

The TAILSPIN



February 2009

ORLANDO YOUTH AVIATION CENTER

Jim Thomas
Prez Sez

Off To A Great Start

It's coming up on Valentine's Day; I hope you and your sweetie had a wonderful day.

That brings me to the subject of the heart. First of all, thank you once again from the bottom of my newly repaired heart, for the good wishes and the warm welcome y'all gave me at the last meeting. Thanks for the R/C helicopter, too! I haven't had much chance to play with it and I gotta admit I'm not very good at helo flying, but it is kind'a fun!

Young Eagles

Chapter 74 is off to a great start in 2009, economy be damned. We flew around 60 Young Eagles at January's rally. I'd like to thank the staff at the SouthEast Ramp. **Krysty Karr** coordinated it well with the Airport Authority and the tower and arranged for a great fuel discount for our pilots. **George Wheeler** took some great pictures and posted them online. That's another great reason to join our Yahoo Group, so you can get notified of great photos and our flyouts. Just go to yahogroups.com and search for EAA74, then join! You will have to create a free Yahoo account.

Carolyn Biter (rhymes with fighter!) has agreed to take over as Young Eagles coordinator. So far she's done an excellent job and has already laid the groundwork for the March Rally at Exec. Welcome aboard, Carolyn!

Fly Out

During my brief appearance at the last meeting, I mentioned that there was a company that puts together an annual "Bahamas Treasure Hunt" flyout. The problem is that it's around \$1,700, not including fuel and the use of your own airplane! What I didn't mention is that I thought we could do something similar for far less. We don't even have to leave Florida, if we don't want to! Drop me an email if you'd like to do something like that this Spring.

This Month...

At the February meeting, **Tim Clifford** will be back to tell us more about the Recreational Aviation Foundation. I'm pretty sure he has another video that is more stunning than the last one. If you missed that, **don't miss this one!** See y'all there!

Jim

Next Meeting Tue, Jan. 20, 7:30 pm

Guest Speaker

Tim Clifford

Recreational Aviation Foundation

Showalter Flying Service, Orlando Executive Airport

Upcoming Events

Chapter Meeting	Feb 17, Tues Meeting 7:30 p.m. Showalter Flying Service, Orlando Exec
OYAC Glider Competition	Feb 21, Sat. Morning (exact time TBD) University of Central Fla, Engineering Bldg.
Chapter Meeting	Mar 17, Tues Meeting 7:30 p.m. Showalter Flying Service, Orlando Exec
Young Eagles Rally & Pancake Breakfast	Mar 21, Sat Flying 9 am—11 am Showalter Flying Service, Orlando Exec
Chapter Meeting	Apr 21, 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

Due the Due(s)!

It's Refreshing!

When you're really worn out from every day tribulations, get refreshed with the perfect lift to your spirits. The perfect pick-me-ups are regular meetings with other aviation nuts, fly outs, grass field picnics, pancake breakfasts, and hangar flying. You'll find it in your EAA 74 membership.

So get renewed! Only \$25 including all family members. Please bring your check to the meeting, or mail it to:
EAA 74, PO Box 140571, Orlando, FL 32814

It's Time To Go Flying—Make A Plan

Getting ready for untoward occurrences

Well, here it is February all of a sudden, and 2009 at that. This comes as something of a surprise to me.

You see quite a long time ago a fairly knowledgeable MD, who was rebuilding various damaged parts of my anatomy, told me that all things considered, I was in great shape for the shape I was in and would probably live to see 50. Being 24 at the time, I considered this good news, although at 48 I began to have second thoughts. Anyway, as the more alert amongst the group have undoubtedly noticed, I am not only still here, but relatively active.

This brings me to the subject of this discourse. How does one manage to reach farther down the road of life than would normally be expected, considering various unexpected and dangerous incidents which are a part of life? Well, you plan ahead for just about every untoward occurrence that you can imagine, and file the plan for future use without having to stop and think it out in times of stress.

I can assure you that everyone on the flight deck of the Airbus 320 that went into the Hudson River had repeatedly said to themselves, "If I lose one engine on takeoff, what next? If I lose both, what next? If no airport within reach, what? No boost, how? Water landing with a full load, what, when and how?". The result of this disaster planning showed up that day and a whole lot of living survivors owe their future to this foresight.

Great - but what's this got to do with us? Well for starters, we do belong to the EXPERIMENTAL aircraft Assn, don't we? We do occasionally nail together a flying machine of more or less predictable behavior, and then we fly it. So, preplanning

for the unthinkable should be part of the process.

Warm weather is on the way (Yes, children, it really is) and we will continue flying our creations again. We need to remember that an accumulation of more flying time on the craft does not necessarily mean a corresponding increase in dependability of the thing.

What is a safe turn-back altitude for a departure engine failure in this plane? What is your engine out rate of descent? What do you do for in-flight fire (and FAST!)? Flutter onset? Etc, etc, and etc again. If you've got some sort of a tentative plan, with options, you're well ahead of the game. If not, and you figure out what to do at about 100' altitude or less, you're in deep trouble.

Think of every accident that you can remember, the causes, results, and things that might work better, and put them on file in your headbone. With luck, you'll never need them, but consider this - it don't take a Canada goose to bring down almost any GA plane around. One well placed small bird can do it, and has. A thought - if you see birds ahead and above your flight path, don't fly under them. Their instinctive reaction to perceived danger is to dive for safety, and guess where that puts you! A group of small birds can be as bad as a buzzard or goose, so go around them at a safe distance.

And have a plan.

Be careful out there.

Bob

Chris Fenger Glides To Photo Finish

After being flipped over in a windstorm at Cortland NY in Nov. 1999, this glider sat for 9 years until yours truly bought it (from a good friend) and had it trucked to Florida. It arrived here on February 28, 2008 as a wrecked skeleton.

After 10 months of hard work, it is restored and airworthy. Sunday, N5700S flew for the first time in 10 year...

It was a great day!

Chris

Before....



After...Chris Fenger brings his restored sailplane home from its first flight in nearly 10 years.

Hands On Experience

More than a few Chapter members are building or rebuilding. The update on a few...

Tim Sweeney and **Jim Buchan** are about ready to put an engine on Tim's Rans S-6...as soon as they can find a suitable, used 80hp Rotax.

Chuck Bull is revising his panel... again?! Actually, just the next stage.

Jim Thomas is chomping at the bit to finish the SeaRey. You know — 90% done... He'd love an extra set of hands.

Bob Kosar says his Helicycle is starting to look more like a helicopter instead of a derrick.

Young Eagles



We Start The Year With 55 New Young Eagles

Carolyn Biter is our new Young Eagles Coordinator

Carolyn Biter has volunteered to be our new Young Eagles Coordinator. She's already working to make a great program even better. Here's her first report.

Thanks to all who attended and assisted in another wonderful Young Eagles event!

Pilots:

Jim Barrett flew 6 kids in two flights
Carlos Barrios flew 1 kid in one flight
Dave Berelsman flew 8 kids in three flights
Bob Caime flew 9 kids in three flights
Tom Camman flew 3 kids in one flight
Chris Fenger flew 6 kids in two flights
Greg Gent flew 4 kids in two flights
Don Mclendon flew 4 kids in four flights
Chirs Provan flew 7 kids in three flights
Greg Vogepohl flew 6 kids in two flights



Carolyn Biter (right) and Jim Thomas at the registration desk. You can get an idea of how impressive SouthEast Ramp's hangar really is.



Dave Berelsman (the tall one) with three very happy, newly minted Young Eagles.

We were visited by Channel 13 news and invited to return to KSFB for a May Young Eagles event. Falcon Flight held a pancake breakfast in their hangar, free but accepted donations. They collected \$94.00 which they in turn have donated to our chapter!

Many of the kids who flew today were excited to learn about the Youth in Aviation classes, so we should be seeing them again when those start in March.

Thanks to all the runners, registration helpers, certificate printers and support staff! Thanks to Krysty Kress for hosting us and Winter Park Construction for opening their beautiful hangar to us! Thanks to Tim Karr for the ice cream and iced tea!

I am pleased to say that I will be doing my best to coordinate the Young Eagles events and welcome any helpful hints from other members. I hope to see everyone again, new faces and old at future events!

Carolyn

OYAC Annual Glider Competition Joins SECME

Event next Saturday needs volunteers

First of all, thank you to all of you who continue to make our programs successful.

I am writing to remind you that the next major event is our Annual Glider Competition. It will be held next Saturday, February 21. This year, we will be holding it in conjunction with SECME, an organization that strives to get kids interested in engineering. They will be holding a variety of competitions that day, and our glider competition will be one of them.

Normally, our glider competitions are entirely in the afternoon, but for this event we must conform to the SECME

schedule. The event will be held in the Engineering Building II Atrium on the UCF campus and teams will be arriving to have their gliders weighed between 7:30 and 8 am.

The competition will go in two rounds and will take several hours. I expect that we will need 3 or 4 volunteers to run the event. Also, after the SECME portion of the event ends around 11:30 (at the latest), we will be having a shorter competition for a few local high school teams.

Since I realize that everyone's schedule is busy, please let me know which portion of the event you'd like to help with,

the SECME event in the morning or the shorter local event starting at noon. I expect the SECME portion in the morning is where we'll need the help.

Should any one have any questions for me, such as how to get to the Engineering Building II atrium, please let me know. I have a file with directions and maps but it's a little big so I'll only clutter your inbox with it if you're sure you can be there.

Thanks again!

Louie