

# The TAILSPIN



August 2007

ORLANDO YOUTH AVIATION CENTER

*Jim Thomas*  
The Prez Sez

## Long Hot Summer

AirVenture, Tonner's CompAir, B-17 To Visit

**M**an, has it been hot, or what?

It was 105 degrees inside my hangar when I was working on my SeaRey the other day. Sweat ran freely and kept dripping off my brow right on my glasses. The density altitude at KORL is 2000' as I type.

### Bahamas Flying, Life Raft Operations

Our program this month will be presented by Glenda McElwee, who'll teach us everything we need to know to fly to the Bahamas. That will be followed (on a date to be scheduled) by a chapter picnic at Corny Van Horn's Lake Conway Seaplane Base, where the adventurous can try to board Glenda's liferaft while wearing an inflated vest. That should be fun! The chapter will again supply fried chicken and ask each of you to bring your own beverages and a side dish to share. Make sure you bring a chair and sunscreen.

### B-17 Tour At Orlando Exec

Also at this month's meeting, we'll be asking you to sign up to help with the B-17 tour, October 25<sup>th</sup> through 29th. I can't stress strongly enough how much we need everyone's help to make this event the best we've ever done. At the meeting, we'll discuss what we can do to make this happen. We made about \$3,000 last time when *Fuddy Duddy* was here and I'd like to beat that this time. (See story on page 3).

### Young Eagles begins in September!

We'll be kicking off our Young Eagles season at a new airport this year. You decided we'd start rotating rallies between Sanford, Executive and Kissimmee. Our first rally will be held Sept. 22, at the Southeast Ramp in Sanford, followed by October 20 at Showalter. We've also agreed to fly 150 kids in the Boy Scout's camporee at Fantasy of Flight on November 17. Mike Sills needs at least 15 four place aircraft for this event, so please help him out!

That's all for now, I look forward to seeing you on Tuesday evening!

*Jim*

**Next Meeting—Tuesday, Aug. 21, 7:30 p.m.**  
*Guest Speaker—Glenda McElwee, "Flying to the Bahamas"*  
**Tarmac Time—6:30 p.m.**  
Tim Sweeney's RV-6A  
*Weather Permitting*

Showalter Flying Service, Orlando Executive Airport  
400 Herndon Blvd.

### Upcoming Events

Chapter Meeting & Tarmac Time	Aug 21, Tues Tarmac Time 6:30 p.m., Meeting, 7:30 p.m. Showalter, Orlando Exec
Water-landing survival seminar	Date TBD by Glenda McElwee Corny van Horn's on Lake Conway
Chapter Meeting & Tarmac Time	Sep 18, Tues Tarmac Time 6:30 p.m., Meeting, 7:30 p.m. Showalter, Orlando Exec
Young Eagles & Pancake	Sep 22, Sat. Breakfast Setup 7:30 am, Flying 9 am-11 am South East Ramp, Sanford-Orlando

### July Meeting Update

## ORL Ops Update

### Tower Supervisor reviews procedures

**T**hanks to Rod Taylor, ATC Tower Supervisor at ORL for being our guest last month. It had been a long time since we had a chance to talk to one of the professionals at our home base.

His presentation was filled with great info on current operations at Orlando Exec. Position and hold procedures are a moving target there. Essentially, don't expect to receive a position and hold instruction. If you do get one, and seem to be waiting a long time, it's okay to call tower and ask, especially if the runway is cleared.

The same applies if you seem to be having a long wait time in the run-up area. Be patient. They can get pretty busy in the tower. However, if things seem to take too long and there's no clear reason, key up and ask—politely, of course.

Other tips: the ORL tower is okay with early turnouts on takeoff—if traffic permits. Just don't do them without getting permission as it could put you in conflict with traffic on downwind. Along that same line, when departing, be especially careful not to cross the approach path close to the field. Too close can be as far as several miles, so listen closely on the radio and ask the tower if you're not sure.

# When Things Get Spooky, Part 2

## The off-airport landing

Well, it's time for chapter two on how to conduct a relatively successful emergency landing.

I say relatively, because the word "emergency" is included here, and in an emergency all bets are off. There is an unusual situation in play, and the regular rules may not necessarily apply. Do not take this to mean that it's necessarily up to you to invent new ones to fit the situation - the normal rules seem to apply quite nicely to almost any occasion, and involve the use of learned and practiced procedures, which is always a plus. You just got to be flexible is all.

The one thing that you really need to concentrate on is making a realistic assessment of the situation, chose a workable solution, and then act on it without dithering around and wondering if something else might be better. Just do it.

If there is no fire involved, things are much simpler. You just need to decide how serious the situation is, or may become, and if an immediate landing is necessary. If this is the best and safest solution, you need to proceed with the landing in the best way possible.

Since this is almost always going to involve an off-airport landing, pick the best reachable spot and assess the situation. Normally, you want to land as slowly as possible. There may be times, however, when this is may not be the best approach. In plowed fields, you are almost always better off landing WITH the furrows rather than across them. You may be able to find a field with the furrows more or less aligned with the wind, which is a major

plus. If not, personally I would opt to land with the furrows and accept any reasonable cross or tailwind component and just work with it.

As you approach the field selected, if altitude allows, fly across it once to get a good look and verify whether or not there are any surprises there like ditches, wires, holes, etc., and plan around them. If you are committed anyway, just work with the airplane and get it down and slowed down as best you can.

The part just before landing is where a lot of people get into trouble. Two things are most often the cause - you are landing in an unprepared area, with varying amounts of damage to the plane possible, and you start looking for ways to minimize the damage. Forget the damage - your job is to get the occupants of the airplane on the ground in the best way possible, and insurance companies were invented to take care of the other stuff.

The other problem is a thing that the military calls "target fascination". You get so wrapped up in looking at the landing site that you forget to monitor the airplane and let it get too slow. This is the major cause of real damage and injuries or death in these situations. The plane slows down, starts to settle rapidly, the planned approach won't work and there's no go-around possible.

The worst case scenario is that the plane slows while the pilot stares at the landing site, goes marginal, and then stalls and goes down. This is when a landing turns into an accident. Don't let this happen to you - always maintain a safe airspeed right down to the flare,

even if this means dropping the nose and watching the grass and trees rise towards you. With airspeed you can control the aircraft into a less than desirable landing spot and minimize damage.

Without it, you become a passenger in a vehicle that you cannot control, and bad things are going to happen. Always FLY THE AIRPLANE until everything stops moving.

One other thing, if possible - keep talking to your passengers, advising them of your plans and what they need to do to minimize harm to themselves, and how to get out of the plane after landing. This prevents panic in people who know that there is a serious problem, but don't know what, if anything, you are doing to make it better. Information is one of the best panic preventers in the world - share it.

Another thing that is helpful in some cases is this: Carry a roll of lightweight aluminum foil in the plane. If an off airport landing becomes necessary, and you have the time and altitude to choose a good looking field, toss this roll of foil out of the window. It will stream out as it falls, and drape itself along the grass or treetops in line with the wind, giving you a clear idea of wind direction and a fair guess at wind speed. It is highly reflective, easy to see, and can be of great help to other aircraft looking for you.

I hope you never need any of this stuff, but information don't cost anything if you don't need it, and is invaluable if you do.

Be careful out there.

*Bob*

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## Barbara Fritschi

### A Chapter friend and benefactor has passed away

Quite sadly, Chapter 74 has lost a good friend with the passing of Barbara Fritschi late in July.

Barbara and her husband George became part of our family several years ago. They were great supporters of the

Orlando Youth Aviation Center, committing a charitable trust now valued at an estimated \$1 million.

They attended only a few regular meetings, but were always there when called on. Both always joined us as special guest at our annual Christmas

party.

For those who never met her, Barbara was a very sweet and refined lady, always gracious. Her quick smile always brightened the entire room and the day of everyone she encountered.

Our condolences and deepest regrets go out to George and their family

# Aluminum Overcast On Approach

## B-17 Tour returning to Orlando Executive

An aviation icon will be landing at ORL in October, bringing with it what is probably the most important event in modern history.

And Chapter 74 needs you on the crew.

EAA's B-17 *Aluminum Overcast* will be touching down on runway 7/25 Thursday morning, October 25th for a four-day visit. The B-17 Tour is making its annual pilgrimage throughout the U.S., reminding us all of the courage, heroism and sacrifices of the Greatest Generation who defended our freedoms and way of life in a world threatened by fascist domination.

This will mark the Tour's second visit to our home airport and EAA 74 will be the host chapter for this important event. Two years ago, when EAA's B-17 was damaged, they borrowed another example of the plane, the *Fuddy Duddy*, now preserved in a museum. This year, we will host the fully restored *Aluminum Overcast*, a G model rendered in the colors of the 389th Bomb Group.

The excitement and awe of seeing this plane is outdone by only one thing—the faces and eyes of the veterans who actually flew the dangerous missions over western Europe and in the Pacific during one of history's darkest hours. A close second was the reverence and homage paid by the now grown children, grandchildren and great grandchildren of these fliers. We got to see it all on the last visit. If you missed it the last time, you get another chance.

This just isn't a museum display, either. *Aluminum Overcast* will fly daily, with seats available for the public. Ticket sales of the rides go to keeping the B-17 operating and help it continue its important mission of education.

Jerry Lutz is heading up organization of a special media

breakfast for Army-Air Corp vets who live in Central Florida. He did a great job last time, generating significant awareness in our community. Chris Fenger has volunteered to head up the rest of the media and public relations effort. These two important jobs will make sure everyone knows about the Tour. And Showalter Flying Service—always there when we need them—will again provide ramp space; not a small thing when you consider how much room the B-17 takes from the FBO's parking area for the commercial jet customers.

That's where you come in. You see, this isn't just about EAA in Oshkosh. The Tour also creates opportunities for the Chapter to be rewarded for helping them. They bring their own operations ground crew, but need help guiding the public to the airplane and selling memorabilia. In return, they return to the Chapter a generous portion of sales from tickets and souvenirs. The last time, EAA 74 gained an eye-opening four-figure contribution to our coffers.

During the four-day visit, volunteers are needed to guard the entry gate, be docents at the plane, help passengers board, and work in the trailer store. The entire board of directors will be helping, but more people are needed. Shifts run just a couple of hours, and of course, you'll have plenty of time to explore the plane inside and out.

Jim Thomas will have a sign-up sheet at the Chapter meeting on Tuesday, Aug. 21, but if you can't come, please email Jim at [jim.thomas@tropicalsoul.com](mailto:jim.thomas@tropicalsoul.com) and let him know when you can be there.

And, tell all your friends and neighbors to come out and bring the kids. If they'd like to book a ride, tell them to go online to [www.B17.org](http://www.B17.org), or call 800-359-6217.

See you on the ramp.

## Homebuilts On Display

### Static display during B-17 Tour being planned

What is better than seeing a flying B-17?

How about a B-17 *and* a static display of homebuilt aircraft?

Setting up an area with experimental planes is one idea to expand the B-17 visit and give us a chance to show the public what we're all about.

Plans are iffy at the moment, but the idea is a good one. It is still to be seen if we can find a corner of the ramp that won't interfere with the Tour or Showalter's business operations. If so, it will be a great addition for the public and fun for us.

Of course, the idea can be expanded to include factory-builts, too—taildraggers, restorations, whatever flies.

It would be nice, too, if someone could step up to help organize it and find folks to be there to talk to interested people. It will probably just be for one day, maybe two, so as not to be too much work.

If you have a plane and you'd like to show it off, or if you know someone who has a plane, or could help organizing, please get in touch with Jim Thomas (it was his very good idea) at [jim.thomas@tropicalsoul.com](mailto:jim.thomas@tropicalsoul.com).

## Veterans' Day Parade EAA 74 to join the march

Speaking of honoring the veterans who have done so much for us—the annual Veterans' Day Parade is now being planned.

Jerry Lutz once again has volunteered to lead the charge for EAA 74. Last time, Bruce Hotz towed his homebuilt WindWagon through the downtown Orlando parade route, as Debey Von tossed candy to kids on the sidewalk. It really raised the awareness of EAA 74 in the community.

Jerry will tell us how the planning is going at the Chapter meeting. If you'd like to participate, join us then and let him know.