

The TAILSPIN



March 2009

ORLANDO YOUTH AVIATION CENTER

Jim Thomas
Prez Sez

Volunteering

It's in the forefront of my mind in these days leading up to Sun 'n Fun. I don't think that event could happen without our chapter's volunteers.

Pat Phillips is in charge of the daily air show and our intrepid newsletter editor/webmaster/corresponding secretary, **Tom Carveth** helps set up the daily performance schedule. **Barbara Walters-Phillips** leads a program for teachers, teaching them how to incorporate aviation into their classes to support and inspire their students' study of science and math. **Don McLendon** is the co-chair of General Aviation Parking. Once you land at Lakeland, a member of Don's team will tell you where to go. I'm sure sometimes there are pilots that they would like to tell to go elsewhere than parking. **Dave Beresman** is in charge of staffing the EAA membership booth at Sun 'n Fun. He's looking for other EAA members to help. **Bob** and **Beverly Hayden** arrange the evening programs and can always use set-up helpers.

For years, **Mel Scherf** has been in charge of the tool corral at the show. Mel's facing some medical challenges right now, having had to have part of his foot amputated due to poor circulation caused by diabetes. For some of the newer members, Mel was our chapter's and OYAC's Recording Secretary for years and along with his wife Bea, were in charge of Young Eagles' Pancake Breakfasts. They also instituted our "Pirate Gift Exchange" at our Christmas Party. I hope you'll keep Mel and Bea in your thoughts and prayers at this challenging time.

If you'd like to help out at Sun 'n Fun, send me an email and I'll put you in touch with the right party. If you can't get to Lakeland to volunteer for Sun 'n Fun, I hope you find time to help out in other areas of our community. Maybe you already do. Many folks help out in their church or a service club. The recent Bay Hill golf tournament couldn't happen without an army of helpers. The Orlando Science Center and the Central Florida Zoo couldn't function without the help they get from the community. Then there are the museums, the symphony, theater companies and opera that enrich our community. There are even much smaller places that couldn't exist without help from the local community. One group I belong to helps out with a quarterly landscaping day at Give Kids the World and is working this weekend at Wildlife Rescue. In fact that group does at least 3 community service activities per month!

I'd be remiss if I didn't talk about opportunities with our local group. We can always use help during Young Eagles Ral-

Next Meeting Tue, Apr 28, 7:30 pm

Program

Sun 'n Fun Show & Tell

Tarmac Time 6:30 pm

Bruce Hotz's self-design project
and/or

Tim Sweeney and Jim Buchan's Rans S-6 project

Showalter Flying Service, Orlando Executive Airport

Upcoming Events

Chapter Meeting	Apr 28, Tues Meeting 7:30 p.m., Tarmac Time 6:30 p.m. Showalter Flying Service, Orlando Exec
Sun 'n Fun Fly-In & Air Show	Apr 21-26, Tues-Sun Daily 8 a.m. until dark, Air show 2 p.m.-5 p.m. Sun 'n Fun campus, Lakeland Linder Airport
Chapter Meeting	May 19, Tues Meeting 7:30 p.m., Tarmac Time 6:30 p.m. Showalter Flying Service, Orlando Exec
Young Eagles Rally	May 23, Sat Flying 9 am—11 am Southeast Ramp, Orlando-Sanford Int'l

lies. Our next one is May 23, at the SouthEast Ramp at Sanford. If you want to help provide a kid with a memorable general Aviation flight, contact our Young Eagles Coordinator, **Carolyn Biter**, at the next meeting. We can also use some help with our Introduction to Aviation classes that the Orlando Youth Aviation Center presents three times a year. Go to www.OYAC.org and look at the schedule to see what subjects are taught and let us know where you'd like to help out.

Finally, I've been asking everyone to think about the less fortunate in these trying times. The Second Harvest Food Bank is under incredible strain as more and more people need their services. So far only one member besides me has brought a non perishable contribution. Please think about bringing something to the meeting and I'll deliver it to them. I have one request, though. Rather than heavy canned goods, have mercy on me and think light. Rice, dried beans, pasta, cereals...

See y'all at Sun 'n Fun or our SnF recap meeting on the 28th!

Jim

The Stall Your Mother Didn't Tell You About

When your tail gets in a world of hurt

Okay, folks, let's talk stalls for a little while. I know that everybody gets the standard run-through on approach to stalls, stall, and recovery from stalls, so we all know all about stalls, right? Nope, WRONG-O, right out of the box.

As a beginning on expanding this particular envelope, how many of you who are not ex-military pilots have done the whole stall sequence in turns, from gentle turns up to 45 degrees or better, stick in the gut till she breaks and rolls either into the spin entry or, even more fun, over the top, inverted, and then into spin entry? This is guaranteed to get them little corpsuckles whizzing through the ole arteries at full speed, every time!

Besides that, ever since the wimps in D.C. decided not to require spin training for a private license (or maybe even commercial, now) probably no one getting a new private ticket has ever been closer than the "approach to stall, and recovery". None of this is your fault, anyway, cause they didn't ask you, or even me, they just did it.

Anyhow, what I am leading up to is that there is another type of stall that is just never mentioned. I strongly suspect that this stall is what killed the folks aboard the Volvo short line air carrier at Buffalo, N.Y., and the Pilatus that went down out in Utah a little while later. You have probably never heard of it, and you need to.

What I am going on about is a tailplane, or horizontal stabilizer, stall. In the two cases above, I believe that the tailplane stall was induced by tailplane icing, just as it is in wing icing. Most tailplanes/stabilizers are NOT ice protected, and do NOT have any stall warning device. Furthermore, they are moving through accelerated air coming off the wings and flaps, which drops the dewpoint a fraction below the icing temperature of the wings - not much, but a fatal difference. So, you can be (usually) descending on approach for land-

ing, move into an ice-prone layer, and suddenly have the airplane go totally nuts and auger in. How come?

Well, as all of you aeronautical hotshots undoubtedly know, on just about every aircraft in the world, the tailplane/stabilizer is normally DOWNLOADED in flight! If you did not know this, then I have probably just saved your butt from a spectacular departure from this vale of tears, and you should tuck a \$20 bill into a note of thanks and mail it to me.

Anyway, this is the final sequence of events - the aircraft is slow and dirty for landing, on or shortly after turning on final (or maybe even before) the horizontal tail surfaces ice up, stalls, and the nose abruptly DROPS! This is a violent drop, which ole timers used to call a "whipstall". The pilots - and everybody else on board - are thrown violently up against their seat belts, their feet are whipped up and off the rudder pedals, and their grip on the yoke translates into a quick jerk back as their arms are thrown upward. The nose pitches up violently in response to the "pull up" command, the wing abruptly stalls, and its over and down for everybody.

How does this apply to you? Well the tail don't gotta ice up, for one thing. Just load the plane close to the forward CG limit, slow down for approach and dump the flaps and stuff, and then hit a good solid thump of turbulence, or wind shear, and you're off to the races!

As far as I know, there has never been a successful recovery from this type event, and all too often it is written off as "pilot error" by folks who ought to know better. (See the NTSB report on the Buffalo crash.)

Be careful out there!

Bob

Going To Sun 'n Fun?

Share the experience!

This may come as a shock, but not everyone gets to go to Sun 'n Fun. Sad, but true.

So, this month's Chapter meeting will be a Sun 'n Fun show and tell. That way everyone can share the experience.

If you're going to SnF, please take photos and bring them to the meeting on a CD or printed out, or post them on the EAA 74 Yahoo! Group. We'll show them on the wall and share stories about the things we found to be the most fun and interesting.

See you on Tuesday the 28th!



Paul Pbberezny, EAA's founder, addresses members at Sun 'n Fun.

Show Your Badges

The guy who said "We don't need to show you no stinkin' badges!" was not an EAA member.

Do you have your name badge? No? Then how can we tell who you are?

New members should receive a name badge with their membership in the Chapter. If you don't have yours, tell Jim Thomas and he'll make arrangements. Just remember to pick it up.

If you lost your name badge, tell Jim and he'll get you a new one at cost.



We Finally Get Airborne At ORL

Winds cooperate to get 42 new Young Eagles into the sky

Thank you to all who helped with the Young Eagles Rally and to those who have offered advise and support to me in organizing this event.

Dave Berelsman flew 9 kids in 3 missions with the help of his runner, **Lyn** who also happens to be his lovely wife.

Bob Caime flew 9 kids in 3 missions with the help of newbie runner Bobby Barber.

Tom Camman flew 6 kids in 2 missions with Ed as his runner.

Real Dupuis flew 3 kids in 3 missions with the help of visiting 99 **Sindy Fitzpatrick**.



Jeffrey Benson proudly shows off his certificate after his flight in Chuck Bull's Rv-6.

Real got to flew our first registrant who was so excited to be with us that he arrived before 8:30!

Greg Vogelpohl flew 6 kids in 2 missions with his son **Matt** as runner, you know what that means--I had no certificate printers. All of the certificates were done old school, by hand!

Dave Wilson flew 6 kids in 2 missions with **Carlos Barrios** as his runner.

And lastly, **Chuck Bull** flew 3 kids in 3 missions with another newbie runner Amberly Gardner.

So our totals were 42 kids in 18 missions, not bad considering we only registered for about

an hour before we had to shut down as the wind picked up.

Inside at registration we had three visitor volunteers, **Bobbi Lasher** - 99 and Merritt Island YE Coordinator, **John Trimble**, who is thinking about joining our Chapter and **Amanda Biggers** of the UCF Social Work program.

The smell of the pancake breakfast was mouthwatering! A special thanks to **Debey Von** for maning (womanning?) the grill. Guests were raving about the oatmeal. Thanks to



Greg Vogelpohl loads up Young Eagles Sam Martinez, Jeffrey Hepburn and Roberto Martinez for their flight. Matt Vogelpohl, Gregs runner waves in the background.



Ann Biggers, John Trimble and Bobbi Lasher register the kids.



"Young Eagles" Carolyn and Laura Sherwood (back seat, right), get a ride in Dave and Lyn (back, left) Berelsman's 182.

Tim Sweeney for cleaning out the trailer and getting the eating area set and to any others I am overlooking in the breakfast area..

Mike Sills did a great job of organizing the pilots.

I look forward to the next event May 23rd at the Southeast Ramp at Orlando-Sanford International Airport.

Carolyn

Is This Your Very Last Tailspin?

Remember to renew your Chapter membership

Nah, of course this isn't your last issue of the newsletter. That's because you renewed your membership in EAA 74.

So far, 34 members have paid their 2009 dues, almost a record for this time of year. But still short of the 56 we have had at the end of last year.

Ah, pity the poor folks who didn't renew. They'll be missing out on the

news and, well, that comfortable feeling of really belonging to something that feeds your passion. After this month, those who haven't renewed won't get a newsletter, and they'll miss out on what's happening.

So sad. It sure is a good thing that isn't you is it?

Of course, you could be a friend and re-

mind those people who are memory challenged. Be kind and let them know it's easy to be a part of EAA 74.

Just have them bring their annual dues of only \$25 to the Chapter meeting and give them to **Bob Kosar**. Or mail them right away to EAA 74, PO Box 140571, Orlando, FL 32814.

Then, they won't be left out in the lonely cold, non-aviating world. And they'll be in your debt.