

The TAILSPIN



July 2007

ORLANDO YOUTH AVIATION CENTER

Jim Thomas
The Prez Sez

Three To See

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

AirVenture 2007 July 23 – 29

The world's greatest aviation celebration is just around the corner and many of our members are planning to attend. If you're planning on flying in, **please download and read the NOTAM!** It never ceases to amaze me that some people just don't do this. There is so much traffic and so many pilots of various abilities it's just foolishness not to be fully familiar with the procedures. **The procedures have changed this year!**

July meeting & Tarmac time

Dr. Brian Tonner will be bringing his CompAir for Tarmac time. I can't wait to see this machine! Our speaker will be from the tower at Exec and should prove to be quite interesting.

Forecast for October 25-29, 2007 – Aluminum Overcast! B-17 to reprise visit to ORL

We've agreed to host EAA's showpiece B-17, Aluminum Overcast, this fall. This event generates a tidy sum for our chapter and we need plenty of help to do this as successfully as we have in the past. A committee will be formed at the meeting to schedule the activities. Some planning is already underway; **Jerry Lutz** is spearheading the effort to publicize the event and has already arranged for a Veteran's luncheon featuring Orlando Mayor **Buddy Dyer**.

We need help with publicity, staffing the sales trailer, security and tour/flight escorts. Many hands make light work, so if everyone can pitch in, it will only require a few hours commitment from each of us. You might just get rewarded with a free flight! I'll never forget my flight – we still have the certificate on the fridge!

I look forward to seeing you all on the 17th.

Jim

Next Meeting—Tuesday, July 17, 7:30 p.m.

Guest Speaker—Rod Taylor, ORL ATC Supervisor

Tarmac Time—6:30 p.m.

Brian Tonner's CompAir

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

Chapter Meeting

ORL ATC Checks In

A tower supervisor gives us the lowdown

July's Chapter meeting features a visit from Rod Taylor (no, not *that* Rod Taylor), as our guest speaker.

Rod is a supervisor and 9-year veteran of ORL's tower. That makes him the proverbial horse's mouth when it comes to the most what is happening and is planned to happen to our airspace.

These meetings are a great opportunity to put together the two most important sides of daily flying—the controllers and the pilots. It puts a face on the "voice" of the FAA, and lets them meet their clients—that's all of us who use the airspace.

He'll review how the ORL tower operate and give us the most current wisdom, or at least the protocols they're using now to help ensure everyone flies safely in this busy area. You'll get a chance to raise your questions about ATC operations.

It starts Tuesday the 17th at 7:30 pm right after *Tarmac Time*.

When Things Get Spooky

Be ready when it all goes wrong

Every now and then things get a little spooky around the edges.

I had been planning to maybe run a short series on expecting the unexpected, or pre-planning for emergencies, and begin with one of the most rare, but most deadly emergencies - in-flight fire. About the time I was getting ready to initiate the first installment, we all know what happened. A Cessna out of DAB bound for LAL reported smoke in the cockpit, tried for an emergency landing at SFB, and didn't make it.

How can you prepare for something like that? There are not many options, actually, but the first thing I would suggest is one of the most basic. Practice situational awareness on every minute of every flight - where are you, and where could you dump an aircraft in the least time with the best probability of survival.

This was particularly drilled into pilots who trained in the 1930s - 1950s time-frame, because there were more in flight emergencies back then. This was probably due to the fact that materials then were not nearly as advanced as now, particularly ignition systems and various synthetic and compound-based pressure vessels and fluid conduits. Things are generally much more dependable these days, and emergency landing procedures get briefly touched on in training, and rarely if ever practiced after pilot certification.

Notice that I used the phrase "dump

an aircraft" - the wording was intentional. In an emergency situation, head for the closest, best available spot, with the intention of putting the plane down as quickly as possible, with as little damage as possible, so that you can evacuate it as quickly as possible. Don't EVER make minimizing damage to the aircraft more than a secondary consideration, if that. Prepare to use it as a shock absorber during the landing process, and put as much bendable metal between you and anything on the ground as you can.

In any emergency landing, particularly off-airport, open the doors BEFORE touchdown. They may jam shut after touchdown, and you and your passengers may not be in physical or mental condition to force them open as quickly as needed. If you are in a retractable gear aircraft, generally speaking leave the gear up. Believe it or not, you can make a better, smoother touchdown on the belly than bouncing the gear over high spots and potholes, and have a much better chance of sliding to a stop upright. If you think that crawling out of a bent airplane on the ground might be difficult, think of trying it upside down and possible injured.

In case of in-flight fire, whatever you do must be done instantly. You have very little time before nothing you do will matter. The instant that you are aware of fire, or the possibility of fire (e.g., smoke in the cockpit or other evidence of possible fire) transmit a MAYDAY call giving your N number, and best guess at location in as few

words as possible. Don't wait to change freqs to 121.5, just get the word out fast. You can go to 121.5 later if time allows. In a single engine aircraft, turn the fuel selector OFF. Do this as you dive toward your landing spot. Leave the ignition ON, and burn as much fuel as possible out of the lines on the way down. In a multi-engine, turn off fuel flow to the engine involved if it is on fire - if the problem is smoke in the cockpit in a multi, 99.9% of the time it is an electrical problem, so leave the engines alone and kill all electrical power with the master switch, ventilate the cockpit any way you can to clear the smoke, and in this case, you can probably take it somewhere CLOSE and actually land it. The key to it all is to have a plan, and use it without hesitation when needed.

If you do have an engine fire, shut off the fuel, run the engine dry, and it is still burning, you are in deep trouble. Make your own plan for this eventuality, but as for me, I would shove the nose over to a vertical dive and try to blow the fire out. It has been done more than once, I am told. If the fire goes out, continue with the emergency landing. If not, I am just going to hold the dive - that's a lot better than sitting there until the fire comes in with me.

I hate to write things like this. Y'all be careful out there.

Bob

August "Splash-In" Planned

Glenda McElwee gives water-landing survival course

If you had to land in water, could you survive it? What's your plan? This is Florida and water landings are possible, especially if you go to the Bahamas. If you fly out of ORL, the lakes may be your only option in the event of an engine out.

In August, Chapter member and CFI Glenda McElwee is going to present a seminar on water landings, including

actual practice getting into a raft while wearing a life jacket. It was to be held at Lake Underhill until a certain newsletter editor said no way was he getting' in *that* water. So it's been moved to Corny Van Horn's house on Lake Conway (much better).

Date and time will be posted on the website. Practice holding your breath and treading water.

How Smart Are You?

The plain fact is, we just don't know what we don't know. Given that pearl of wisdom, there are free resources for us to re-learn (or learn) what we've forgotten, and be a bit safer.

Air Safety Foundation has free online videos at www.asf.org. Also, the FAA Safety Team offers online courses at www.faa.gov/gslac/ALC/course_catalog.aspx.

You will be tested on your next flight.