

The TAILSPIN



July 2008

ORLANDO YOUTH AVIATION CENTER

Jim Thomas
Prez Sez

The Checklist

Come see us at the meeting this month!

We've had some great meetings lately. Tim Clifford gave us a look last month at the flying vacations he and his wife have taken when they fly their Husky to the bush in Idaho. The video he showed was absolutely stunning, but can't possibly compare to the real thing. He also shared the need to help support the Recreational Airport Foundation which has had some major victories in preventing the closure of airports in Federal Land Management areas.

This month may not be as exciting, but it's equally important. We'll be watching the AOPA/EAA video about airport security. Tim Sweeney will be bringing his and Jim Buchan's Rans S-6ES project for Tarmac Time, so come early and bring lots of questions.

Time flies!

The old saying that the older you get, the faster time flies, is really being proven true for me, anyway. I can't believe we're already past the mid-point of the year. AirVenture is less than three weeks away! I'm really hoping to attend this year, since I wasn't able to make it last year. I hope you can make it, too. If you check out the share a ride section on the AirVenture website, there are plenty of folks looking for a ride, but few are offering. After I finish this missive, I guess I'll go book a commercial flight.

Why don't you fly your Bonanza to OSH, Jim?

Well, it's a medical thing. Normally, those being treated for hypertension can bring in a normal, resting EKG and three blood pressure readings in the normal range and you're good to go. This time, my EKG showed a "right bundle branch block", which usually is benign, but since it's not normal, well, the FAA wants more proof. A nuclear stress test was ordered, but I called a Senior AME I know and he steered me to another Senior AME (and both of these guys are really senior!) who's also a cardiologist, because the FAA has specific protocols for nuclear stress tests and he's intimately familiar with them.

Start Early!

I thought three months in advance of my medical's expiration would be enough, but it wasn't. That's when the "block" was found. I'm also diabetic and though I don't have any symptoms, my sugar was seriously out of whack. I knew I'd been

Next Meeting Tue, July 15, 7:30 pm

Airport Security

Tarmac Time 6:30 pm

Tim Sweeney—Rans S-6 project
Weather Permitting

Showalter Flying Service, Orlando Executive Airport

Upcoming Events

Chapter Meeting	July 15, Tues Tarmac Time 6:30 pm, Meeting 7:30 p.m. Showalter Flying Service, Orlando Exec
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
Chapter Meeting	Oct 21, Tues Tarmac Time 6:30 pm, Meeting 7:30 p.m. Showalter Flying Service, Orlando Exec

having a few months of higher daily glucose readings, but I didn't realize how seriously out of whack it was, nor how long it would take to get it back in whack. My A1c was 8.8 in May. The FAA wants it under 7. Problem is it takes at least 3 months for the tests to show any appreciable decline.

Eat right, live right and exercise.

Well, two outta three ain't bad, is it? Evidently, it is. Daily cardio works wonders for diabetics in terms of glucose levels and I hadn't been doing that. Now I am and I hope the A1c test proves that. The AME will consult with the flight surgeon's office in Atlanta and we'll see what needs to be done, both in the cardiac and glucose areas. We shall see.

I hope to see you on Tuesday!

Jim

Homebuilding On Wheels

Watch Tim and Jim's progress on the EAA74 Group



Tim Sweeney's Rans S-6 project—cabin structure and firewall mounted on landing gear.

If you're a member of EAA 74's Yahoo! Group, or if you've been to any recent meetings, you know that Tim Sweeney got the building itch again.

He's scratching it with a brand new Rans S-6 project. As you see in the photo, he selected the tricycle gear version. The plan is to power it with the Rotax 912, 80-hp.

Jim Buchan is helping Tim build the plane, and they're making pretty fast progress. Of course, they are both unapologetic retirees.

Of course, there are lots of builders in the Chapter, but Tim's doing something to make it easy to watch the project. He's posting regular updates with photos on the Chapter Yahoo! Group.

If you haven't joined the Group, yet, please do. If you're building, please post updates of your airplane. And upload pictures. We like lots of pictures.

To join the Group, just go to Yahoo!, click on Groups in the navigation bar on the left, and follow the easy instructions.

Looking For A Few Good Leaders

Positions open for EAA and OYAC

Is there something you'd like to change about the Chapter? Maybe a new program, or perhaps just making things happen better.

Here's your chance. Both EAA and OYAC have some vacancies. The openings were created when people who have made longtime commitments finally had to resign for personal and job reasons.

After years of active involvement, Jim Buchan has chosen to explore retirement more fully. Louis Turek, who has been president of OYAC for the last two years, has finally had to yield to the demands of the workplace. He will continue to work on educational activities for OYAC, but had to give up his leadership post. Two directors positions are open on the Chapter board.

In addition, OYAC is recruiting instructors for its educational programs. The current crop is doing an outstanding job, but additional people are needed. It turns out that working with the kids is a pretty rewarding way to spend a Saturday.

A Chapter always needs fresh blood to keep things interesting and moving ahead. Giving a couple of hours a month is a great way to really be a part of things.

Give it some thought. If you'd like to talk it over, contact Jim Thomas (jim.thomas@tropicalsoul.com) about EAA and for OYAC, Louis Turek (aerospace_pilot@yahoo.com). You may find it's more fun than you thought it could be.

Getting Ready For The Big One

Chapter Hurricane contact list

When the wind blows hard, we all might need a friend.

So Bruce Hotz has volunteered to assemble a Chapter members' emergency contact list.

Kind of like Neighborhood Watch, we'd share our contact info with other members of the Chapter. If a storm should hit, we could reach out to each other to make sure no assistance was needed. This could come in handy if you experience extensive damage, or just need an extra pair of hands, or maybe a tool, or even help digging out your airplane.

After Bruce puts the list together, it will be distributed to all current Chapter members. Before that happens, he intends to check with each person to make sure they want to participate. But just to make sure you're on the list—or make sure you're not on it—please contact Bruce at mgracer@cfl.rr.com.

If there is a need, as the song says, "You've got a friend" at EAA 74.

Good Stuff Online

Info just a click away

One thing about the internet is that it's chock full of aviation info. Besides EAA.org and AOPA.org, you'll find an amazing wealth of knowledge.

Speaking of hurricanes, the site adds.aviationweather.noaa.gov is a great source of weather info. Even if you don't fly, with all the charts you can almost become your own weather prognosticator.

Looking for aviation-related things to do? Try fun-places-to-fly.com and aerovents.com.

Need the gas to get there? Take a look at 100LL.com and airnav.com.

If you have a site to suggest, please email the editor at plane-tom@cfl.rr.com. Or pass me a note at the meeting. Your recommendation will be published here and online.

You Gotta Know The Angles

Staying out of the 'coffin' zone

During the course of learning to be a pilot, and hopefully forever after, as they say in certain fairy tales, we learn new stuff. Some of it we forget, but most of it gets filed away somewhere in our headbone and can be retrieved on demand. Of course, we gotta remember that we know whatever it is we need at the moment and dredge it up from mnemonic mess between our ears.

The whole point of this discourse today is an article in the July '08 issue of *Flying Magazine* entitled "Low Speed Loss of Control" (p.58) by Richard Collins that all of us need to read. The primary thrust is that an Angle of Attack indicator is something that we all oughta have. I couldn't agree more.

One thing that is not discussed, however, is that you don't necessarily have to blow a bunch of bucks buying a professionally built indicator and having it installed. In a factory built spam can, yeah, you gotta, but in your own homebuilt Whizbang Special you can do it yourself!

It's really pretty simple to make. You just gotta be sure you nail it onto the airplane right, that's all. Believe it or not, a lot of the so-called antique planes had one of these things on them, except they were installed as airspeed indicators! Go over to the Florida Air Museum at Sun 'n Fun campus on Lakeland airport and look on the left wing strut of Alan Wise's Pietenpol, and there one is. It is simply a flat plate aligned edgewise to the airflow with a spring mounted on it as a pointer. There is a curved line painted on the plate, with the message "Too Slow" on one end and "Too Fast" on the other. Somewhere near the middle of the curved line is an area marked "About Right". About as simple and effective as you can get, and easy to read from the cockpit. Works fine for this type plane as an airspeed indicator, and with a couple of minor changes can be made into an accurate Angle of Attack indicator.

First step is to make sure we all know what that is. Angle of attack is simply the angle between the direction of airflow in the slipstream and the chordwise axis of the wing. This angle changes with speed, load, and a multitude of other things, but one thing remains constant regardless of everything else. That thing is the angle of the wing to the airstream at which the boundary layer separates from the airfoil - this is called "stalling".

So, how do we make this thing for our plane? Well, make up a flat plate (size is unimportant, use whatever looks good to you), but instead of a spring, hang an unrestrained (loose hanging) pointer on it so that the loose end of the pointer swings along the curved line.

Now comes the fun part. Take your bird up and have someone else who is not occupied with flying the plane take a picture (a video is even better) of the location of the pointer on this scale when the plane stalls. Mark this point in RED - this is the angle of attack at which the plane will stall, regardless of the cause - low speed, gust load, whatever - this is where the wing loses lift.

You can make this a really simple instrument a la Pietenpohl, or you can make it fairly sophisticated, with a small plate hung on the side of the fuselage attached to a potentiometer which moves an indicator on the instrument panel. It all depends on how you want to do it, but the result will be a very valuable cockpit tool that will go a long way towards keeping you from suddenly finding yourself in that old "Too low, too slow" coffin corner. There are lots of ways to do this on a homebuilt, and it will be one of the most useful tools you have.

Go out and have fun - just be careful out there.

Bob

What's Coming Up

Things always seem to slow down in the summer, but plans are afoot for some pretty interesting activities in the next couple of months.

A hidden concern for homebuilders is about personal liability should they sell their plane. What if the new owner wrecks your former baby? Are you going to get sued?

There may be an answer. Chapter member Pat Phillips, who is an aviation attorney and is on the legal committee at EAA, has developed a sale agreement that addresses that issue. He has

offered to give us a presentation of how it evolved and how to use it.

One of our new members, Rich Thompson, is an expert on the art of aviation. He is an artist for Lockheed-Martin, and does stunning paintings of flying machines. We're trying to arrange to have him describe his own special niche in aviation at an upcoming meeting.

Also, Pat and Rick each own two beautiful antique airplanes. Pat's J-3 won Best Restoration at Sun 'n Fun this year. Rick's Cessna 140 is one of the nicest you'll see with green stripes ac-

centing bare aluminum polished to a sparkle. In case you're interested, it's for sale—to make room for a Fairchild that Rick is planning to restore. With luck we'll get them both to bring their planes to *Tarmac Time*.

And, coming up in September we're looking toward another Chapter picnic at Bob White. We also return to Young Eagles that month with flying at Orlando-Sanford, thanks to Krysty Kress at Southeast Ramp.