

# The TAILSPIN



January 2008

ORLANDO YOUTH AVIATION CENTER

## Happy New Year!

*Jim Thomas*  
Prez Sez

### Turning The Page

A new chapter in 2008

We've turned the last page of the old calendar and begun on the first page of a new chapter for our chapter. I hope everyone had a great holiday season and I'm looking forward to this New Year.

Due to a scheduling conflict, this first meeting of the year will be held in the community room at GOAA's new building at Executive Airport. That should prove interesting.

We have our Young Eagles schedule finalized up through the Spring and a tentative schedule for the Fall. This month's rally marks a return to ISM and we hope it can be a positive outreach to the Osceola County community.

At our board meeting we welcomed 2 new directors. **Robert White** is taking over the vacant spot that expires in 2009 and **Greg Vogelpohl** has stepped up again to fill one of the two spots that expire in 2010. That leaves one spot open, if you're interested!

I hope we can build on the fly-outs we had last year. Maybe doing one a month, with one per quarter being an overnight stay at an interesting destination. Bahamas, anyone? While we're at it, maybe we could have some fly-ins at local airports with Weenie and Corn roasts? Bob White would be a great place to hold something like that. If you have any suggestions as to where we might fly, please let me know.

I'd like to form a committee at this meeting to coordinate our activity at both Sun 'n Fun and AirVenture this year. Please consider joining this committee so we can help out collectively while we're there. I'm sure **Pat Phillips** could use some help with the S 'n F Air Show and **Don McLendon** could surely use some help with the Ground crew.

I hope to see you on Tuesday!

*Jim*

### New Meeting Site This Month

Tuesday, Jan 15, 7:30 p.m.

**GOAA Administration Building**  
**Rickenbacker Dr (old 4th Fighter Group site)**

*Guest Speaker—King Evans, CFI*  
Flying Safety & Insurance Statistics

### Upcoming Events

Chapter Meeting	Jan 15, Tues Meeting, 7:30 p.m. GOAA Admin Bldg, Orlando Exec
Young Eagles Rally	Jan 19, Sat Setup 7:30 am, Flying 9 am-11 am Signature Flying Service Kissimmee-Gateway
Chapter Meeting	Feb 19, Tues Meeting, 7:30 p.m. Shoemaker Flying Service, Orlando Exec
Chapter Meeting	Mar 18, Tues Meeting, 7:30 p.m. Shoemaker Flying Service, Orlando Exec
Fantasy of Flight Young Eagles Rally	Mar 29, Sat Setup 7:30 am, Flying 9 am-11 am Fantasy of Flight

### New Year Is Time To Renew Chapter dues are due

The start of the new year is always a time for renewal. We make resolutions—all with an eye to making things better in the next year.

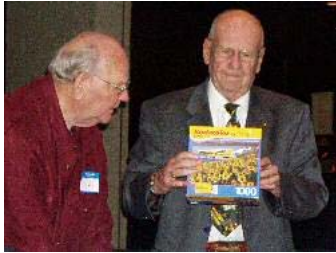
Fitting right in with that desire, it's time to renew your membership in EAA 74—a way of restating your resolution to be immersed in all things aviation and keep flying. It's going to be a big year for aviation and there are a lot of Chapter activities being discussed.

Dues are just \$25 and include everyone in the family. You can bring them to the meeting, or just mail your check, payable to EAA 74 to PO Box 140571, Orlando, FL 32814.

# A Merrier Holiday

## Chapter 74 celebrates at our annual Christmas Party

The real joy of Christmas is gathering with family in celebration. EAA 74 did just that, with members of our “flying family” at our annual party held at Ventura Country Club. There were people we don’t get to see very often, old members, new members, spouses and friends. And this year, Women In Aviation joined the party, too—adding more holiday spirit to the evening. A special thanks to Mel and Bea Scherf for making all the arrangements and for leading the fun at the Pirate Gift Exchange.



# Where Have All The Airplanes Gone?

The jury is in, and the verdict ain't good

I have what may seem to be an unusual request.

Maybe it is, but I got a good reason for it though. Anyway, the request is this - if you have not yet registered to vote, do it. Do it now. There are many good reasons, and a few new ones. I know, registering to vote also puts you on the jury lists, and this is a real pain in the rear. You waste a lot of time, lose money, and what do you get? Democracy, that's what. Or at least, semi-democracy. What's all this twaddle about? Has Hayden finally tipped over his last bag of marbles? Yes and no.

A couple of weeks ago I was driving along the 408 (East-West expressway) passing ORL, and I looked out across the ramp. What I saw was an airport. What I did not see were airplanes. Just concrete, grass, and buildings. In 1988 when I first came to Orlando, Executive Airport was covered up with airplanes, and so was every other airport in the area, if not the entire state. The Showalter ramp was completely full with tied-down aircraft, the east ramp was full, and the west side of the field was airplanes from one end to the other. There were a couple of FBOs giving flight training, and one large flight school. Hangar space was at a premium, because everything resembling a hangar was full, and the pattern was like a beehive. Orlando was the hub of a whole lot of aviation of all types, and Executive Airport was home to I don't know how many hundreds of aircraft of all sizes and descriptions. If it flew, it was here, had been here, or was coming here. It was a pilot's paradise, even with all the grouching about waiting in line for departures, etc.

Now, it is a semi-sterile sweep of space with lots of open air and almost no airplanes to speak of in sight. It reminds me of the opening scenes of "Twelve O'clock High", where the returning veteran stands at the edge of the runway at an old B-17 base and looks across acres of emptiness and vacant huts, with grass blowing in the wind. Slowly the sound of the wind fades, and there is a growing rumble of big round engines and the sound of slipstream around gear legs and cowlings. A B-17 with two feathered and no gear comes across the end of the runway with the two good engines wide open and slides onto and down the runway, between rows of aircraft now covering the field, and it is WWII again, in full roar.

The end of the war doomed the B-17s to salvage yards and museums. What happened to the planes at Orlando Executive and Daytona Beach, Tampa and Miami? Juries killed them, folks, not the end of a war. Juries made up of people who got called for Jury Duty and couldn't get excused, who sat and listened to testimony about airplanes and designs and accidents, pilot proficiency, weather extremes, and a

hundred other things that they had no real understanding of, heard impassioned pleas from attorneys representing families of accident victims, and everybody yelling that it had to be somebody's fault.

So they made it somebody's fault. They awarded hundreds of millions of dollars in damages for accidents involving aircraft that were older than some of the jurors, and laid the blame at the feet of the builders. Obviously, if they were built right, there would have been no accident, right? They overrode history, experience, design expertise, and common sense. In one case, tail wheels were determined to be unsafe on airplanes and the cause of one particularly stupid accident that had nothing to do with tail wheels, and hung a \$125,000,000 (that's right, one hundred and twenty five MILLION dollars) judgment against Piper Aircraft for being stupid enough to build a plane with one.

Piper appealed, lost and ceased production of light aircraft. Beech and Cessna also took catastrophic hits from jury verdicts and basically went out of business. All the other builders saw this, calculated the cost of Product Liability insurance, and closed their doors. Almost overnight, the country that was the home of aviation, and that built 8 out of every 10 planes sold around the world, shut down. They stayed shut down for years, and the French, Italians, Germans, Poles, and anybody else with a pair of tin snips started pounding out aircraft to fill the gap, and our market was lost.

What about a trial by a jury of our peers? Was there one pilot, mechanic, designer, aircraft builder or anyone else holding any sort of FAA rating on any of these juries? You gotta be kidding. No, it was your average sterling citizen caught up in the nets of the court who sat on those juries, wiped tears from their eyes over the plight of the poor crash victims families, over-rode the years of study and experience that went into every certified aircraft design, and gave away the family farm.

Am I being too harsh here? Not only no, but Hell no! If we don't stop dodging the onerous parts of keeping a democracy democratic, we will get what we deserve. Get active in the courts and in the news media. Defend the knowledge and skill that made aviation possible whenever the "Jackass Gallery" begins to bray about the godawful hazards of flight, particularly as done by us rich folks who keep private aircraft purely for our satisfaction of ego and desire to show off. Remember Executive when it was wall-to-wall with all kinds of neat planes, and DO SOMETHING!

And, be careful out there.

*Bob*

## Young Eagles

# Wrapping Up The Year

**37 new Young Eagles in December; thanks to Women in Aviation Rallies set for Spring**

EAA 74's Young Eagles program finished 2007 with a small but enjoyable rally on a warm December Saturday.

Five pilots gave 37 kids the experience of flight. We started with six, but Bob Caimes' normally reliable Mooney chose that day for the starter to wear out. Fortunately, from a flying point of view, the remaining planes were more than enough.

Dave Berelsman flew 9;  
Carol Ann Garratt, 9  
Greg Garrison, 7  
Greg Gent, 8  
and  
Don McLendon, 4

On the ground crew, we owe a special thanks to Women in Aviation for coming out and cooking a terrific pancake breakfast. They were to start in October, but the weather closed down the rally, so it was great to see them. They had been looking for a community pro-



ject and Debey Von and Barbara Phillips, also members of WAI, suggested they consider helping out on our Young Eagles rallies. It looks like the beginning of a beautiful friendship.

Thanks also to our friends from AIAA who came to help as runners.

EAA members on ground crew included Tim Sweeney, Chuck Bull, Jim Thomas, and Louie Turek, who also served as chief pilot in Mike Sill's absence. *(Unfortunately, the editor got involved in helping Bob find an A&P and didn't record all the volunteers' names—sorry all, but THANK YOU for being there.)*

### Rallies Set For Spring 2008

This Spring we're taking Young Eagles on the road, trying to give access to more kids throughout Central Florida.

On Jan 19th, we're flying at Kissimmee Gateway Airport. Stephen Gatlin has



arranged with Signature Flight Services to provide ramp space and areas for registration and certificates. He has developed some good PR, so we're expecting to have plenty of kids. Which means we could use plenty of help. Set up starts at 7:30 am with flying from 9 am-11 am. Come one over and join us for some fun and hangar flying.

On March 29th, we to Fantasy of Flight to fly the Boy Scouts at their annual Camporee. The last time we flew there was quite successful and a great location on a grass field. Volunteers are welcome here, too.

Then on May 25th, we plan to fly from the Southeast Ramp in Sanford. Krysty Kress and her team got us off to a great start last August with over 100 kids flown and a spectacular hangar to stage the event. We're looking forward to another great success there.

## Get In On The Group

**EAA 74's Yahoo! Group is the key**

Keeping the membership informed is the task of this newsletter and our website. Mostly, it works pretty well.

While these two vehicles contain a lot of information, there are some things that don't fit easily into either. For example, there could be a last-minute announcement of some great flying opportunity that will be over before the newsletter comes out. Or, suppose you have a question about a project and you'd rather not wait until the meeting. Or, maybe you want to send a message to just a few particular members, but don't have their phone or email.

The solution is the Chapter's Yahoo! Group. It's free, easy and takes just a minute to join up. Just go online to Yahoo.com. Then click on the Groups link on the left side. If you already have a Yahoo I.D., you can just sign in, then

search for EAA74 (note there are no spaces). If you don't have an I.D., you can set one up—just follow the prompts. And don't worry, you don't have to leave a lot of personal information. All that is actually required is a user name and password.

Once you're in, click on the link to join the EAA74 group. You'll have to wait for the administrator's approval, but that won't take long.

Then you can choose to get a daily digest and you'll be notified anyone leaves a message for the group. You can also post your own messages and contact members individually. We also have a calendar so you can receive notices of special, upcoming Chapter events.

So, what're you waiting for? Join us!

## OYAC Moving Ahead Classes continue, building plans & fund raising in works

Youth aviation activities continue to grow within the EAA 74-sponsored Orlando Youth Aviation Center (OYAC), under the leadership of Louie Turek.

A regular schedule has been established for the very popular Youth Aviation Class. Now in its Winter session, the next series will start on March 12.

Fund raising for a future OYAC facility is getting a more focused effort with a proposal targeting major foundations nearing completion. Along with fund raising, a proposed building design is nearly complete that includes a workshop, activity/meeting room and storage.

A new website is now under development with aviation info and links for kids and organizational information.