

The TAILSPIN



August 2008

ORLANDO YOUTH AVIATION CENTER

Jim Thomas
Prez Sez

Check The Weather & Upcoming Events

It's August and the dog days are here. Afternoon thunderstorms are a given and we're getting into the heart of hurricane season. Pay close attention to the weather patterns and if you don't have NEXRAD, the prices have come down to the point where it's crazy not to have this valuable tool in the plane with you.

Oshkosh Wrap-up

I don't know what it is with my daughter, but she seems to insist on bringing the grandkids to visit during both Sun 'n Fun and Oshkosh. Nonetheless, I insist that I'm going to catch as much Sun 'n Fun as I can and occasionally Oshkosh. My plane was in the shop, so I had to fly commercial, which may be a bit cheaper for one person, but it takes just as much time – if not more - and you have to deal with the omnipresent screaming kid(s).

From all accounts, Oshkosh had fewer airplanes, but more cars, so attendance was better than expected. This year's airshow was exceptional. Sean D. Tucker has formed a new team called the Collaborators, consisting of himself flying his Challenger II biplane, Sean's son, Eric W.D. Tucker, Ben Freelove and Bill Stein. This show is just incredible. The only thing I could find fault with is there's so much going on, you need two pair of eyes to follow all the action. Unfortunately, in exhibit hangar B, my digital camera was stolen right out of the holster on my belt.

I hope that everyone who went to OSH will come to the meeting and take a moment to tell us what their experience was.

Chapter events

Our next general meeting, Tuesday, October 18 will feature a talk by **Pat Phillips**, on selling an amateur built plane. Tarmac Time will feature Rick Thompson's immaculately restored Cessna 140.

Mike Sills has been organizing some fly-outs recently and will post the remainder of them to our Yahoo Group EAA74. Due to weather I think both of the last two were relocated, but fun was had by all.

Krysty Kress is hosting our first Young Eagles event of the

Next Meeting Tue, Aug 19, 7:30 pm

Homebuilt Sale Contracts
Pat Phillips

Tarmac Time 6:30 pm

Rick Thompson—Cessna 140
Weather Permitting

Showalter Flying Service, Orlando Executive Airport

Upcoming Events

Chapter Meeting	Aug 19, Tues Tarmac Time 6:30 pm, Meeting 7:30 p.m. Showalter Flying Service, Orlando Exec
OYAC Youth Aviation Class Start	Sep 6, Sat 9 am—12 noon Showalter Flying Service, Orlando Exec
Chapter Meeting	Sep 16, Tues Tarmac Time 6:30 pm, Meeting 7:30 p.m. Showalter Flying Service, Orlando Exec
Young Eagles Rally & Pancake Breakfast	Sep 20, Sat Flying 9 am—11 am Southeast Ramp, Orlando-Sanford Int'l
NBAA	Oct 6-8, Mon-Wed Free admission for volunteers Showalter Flying Service ramps
Chapter Meeting	Oct 21, Tues Tarmac Time 6:30 pm, Meeting 7:30 p.m. Showalter Flying Service, Orlando Exec
Chapter Picnic	Oct 25, Sat Picnic & tour of Jim & Kevin Kimball's aircraft restoration & kit manufacturing Kimball's airfield, Zellwod

season on September 20 at the SouthEast Ramp in Sanford. We need all the help we can get to make this a successful rally, so please come out and help.

Showalter has again asked our help for NBAA '08, October 4-9. We'll have gate detail and will likely be asked to help position the planes for the static display. They usually allow our volunteers to visit the static display as well as the display at the convention center. With all the new avionics coming out, it's kind of nice to see what will be filtering down to our level.

See you at the meeting!

- Jim

Sometimes Less Is More

Learning to fly by feel

By the time you read this, someone will have won the new Cirrus that they're giving away at Oshkosh this year, and the new owner is probably spending a lot of time figuring out all of the goodies aboard. This is going to take a little time and practice, because there are a lot more things in the panel than there used to be.

I remember the first time I got an up-close and personal look at an airplane, and some of the memories are still sharp and clear. I walked right up to this marvel and tentatively touched a wing. (It was a lower wing of course, because in them there days that was what was mostly around was biplanes of one sort or another.) Believe it or not, the sonuvva gun was soft! It flexed when I touched it! How the heck did this thing hang together in the air, anyhow? It was made out of CLOTH! I should maybe point out that this was in the very early 1930's, and I myself was a very early vintage of my later self.

I remained fascinated with airplanes throughout my youth, and frequently rode my bike out to the little local airstrip, hang around and be a nuisance. This fairly often resulted in me getting a freebie ride when somebody needed to aviate for whatever reason. It was about this time the the Original Piper Cub started to show up at airports around the country, and the Brannon brothers bought one for \$750 cash! I got to spend a fair amount of time in various Cubs after that, enjoyed every minute, and got my Private license in one right after I turned 16 and could legally do it.

For those of you who have never flown a Cub, or a similar plane, I highly recommend it. You will learn to your amazement that sometimes less is a LOT more. These planes had really low horsepower (the first cubs had 40!) and low wing loading, so they did everything very sedately and a kid in one could make mistakes, realize that it was a mistake and see the results getting ready to happen, and make the appropriate corrections before anything really

bad happened. It helped that they were stick controlled, and if a fellow got too confused, all he had to do was make the stick point straight up from the ground and the plane would waddle around to a level flight attitude. I used this method more than once to straighten out the mess I would get into while finding out what happened if you mashed the controls around vigorously.

Having low horsepower, low speed, and slow response time also turned out to be an excellent way to really learn how to be a pilot. If you didn't learn how to control the plane by feel and sound of the slipstream you just didn't get much out of the plane. As I recall, instrumentation consisted of airspeed, altimeter (and not very precise, at that) oil pressure, oil temp. and a tachometer. That was it, and students never really got much of a look at them anyhow - the instructor in the front seat blocked them out most of the time and you learned to listen to the wind and feel the motion of the plane (seat of the pants flying really was - sensations picked up by your butt in contact with the seat were a major source of information about what the plane was doing).

This sort of thing became really valuable later on flying fighters - spend too much time studying the instruments and stuff and some mean guy could come along and really spoil your day. Needless to say, when bullets started flying, separating friends from bandits and also shooing flies off of your flight leader really kept eyeballs outside the canopy! Hopefully none of you folks will ever need these skills, but they do really make you a better pilot. I know that some of you are groaning, "The old goat already said that once, a couple of years ago", and you're right, but it's still true.

Sometimes less is more!

Have fun.

- Bob

It's Time To Get Out The Vote

You know the issues. You know what's at stake. This year, your participation is more important than ever. The future of the Chapter depends on it.

What? You thought this was about something else? Like there could be another election more important. Puhleese!

No, this is about Chapter elections. This year the terms expire for every executive office—president, vp, treasurer, recording secretary, newsletter editor/corresponding secretary. Also, two director positions expire (and there is one unfilled seat for another of the rotating terms).

You should consider running for one of the posts. (Aw, heck, you say. Sounds too much like work.) Okay, honestly, there is a little bit of effort involved. But not that much. For the most part, it's coming to one board meeting a month and *maybe* spending an hour or so on Chapter business the rest of the month. Big deal.

On the other hand, it's pretty rewarding. For one thing, you get to be around aviation people more. You'll see more of the local GA community, too. You'll find that your opinions and experience really do count. And you can influence the Chapter's future.

For example, it's often said that we don't spend enough time on homebuilding or flying activities. Maybe, but the truth is that all it takes is for someone to take action. Young Eagles is a big program for EAA 74 because there are people who want to be active in that effort. All it takes to have other activities is for people who want to be involved in those areas.

Do you love flying and airplanes? Can you find another three hours a month to spend on what you love? (Yes, you can.)

Tim Sweeney will be building a candidates list. When he calls you, let him know you're interested and what you like doing. It's that simple.

Jim's AirVenture Adventure

Papa Knows Indiana Jones!



Who knew that Jim and "Indy" are old drinkin' buddies?

(Excuse the fuzzy pic—it was shot from Jim's cell phone.)

Each year, Ford Motor Co. hosts a reception for Chapter presidents. Like a dummy, I forgot to take my name badge to AirVenture, but as I walked up to the entry line, the guy in front of me was the president of Chapter 1337 in Columbia, CA whose name just happened to be **Jim Thomas!** Columbia is about 50 miles east of Stockton in gold rush country. It's been the location of many films, including 1992's *Radio Flyer* and 1952's *High Noon*.

The main thing I took away from the reception was that cities and towns with a far smaller population than ours have more members. Chapter 1337 – in a town with fewer than 3000 people has 100 members and Dayton, Ohio has

200+! We need to do some marketing, people... if you have any ideas, I'm all ears!

Ford had all their 2009 models on display as well as several concept cars – the Lincoln concept was awesome! They also had a specially designed "Thunder Mustang" that was auctioned off at the Young Eagles dinner. Somehow, I didn't get an invitation to that, which is just as well, since I don't have any money, anyway.

Tom Poberezney spoke for a bit and introduced **Edsel Ford, II**. Edsel was interrupted by the cell phone ring of a full size robot somewhat reminiscent of C3PO, only silver. On the line was

R2D2, who informed us that a special guest was coming. That was when security ushered in Young Eagles Honorary Chairman **Harrison Ford**. He spoke for a few minutes and then was ushered out right past me and nodded as he walked by.

On the miles long walk back to my car, I called home and told **Suzanne** of the encounter. She said, "Wait till I tell the kids that Papa met Indiana Jones!" A bit of a stretch, but... When I finally got to my car, I decided I didn't really want to go back to the tent, so I went to the Hilton for a drink.

In the bar, were an old friend and big EAA supporter **Dr. Brent Blue** of Aeromedix.com, **Kermit Weeks** and Edsel Ford, surrounded by a bunch of FoMoCo marketing types. Since I'd briefly talked to Edsel at the reception and told him we have 2 '07 Fords and he said he also drives an Edge, I figured I'd go talk to him.

He was in kind of an alcove formed by the bar and the other seating and I tapped a guy on the shoulder, excusing myself to get by and that guy turned out to be Indy hisownself! Got to talk to him a bit and he graciously posed for a camera fone picture with me. Sure wish I'd had a chance to freshen up! He was incredibly nice.

Selling Your Experimental—No Fear!

In this month's meeting, Pat Phillips tells how to reduce liability

Hidden traps can await the seller of an airplane he or she built. For example, if the buyer should crash, the builder may face some liability as the manufacturer.

There is an answer. Chapter member **Pat Phillips**, an aviation attorney and member of EAA's legal advisory board, has developed a sale agreement designed to protect the builder seller. It's already been tested successfully in court. In this month's meeting, he'll show us the agreement and explain how it came to be.

Knowledge is power. See you at the meeting.

Chapter Picnic At Kimball's In Oct.

Thanks to Barbara Walters-Phillips, we've been invited back to Kimball Enterprises airfield for a Chapter picnic.

Jim and Kevin Kimball are internationally known classic airplane restorers, airplane designer/builders, and the people who make the Curtis Pitts S12 kits. Getting to see their operation is a real

treat. They graciously give us a tour and there's always something unique to see. Last time, they had a one-of-a-kind Stearman Mailwing.

Kimball's is located in Zellwood north-east of Bob White Field. Complete details of time and directions will be sent by email and published in the *Tailspin*.

Picture Perfect

The art of Rick's aviating

We've met home builders, experimental plane designers and manufacturers, war heroes, astronauts, even rocket scientists. Some of them our own Chapter members.

One of our newest members has a truly unique perspective on aviation—oil paint. Rick Thompson renders incredible paintings of flying machines, as a professional artist for Lockheed Martin. (And you thought everyone there except the receptionist was an engineer.)

Rick—who is also restoring a Franklin—has agreed to share his experiences, and some of his art, at the September Chapter meeting.

Color in the date on your calendar.