring and professional voice. “I do this every day.”

The fact that I was the new guy in town, a daring crop duster, charter pilot, and flight instructor, helped make the initial desired impression. Now, I needed to reinforce that with confidence and gentle manners. What better than a smooth, uneventful airplane ride on a beautiful summer morning?

Most small airplanes from the forties don’t have electric starters, and my Champ was no exception. That meant someone had to flip the propeller to get the engine started. After a thorough scan of the empty flight line with no one around, that someone would have to be me.

“See these small pedals down by your feet? Not the large ones that look like a tee, but the ones to each side.” I followed her shapely legs down and pointed out the rectangular pads protruding from the floorboard. “Those are the brakes. I’m going to need you to push on them while I start the engine.”

Emma’s eyes grew large as she softly grabbed my shoulder. “You want me to do what?”

“It’s no big deal. I just need you to hold the brakes while I start the engine,” I said in a calm, reassuring voice. “It’ll be fine.”

Emma’s smile flattened and her forehead wrinkled. “Well, okay. If you say so.”

I could tell she wasn’t fully convinced, but I had evidently made a good enough impression that she trusted me.

With the ignition turned off, mixture lever pulled back, and throttle closed, I pumped some fuel into the carburetor with the primer. “I’m going around to the front of the airplane to pull the propeller through a few times. The engine won’t start. I’m just getting it ready, but I still want you to hold the brakes.”

“Okay,” she said weakly.

The fact that Emma had never been in an airplane before no doubt worked in my favor because she was probably unaware that most airplanes have electric starters. She seemed to accept this procedure as normal, although the strain in her face expressed an uncertainty about her decision to put her life in the hands of this young, daring pilot.

“Push the brakes, now,” I called from my position at the front of the plane. With a firm grasp on the propeller, I pushed and pulled to rock the airplane, making sure the brakes were locked. “Good.”

Rotating the propeller through four or five complete revolutions drew fuel from the carburetor into the cylinders; ready to ignite when the switch was turned on.

“You can relax for a minute,” I said, as I swung in under the overhead wing strut and reached into the front cockpit. I pushed in the mixture control, cracked the throttle open a half inch, and turned the ignition switch to both mags.

Softly touching Emma’s arm, I said, “You’re doing great. We’ll do the same thing, only this time the engine will start.”

I took up my position at the nose of the craft. “Brakes locked?”

“Yes,” came a forced reply.

With a push and pull on the prop to make sure, I grabbed one blade and swung it down hard while backing away.

Tick, tick, tick, tick

The propeller rotated to a stop without the satisfying pop pop of fuel being ignited.

“Once more,” I called to Emma. I could see the strain on Emma’s face as she forced down on the brake pedals. She was taking her task seriously.

I stepped forward and pulled down hard.

tick, tick, tick, tick

This wasn’t how it was supposed to happen; the engine always started on the first or second try.

“Okay, hang on.” I ducked under the wing and reached into the front cockpit once again. “Ignition, off—mixture back—throttle full open.” I looked back at Emma.

“Is it alright?” she asked.

“Oh, yeah,” I said. “Just got to clear its throat. I’ll pull it through a few more times, and then we’ll start over.”

Back to the front, I called for brakes once more, jostled the airplane, and pulled the propeller through a number of revolutions.

Returning to the cockpit, I pulled the throttle back to the half-inch setting, pushed in the mixture knob, and turned on the ignition switch. “She’ll go this time.”

“Brakes locked?”

Once again I gave a mighty swing of the propeller.

tick, tick, tick, tick, tick

Another try.

tick, tick tick, tick

The morning sun was beginning to heat up, and I was feeling it, as I grew damp under my shirt.

“I think she’s flooded. We’ll have to try and clear it again.”

“Really?” Emma’s voice now had the ring of concern. “We don’t have to do this now. We can go flying some other time.”

“Let’s give it one more try. I know you will really enjoy it once we get going.” I could feel Emma’s confidence slipping away. I had to get her in the air. “We’ll just clear its throat again. That should do it”

I reached forward, pulled back the mixture and pushed the throttle wide open. Again, at the front of the airplane, I called to Emma, “I’m just gonna pull it through a few more times before we start it. Brakes set?”

Emma nodded.

I pulled down on the blade.

VAROOM!

The propeller instantly jumped from my hands as the engine went to full power. In shock, I stumbled backward to get out of the way. *The ignition switch, you idiot*, flashed through my mind.

In a panic, Emma screamed as she grabbed for the sides of the cockpit. Her feet slipped off the brake pedals in her frantic attempt to find something solid to anchor to.

The old Champ lurched forward at me, engine roaring. Next stop would be the hangar door across from the tie down area if I didn’t halt the beast. By reflex, I managed to jump to the left, barely clearing the snarling propeller as it passed. I grabbed the wing strut as it crossed over my head and held on tight.

I could see Emma frozen with fright, helpless to do anything, and yelled, “pull the throttle back,” but she was too shocked to move, even if she had known where the throttle was.

Pulling hard on the wing strut while being dragged along, I was able to get the angry airplane to turn and pivot around me. Working my way down the strut, hand over hand, I made it to the cockpit, reached in, and jerked back the throttle just as the engine died. Luckily, I had shut off the mixture so the engine had only the fuel in the carburetor bowl to feed its mad frenzy.

The airplane rolled to a stop with my heaving body hanging half out the door, and the Champ’s stunned passenger pasted hard against her seatback. Any male ego I had, lie quaking at the soles of my feet. We both remained locked in that position, breathing heavily for what felt like minutes.

Finally, I slowly arose. “I think we’d better call it a day,” I said without looking up.

“That’s a good idea,” Emma said as she slowly unbuckled her seat belt.

The ride back to town was a rather quiet one.

I never saw Emma again. I was too embarrassed to call.

Within six months I was off to another job in another state.

I wonder if Emma ever got her airplane ride.

\*\*\* The End \*\*\*



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## *Hangar Day*

The open hangar day on March 14 at Dunn was nice and I think everyone enjoyed the event. What I noticed was, there were some Dunn tenants that we don't normally see at our chapter meetings and breakfasts. Good exposure for the chapter! See pictures.













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Hey if you're bored out of your tree and you have about 12 minutes to waste, you can watch a YouTube video I made a couple of years ago about a flight over the Haulover Canal. Here's the link.

Larry

<https://www.youtube.com/watch?v=MVTxSnbFflw>

Special thanks to Ed Brennan for his contribution of an article and for the pictures of hangar day.