

# The TAILSPIN



July 2009

ORLANDO YOUTH AVIATION CENTER

**Jim Thomas**  
**Prez Sez**

## Safety First!

After last month's meeting, **Corny Van Horn** got my attention and said something to the effect that we need to do a program on safety. We have a backup plan, in case a program speaker fails to show for whatever reason and that is to present one of the AOPA Air Safety Foundation's on-line courses. Thank goodness Showalter has Wi-Fi access available!

### Plan your arrival at AirVenture

As AirVenture 2009 draws near, I'm reminded that every year, without fail, several idiots decide to fly in without familiarizing themselves with the procedures described in the NOTAM! I haven't been PIC flying into OSH, but I have flown into Sun 'n Fun solo. Last year for instance, one pilot receiving flight following and obviously unaware of the procedures – he asked ATC what frequency to use – was required to set down and download the NOTAM or be written up for a violation. Sheesh! You'd think that when flying into what becomes "the busiest airport in the world", one would want to know everything there is to know, backwards & forwards! Did you know you can actually use the NOTAM to set up and "fly" the procedure on Google Earth or Microsoft Flight Simulator?

### SeaRey accident

The SeaRey community lost a member in early June and the consensus is that he turned too tight on final, causing a stall. Because he was approaching a popular recreation lake in Tennessee, someone actually caught the crash on video.

Watching a friend lose his life on YouTube is a difficult undertaking. Bret left a wife and two young children. He was also a very popular High School science teacher and coach. Frankly, I don't know if it was a stall, or some piece of the plane let go – something that's been known to happen on experimentals. One of our group crashed on takeoff on the way to Sun 'n Fun, because he failed to fully tighten a nut on the elevator hinge, if he even replaced it. Many SeaRey-ers changed to a drilled bolt with a castellated nut and safety wire after another pilot had a nut come off in flight.

### Medical mess

Most of you know I lost my medical at the end of last July due to complications of a botched physical from a senior AME. I ended up having a quintuple heart bypass this past January, coupled with a pacemaker. My cardiologist re-

## Next Meeting Tue, July 21, 7:30 pm

Program  
First Landings Aviation  
*LSA Pilot Training*

Tarmac Time 6:30 pm  
Remos G3  
First Landings Aviation

**Showalter Flying Service, Orlando Executive Airport**

## Upcoming Events

Chapter Meeting	July 21, Tues Meeting 7:30 p.m., Tarmac Time 6:30 p.m. Showalter Flying Service, Orlando Exec
AirVenture	July 27– Aug 2 7 am, Mon–Sun Whitman Regional Airport, Oshkosh, WI
Chapter Meeting	Aug 18, Tues Meeting 7:30 p.m., Tarmac Time 6:30 p.m. Showalter Flying Service, Orlando Exec
OYAC Introduction to Aviation Class	Sept 12, Sat Class 9 am–12 Noon, 8 weeks Showalter Flying Service, Orlando Exec
Chapter Meeting	Sept 15, Tues Meeting 7:30 p.m., Tarmac Time 6:30 p.m. Showalter Flying Service, Orlando Exec
Young Eagles Rally	Sept 19, Sat Flying 9 am–11 am Southeast Ramp, Orlando-Sanford Int'l
Chapter Meeting	Oct 20, Tues Meeting 7:30 p.m., Tarmac Time 6:30 p.m. Showalter Flying Service, Orlando Exec

quired a nuclear stress test after two months, which I passed, but the FAA won't accept any testing done sooner than six months post-op for a bypass. I just got the call that the test I took this week was good and they'll have a letter for the FAA for me early next week. YeeHaw! Now to see what restrictions the docs at OKC place on me. Sigh.

### Pilot proficiency

The American Bonanza Society has a couple of safety programs, most notably the Bonanza Pilot Proficiency Program, which is a 2½-day initial and 2-day recurrent program including four hours of model specific flight training. It also serves

(See Prez Sez on page 3)

# Clubhouse Update

## We're almost home

At last month's Chapter meeting, the possibility of a new Chapter clubhouse was presented to the membership.

Things are progressing along nicely as we work out a few details with the Showalters, who are being more than generous with the offer of the space.

The space under consideration is the former Flight Express offices. They are in a hangar on Amelia St. just off Hernon Dr., around the corner from the FBO. Flight Express has moved across the field and the offices are open.

Showalter has no need for the offices, so they were just going to demolish them. There is nothing wrong with them, it's just that the FBO didn't need it. Until we came along and asked about building a hangar on the field. That option is way too expensive at ORL, so Kim Showalter suggested that maybe we could work something out with the Flight Express facilities.

The offices are built into the hangar, and have plenty of room—with a little remodeling—to have a clubhouse that would provide all our needs. There will be a room large enough for our monthly meetings, and that can accommodate OYAC classes, too. In addition, there are four smaller rooms that can provide a Chapter office, plenty of storage for our tables, chairs and other items, and a room that would make a good tool crib. We may be able to install a small

kitchenette to support our pancake breakfasts and for other Chapter get-togethers. The hangar already has a men's and a women's bathroom.

The facility is part of the airport "fence", meaning we have direct access to a pretty large ramp area—ideal for Young Eagles Rallies and pancake breakfast fly-ins. The ramp is close to the departure end of Rwy 13, and is a dead end, so we won't have to worry about conflicting with other traffic. Entry to the clubhouse is through a security gate.

Best of all, Kim offered a rental agreement that fits perfectly into the Chapter's limited budget and won't force us to tap into our nest egg. That means we can still look forward to the possibility of a hangar someday.

The few details remaining to be worked out should be finalized soon—maybe even in time for an announcement at this month's meeting. Then it will be time for us to roll up our sleeves and get to work turning the offices into our new home.

If you have any skills in construction, or wiring or plumbing, or just have two hands and can hold a paint brush, we could sure use some help. Please contact Jim Thomas or Tom Carveth to let us know your availability.

Updates will be posted as new information becomes available.

## We Better Fly In Formation

### The threat to any part of GA is a threat to us all

*A brief editorial on a slow news month.*

Recently, both EAA and AOPA announced a joint effort to combine forces on the many challenges facing GA. In their separate announcements, Paul Poberezny at EAA and Craig Fuller at AOPA noted the potential synergy between EAA's large chapter network and AOPA's sophisticated legislative influence.

It's about time. They only state what most of us—members of both organizations already know. It's great of all of us that they two have publicly set aside

any parochial differences to band together.

Even given all its diversity, aviation is a pretty small community, and so an easy target for officials who want to look like they're doing something. If there's a threat to flying warbirds, or airspace access, or a dirt strip in a forest 2,000 miles away, believe it's a threat to you, even if you'll never pilot a P-51, or fly more than a 100 miles from home.

If all the varied aviation interests stick together, we might have a chance. So when you see an injustice, speak up.

## Young Eagles



## Rally Dates Set for Fall

### Flights at SFB and ORL

Our Young Eagles flying season picks up again after the hot summer with a Rally at Orlando-Sanford Int'l Airport. Once again, thanks to FBO manager and EAA 74 member **Krysty Carr**, we'll be staging from Southeast Ramp's beautiful hangar and ramp area. The Rally is scheduled for Saturday, Sept. 19, with flying from 9 to 11 a.m.

On Saturday, Nov. 21, we return to Orlando Executive operating from the Showalter FBO ramp.

Please pencil in these dates on your calendar. Seeing the smiles on the kids' faces and the gratitude from their parents makes this one of the most rewarding activities we do. If you can help out, please contact Young Eagles Coordinator **Carolyn Biter** by email at [young\\_eagles@eaa74.org](mailto:young_eagles@eaa74.org). If you would like to fly, please get in touch with **Mike Sills** at [mikepilot1@earthlink.net](mailto:mikepilot1@earthlink.net).

## OYAC

### Intro To Aviation Class Schedule

The next session of the very popular *Introduction to Aviation* class for kids age 10 through 15 starts again on Saturday, Sept. 12. The class meets at Showalter FBO from 9 a.m. to noon.

Classes are:

- Sept 12—Basics of Flight
- Sept 19—Model Building
- Sept 26—Airport & Tower Operations
- Oct 3—Aircraft Construction
- Oct 10—Avionics, Radio Use
- Oct 24—Aviation Weather & Charts
- Nov 7—Cross-Country Flight Planning
- Nov 14—Graduation Flight

If you know a kid who would benefit from the classes, or if you would like to help with instructing, please contact **Barbara Phillips** at [flypabarb@aol.com](mailto:flypabarb@aol.com), or **Louis Turek** at [aerospace\\_pilot@yahoo.com](mailto:aerospace_pilot@yahoo.com). Pilots for the Grad Flight should contact **Mike Sills** at [mikepilot1@earthlink.net](mailto:mikepilot1@earthlink.net).

# Pilots who live in glass houses

Flying—and living—with a gee whiz electronic panel

Homebuilding has come a long way from its beginnings. It has grown from a very small group of scratch builders nailing together things like the Pietenpohl to the present group of composite and carbon fiber whiz bangs that are pushing 300 mph, or maybe even knots.

Along with the vast improvements in airframes has come the latest generation of cockpit instrumentation which seems light years ahead of the old, heavy "steam gauges" that most of us grew up with. Sophistication and complexity often go hand in hand, and this case is no exception. If you plan to put the new "glass panels" in your oncoming project, it is usually accomplished by ordering all the electronic gadgetry from various suppliers and wiring it in yourself, or hiring someone more electronically trained and talented to do this for you.

These electronic panels are much cleaner, lighter, more accurate, and can display staggering amounts of information at the touch of a button. They are not cheaper, but they can put incredible amounts of information at your fingertips. In my recently finished SeaRey, all of my engine and associated parts information is displayed on the EFIS - Engine Information System.

It is neat, accurate, and replaces about six gauges with one display which can be scrolled through as desired. You set your own operating parameters for each function, and the EFIS takes care of watching them for you. When anything approaches your pre-set limits, that item is displayed automatically for your information. When any parameter is exceeded, or a failure occurs, that info is instantly displayed on the screen and a red alert light begins flashing on the panel.

For those of you who haven't seen one yet, talk to one of the club pilots who owns a share in N4TC - it now sports one of these items on the panel, and I'm sure they would be happy to show you the goodies. In fact, this would be a great "Tarmac Time" prospect. (*Note: a number of Chapter 74 builders have installed glass panels, including Chuck Bull and Tim Sweeney.*)

There are a few caveats, however (aren't there always?). If something happens to these electronic marvels it usually involves a LOT of things instead of just one, like a failed DG as a fer instance. Lose a DG, no big deal, just a minor irritation. Lose a glass panel, and you lose it all, and I do mean all. Often, there are no backup gauges available on GA aircraft panels or even in most

air carrier equipment.

We have just had an accident involving a turbine powered Pilatus in which the pilot's last transmission was, "I've lost my panel!" The aircraft subsequently climbed to 32,000 feet, then descended at high speed in a relatively flat dive into the ground. There were no survivors from the family on board.

There are also serious questions about circumstances in the recent Air France flight out of Brazil that went into the ocean after at least part of the panel failed, and possibly the electronic flight controls, following severe turbulence and possible lightning strikes.

I am not saying that these electronic dingusses are not good things, folks - just that, like anything else, things can happen that might just absolutely ruin your day. Consider maybe a miniature partial panel somewhere that could get you safely on the ground if needed, even if it does add weight and cost. If you fly a lot of IFR, it might be a life-saver. Just a thought....

Be careful out there.

*Bob*

## Free Ride!

### 6 months free membership

You may have heard that EAA is offering 6 months free to new members. They get all the benefits of membership, including *Sport Pilot* magazine essentially for half price.

So EAA 74 is offering the same opportunity. When someone joins the Chapter, their one-year membership will be half price.

You probably have a friend or a family member who has always wanted to be a pilot. So invite them to a meeting. Now is the perfect time to help them get their dream off the ground.

*(Prez Sez from page 1)*

as the FAA mandated flight review required every two years.

The Society introduced a program about three years ago called ABS Aviator. There are six levels which require a minimum of 100 points per year (one can only progress one level per year). At Level 6 one is awarded the ABS Master Aviator designation. The point system is strictly defined, but fairly easily reached. The maximum award is for a new flight rating (90 points) but there are many other ways to earn points.

Several recurrent training centers earn 60 points while even the AOPA Air Safety Foundation on-line courses earn

10 points each! Since I'm still grounded, I plan on taking 10 AOPA courses!

I don't know what other type associations have available, but Van's and Velocity offer transition training as does SeaRey.

I've filled my allotted space for this month, but there is still a lot to speak of in the way of safety, so stay tuned, this will be continued!

*Jim*