

The TAILSPIN



August 2010



Orlando Youth Aviation Center



I'm sure that everybody has heard all about SloshKosh 2010 by now. It's all true. The grounds were flooded in many spots and a lot of folks never did get in with their planes or campers. Arrivals were restricted to show planes until sometime on Wednesday, except for a few early (before Sunday) attendees. The home office estimated that overall attendance was down about 7% from last year. Nonetheless, it was a good show. The DC3 overflight was spectacular, with 21 of these venerable aircraft in loose formation. There were warbirds and homebuilts, seaplanes and ultralights. Vendors both aviation and non, did a booming business. The forum tents were crowded, the airshows were spectacular and the many veterans events were well attended. Somebody said it was like Sun-n-Fun on steroids and that pretty well describes it.

Most of all, the people made the show. Old friends, new friends, complete strangers and the always cheerful volunteers all contributed to the overall success. Maybe we can do it all again sometime soon!

FROM THE PRESIDENT.....

Summer break...

Here it is the middle of August – where does the time go? We have a lot going on this fall including the **Orlando Youth Aviation Center's** Fall class series. For our newer member, OYAC is our 501(c)3 organization which was created to answer the question we're always asked by our Young Eagles and their parents. "What's next?" If you haven't visited www.OYAC.org recently, I'd like to encourage you to do so. While you're there, look at the course schedule and see if one of the courses interests you. You're welcome to help out – Contact **Barbara Walters-Phillips** or **Louis Turek**.

Tarmac Time...

New members **Scott Sindelar** and **Nick Christatos**, Co-Owners of Flight Ready Aviation, have some good ideas for upcoming meetings. We may very well have a surprise visitor this meeting, but they definitely have some interesting things in the pipeline. Do you have a project you'd like to share with your Fellow EAA'ers?

This month's program will include **Pat and Barbara Walters-Phillips** speaking about their work at AirVenture, as well as **Tim Sweeney** and **Debey Von** sharing their slow motion trip in The Green Machine.

CHAPTER MEETING 8/17/2010

The regular Chapter meeting will be held on August 17, 2010 in the **CHAPTER CLUB-HOUSE** on Amelia Street, west of Herndon Avenue.

Joe Maehl
Bugling 17 seconds of honor
By Laura Kelly



As a formation of old warbirds streaks across the brilliant blue sky, at a marked point high above a gathered crowd a lone plane departs the formation, climbing steeply toward the heavens, leaving the rest behind.

On the ground below, a lone bugler plays the ethereal, haunting melody of taps, in perfect unison with the lone plane's departure from the formation.

Holding on to the very last note, the song doesn't seem to want to end until it eventually trails off, ending softly like a child's lullaby as the missing-man formation shrinks into the distance.

The lone bugler, older than many of the planes in the air, is AirVenture's own Joseph "Joe" Maehl (pronounced "mail"), who has been playing taps at AirVenture for the last 23 years.

What most don't know is how he melodically weaves history through your ears, without you even realizing it.

A gifted musician, and an American patriot, Joe epitomizes class and sophistication with his soft-spoken gracious demeanor, warm handshake, and infectious laugh.

A tradition forged in battle

In the early 1940s, while still a teenager, Joe joined tens of thousands of his countrymen and enlisted in the U.S. Navy; he played in several Navy bands, traveling extensively throughout the United States and northern Pacific islands from 1943 through 1946.

During his wartime travels, he came across a magazine story, written by a World War I Marine Corps bugler.

As Joe recalls the bugler's story, during a bloody battle in the First World War, a Marine Corps unit was trapped by the enemy for several days, and many marines were killed.

Among the survivors of the battle: the company bugler.

Wanting to honor the 17 Marines from his platoon killed in the battle, the bugler crafted a new version of taps by holding the last note for 17 seconds—one second of remembrance for each of his fallen comrades.

Joe read the bugler's story, and reread it several times. "It was something that struck me to the core."

Committing himself to carry on the tradition, Joe played the World War I bugler's version of taps publicly for the first time in April 1944 at a funeral in the Aleutian Islands for a Second World War naval aviator.

From that ceremony through today, Joe has continued to play taps in this way, adding honor and humble appreciation to all those who have died in battle protecting our country.

A disciplined delivery

Joe's version of taps is difficult to deliver; the 17 seconds comes at the end of the melody, accomplished with one long, gut-squeezing breath.

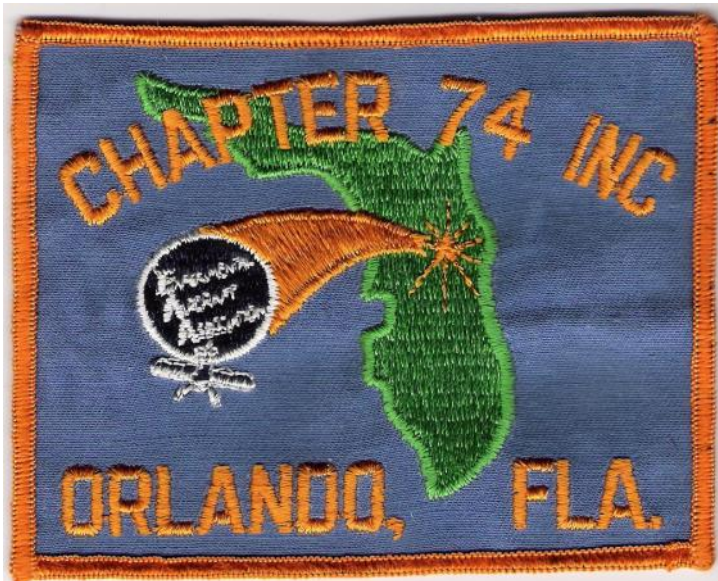
But with tremendous patriotism, as Joe plays taps at the warbirds air show and the Memorial Wall service, it is always performed with full and reverent understanding of the significance of those final 17 seconds and as a profound gesture to those who gave so much for our country, in wars both past and present.

With a touch of humility, Joe states, "It's a respectful gesture, with the hope that those who were lost, wherever they are, will be aware of the intended salute."



About the Author

Laura Kelly is a gifted writer who also happens to be an Army Helicopter Pilot. She served in the First Gulf War and is now stationed in Washington, DC as part of the Army National Guard. Look for more of her work in an upcoming issue of Warbirds Magazine.



YOUNG EAGLES - Tom Carveth

The start of our Young Eagles flying season is still weeks away, but parents of pilots-to-be are already calling. They will be happy because this month the Board set the dates for Young Eagles rallies for our 2010-11 season. They are listed in the green box to the right.

Since we started flying in 1993, our little Chapter has logged one of the highest numbers of Young Eagles flown in the country. Just last year, we flew enough kids to earn sufficient credits to send two kids to the Air Academy in Oshkosh. The two have been selected and will attend next summer. The pilots are awarded the points, but the rallies are a combined effort of flyers and ground crew.

Also, the pancake breakfasts we've had at the rallies have been great fund raisers for the Chapter. Some of that money is now funding our new clubhouse. Speaking of which, now the clubhouse will be the site of our rallies. We have a wide, dead end ramp on which to park airplanes and a large grassy area for the public and to serve pancakes.

Rallies are a fun Saturday morning at the airport, usually 8 a.m. to around noon, with registration from 9 to 11. Please add the dates to your calendar. Hopefully, you'll be able to participate in some of them. Pilots who would like to fly can contact Mike Sills:

mikepilot1@earthlink.net.

If you'd like to join the ground crew, please get in touch with Tom Carveth, planetom@cfl.rr.com, or Tim Sweeney, sweetnet1953@yahoo.com.

HOMEBUILDER ASSISTANCE

As work on the Chapter Clubhouse progresses, we find that more and more tools and other stuff are appearing in the tool room. Although many of these belong to Bruce, many are chapter property and available to members. We hope to create a consolidated list of tools and equipment (volunteer?) in the near future. Also keep in mind that Jim Buchan is an "Official" EAA Tech Counselor who can usually be prevailed upon to offer another set of eyes and an opinion on any building project. He also has the paperwork for your builder's log, which can help you obtain your repairman certificate.

YOUNG EAGLES SCHEDULE 2010-2011

September 25, 2010 at Orlando—This will be our first rally flown at the new Chapter 74 Clubhouse and Ramp.

November 20, 2010 Location TBA

January 22, 2011 Location TBA

March 19, 2011 Location TBA

May 21, 2011 Location TBA

Come out and join in the fun!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!

CHAPTER 74 CLUBHOUSE

Progress in the Chapter Clubhouse has been slow this month - a combination of Air Venture, vacations and midsummer heat and humidity. The clubhouse committee hopes to get back on track with the coming of cooler weather. Bruce Hotz is still working on most Saturday mornings, the earlier the better. Contact him directly if you can lend a hand.

EAA Chapter 74—Officers and Directors

Pres Jim Thomas	Dir10 Greg Vogelpohl
VP Barbara Phillips	Dir10 Matt Vogelpohl
Sec/News Tim Sweeney	Dir11 Bruce Hotz
Treas Bob Kosar	Dir11 Carolyn Biter
VP(NV) Kim Showalter	Dir12 Tom Carveth
Air Boss Mike Sills	Dir12 Chuck Bull



I'd stake my reputation.....

Over the years, I have slowly accumulated a totally un-earned reputation for knowing a lot of stuff. It is finally time for me to let the cat out of the bag - I really don't know that much, but I remember a whole lot of stuff that some really smart folks said, and have occasionally been smart enough to apply parts of it as needed. Some of it is just plain old common sense, like that old saw "Even a blind pig will find an acorn from time to time". This, of course, refers to the fact that if you blunder around long enough in any given endeavor, you are bound to eventually do something right through just dumb luck. I have no idea who said it first, but some of the other wisdom I absorbed came from people who were trying to teach me something useful in my younger days.

My first flight instructor, sometime around the time that I was due for my solo student cross country flight, said "You are never lost until you fly out your ETA and look around". Getting lost was no unusual occurrence back in those days of time/distance and heading navigation, and just a little inattention could get you "misplaced" in no time. A couple of circles to look for something familiar, and then you really were "lost"! It was an everyday event at small airports around the country for someone to land for a spot or two of fuel, and a casual look at the local sights, including anything with the name of a town on it. Water tanks were particularly useful at times like this, and quite a few towns would have the name of the town painted on the biggest roof around, with an arrow pointing toward the nearest airport with the miles to it painted underneath. Really. In fact, right after WWII, there was a nationwide effort by the CAA (before FAA) to "Airmark" as many towns as possible to assist confused pilots. I believe that this project was headed up by Blanch Noyes, a famous lady race pilot in the early days. All of this was before some genius invented VORs, of course, at which point all of us seasoned aviators immediately assumed that the days of pilots getting lost were over - just follow the little arrow to wherever you want to go - piece of cake! No such luck - people continued to lose track of things just about as much as usual before. There was another bit of wisdom in this department which went something like "Don't circle to see where you are, that is a sure way to REALLY get lost". Truer words was never spoke!

In somewhat loose formation with this homely philosophy from homely philosophers were little jewels like "Never wait until you're out of gas to land". Right in there with it was "Always land when you can pick the spot to do it, don't wait for the engine to quit". Also this bit of wisdom "You can land an airplane anywhere, you just might have to tear it up to get stopped". And of course, "Keep flying the plane until things stop moving, the dust settles, and nuthin' else is falling off". Navigation back then really required a lot of attention and preparation, especially for military pilots flying over totally unfamiliar terrain while trying not to get killed. Naval aviators had an additional problem - there are no landmarks in the ocean, and if you got bounced and mixed it up with the bad guys for a while, your headings, times and fuel consumption got thoroughly screwed up in your head. The ideal answer to this was to find a plane with a white star on it that looked like it knew where it was going, and follow it home.

None of this foolishness applies to us today, and we're all the better for it. There is a short, answer to all these things, called common sense. Don't overload the bird, don't stretch your fuel, don't push your luck, don't land somewhere that the plane can't get out of. Don't get distracted and forget to fly the plane, but do remember - have fun out there!! Bob

Around the Patch.....

Rumor has it that our friends to the South (Kissimmee) will be hosting their first Young Eagle rally on Saturday, September 4th & would probably appreciate any support.

Tim and Debey made what is probably the slowest trip ever from Kissimmee to Oshkosh , 18 hours over 10 days in the GREEN MACHINE!

The TAILSPIN Newsletter is published once a month by EAA Chapter 74, Orlando, FL. All photos are property of the editor unless otherwise noted. Member submissions are welcome and should be sent to:

newsletter@eaa74.org