

The TAILSPIN



May 2008

ORLANDO YOUTH AVIATION CENTER

Jim Thomas
Prez Sez

Flying For Fun

R runway 9R at Sanford was closed in late November to be lengthened and add an ILS. It was due to reopen on February 8, but is still not done! Rumors have flown about rampantly, but I don't want to go there.

The point is, it's still closed and therefore was not available for our Young Eagles event there this month. So, **Mike Sills**, our Young Eagles Air Boss, arranged a great substitute to let everyone get their aviation fix on May 17 – a flyout to lunch at Sebring. The pilots—who hate to miss any chance to fly anyway—all agreed it's much more fun to fly with someone than alone. So, an open invitation was issued to those chapter members who are “plane poor” to fill an empty seat.

Planes departed from KORL. KISM and some other nearby airports. Although somebody is flying most weekends, it was the first time to invite other chapter members. Being the first time, only a couple of right seaters took the ride, sharing fuel expenses with their host pilot. But we'll plan more in the future. If you'd like to join the fun, don't be bashful. Watch your email and our Yahoo Group for the next time. Then sign up if you're interested in going.

Young Eagles

We don't fly Young Eagles during the summer, because it's just too danged hot. We've tentatively set the Young Eagles schedule for the coming year for the following dates.

Sept 20, 2008 at Sanford
November 22 at Orlando
January 20, 2009 at Sanford
March 21 at Orlando
May 23 at Sanford

Other Stuff

We're hoping to have another picnic at Bob White in the June or July time frame and I hope to have more info about that by meeting time. Since it will be near summertime, we'll probably start early.

It's not too early to start planning for AirVenture – Oshkosh. The Yahoo Group would be a great way to organize sharing of information about who's going and when, so we could meet up. EAA already has a bunch of links to cheap fuel and lodging.

Next Meeting Tue, May 20, 7:30 pm

*Kerry Richter, Progressive Aerodyne
Manufacturer of SeaRey amphibians*

Tarmac Time 6:30 pm

SeaRey Amphibian

Showalter Flying Service, Orlando Executive Airport

Upcoming Events

Chapter \$100 Hamburger Fly-Out	May 17, Sat Depart 10:30 am from ISM and ORL Contact Mike Sills 407-460-4971
Chapter Meeting	May 20, Tues Tarmac Time 6:30 pm, Meeting 7:30 p.m. Showalter Flying Service, Orlando Exec
OYAC Test Pilot Instructors Orientation	May 22, Thu 6 pm Elite Simulation Solutions, Oviedo
OYAC Test Pilot Class	June 7 & 14, Sat. 12 noon to 5 pm Elite Simulation Solutions, Oviedo
Chapter Meeting	June 17, 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
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

Our Tarmac Time and program this month features Progressive Aerodyne, makers of the popular SeaRey kit and located right here in Orlando. I've invited several owners to bring their planes in addition to the factory demo ship.

That's about it for this time. See you on the 20th!

Jim

Is FAA Stealing The Farm?

Proposed changes to regs might make it harder to fix your own homebuilt

Do you remember a few months ago when I mentioned that I was just a tad bit wary of some of the provisions of the new Sport Pilot and Light Sport Aircraft regulations that were being announced with much fanfare and drumbeating by the FAA and quite a few of the aviation media outlets? What really had caught my attention was the casually mentioned fact that under the new regs, ultralights and their pilots would now be included in the regulatory package.

This was a whole new thing - up until now, ultralights were an "over-the-fence" aberration in the aviation community. They were officially considered "non-aircraft" by the FAA, and as such were not to be regulated any more than kite flying was, and this included the ultralight "non-pilots" - this in spite of the fact that the machines did fly, and the human beings hanging on to them were controlling their flight to some extent by various innovative methods.

I believe that at the time I wrote that observation, I also mentioned the camel's nose in the tent syndrome (If that reference is unfamiliar, check Aesop's Fables - if that reference is also unfamiliar, go back and play with your marbles while us grown-ups talk). Anyway, part of the new deal was that people who built their own aircraft would also be licensed to work on and inspect the aircraft they had built. This all sounds good, but we are approaching the part of this story that begins to sound like the lyrics to that country music song, "She got the gold mine and I got the shaft". In the best bureaucratic tradition, this new set of regulations is being studied, "upgraded" and "improved" - hang onto your socks, folks, here comes the rest of the camel!

Us folks who managed to nail together a flying machine all on our own and get it licensed just might not be smart enough to inspect it and fix it from time to time as needed. Behold, the inhabitants of the federally funded puzzle palace in D.C. have decided, in their wisdom, that folks who build

the planes in the first place need some more training before they can be trusted to work on them. Not only that, but there will also now be various flavors of "aircraft repairmen", depending on how much and what type of training is accomplished. At this time, it seems that an initial training session of six hours will get you your basic certification to fiddle with the plane you built, but more than that is going to be required for you to get involved with actual engine and/or structural repairs and maintenance.

Where, when, and by whom this training will be given is not yet announced, as well as exactly what training will consist of. There will, of course, undoubtedly be some modicum of expense involved in this, not to mention travel to wherever the training is given. This is the part where you are allowed to be an active participant in the plan - you can't expect the government to carry all the expense of supporting various two-bit regimes all over the world and pay for this stuff, too. Be reasonable, and bring your checkbook.

I don't like any part of where it looks like the new Sport Pilot and Repairman certification process is headed. I know that EAA and AOPA both think that this whole deal is the best thing since sliced bread, but I believe that this is one of those "more is less" deals. If we are not very careful, we are going to wind up with the same sort of "Freedom of Flight" regulations that the rest of the world has grown to know and love. It reminds me of the old story of the Flight Safety Officer who kept reducing the number of flying accidents by reducing the amount of flights scheduled until the accident rate reached zero. Of course, so did hours of flight, but look how safe things were!

Be careful out there, and don't let them steal the farm while you're looking at the ice cream they're offering you!

Bob

Words of Wisdom

'Survival Gear' Defined

Would you say you could define the term "survival gear"?

It's all the stuff you buy to keep you alive if things go really bad, right? Sort of.

Chapter member Tim Clifford, who likes to go bush flying in his Husky, shared an observation arising from an accident where two pilots had to make an emergency back country landing.

They managed to escape the plane just before it burst into flames—turning the

survival gear they had so carefully packed into charcoal.

Accordingly, Tim noted that "survival gear" is what you can carry in your pockets. Everything else in the plane is "camping gear".

Food for thought when flying the bush—or over the Green Swamp.

Oh yeah, Tim reports that he now owns a flight suit with lots and lots of large pockets.

Buchan Resigns Posts Directors seats open

Citing the desire to do nearly nothing but have fun, Jim Buchan recently announced his resignation from the boards of directors for the Chapter and OYAC.

It's a well-earned "retirement". Jim has really put in the hours for both organizations. Both will miss the counsel of a dedicated member and good friend.

That leaves two open director seats for EAA 74 and one for OYAC. If you, or someone you know, is a good candidate, please let Jim Thomas know.

Youth Education Takes Wing

3 programs put kids in the air and in control



Greg Gent with his "crew" for the graduation flight of OYAC's spring Youth Aviation Class.

The Orlando Youth Aviation Center's education programs are expanding—and in growing demand.

The level of activity shows that OYAC is fulfilling its mandate of exposing youth to the benefits, fun and future they might find in aviation.

Youth Aviation Class

The Youth Aviation Class for kids age 10-15 was expanded to three times per year starting in 2007 and now has had to set up a waiting list for upcoming classes.



Dave Berelsman goes over the route of OYAC's grad flight with his "crew".

The Spring 2008 class just completed its final session of the eight week series with the traditional graduation flight for the 18 students. Pilots Mike Sills, Bob Caime, Dave Berelsman, Greg Gent, Greg Garrison and Louie Turek flew the aspiring aviators from ORL to Leesburg to Kissimmee and back—with the kids taking turns at the controls and helping navigate from their terminal area charts.

The next class begins Sept. 6, at Showalter. If you'd like to help out in a class, or even teach one, please email Louie (aerospace_pilot@yahoo.com), or Barbara Phillips (flypatbarb@aol.com).

Everybody Wins At Glider Competition

For the second year, Louie Turek set up and directed an OYAC glider competition for middle school and high school students.

The challenge was to design a glider that could fly as far as possible with as many marbles as possible. Three teams of students, guided by teachers and parents, built their idea of what would be the best design to achieve the mission. One team of young ladies, the only middle schoolers to enter, even created a canard



Louie Turek (far right) with the winning team at the OYAC Glider Competition.

design with a plastic water bottle cargo bay slung beneath a dowling fuselage. (Properly flung, their glider did pretty well.)



Jerry Lutz and Tim Sweeney set up the computer for the Glider Competition award certificates.

Louie promised to keep the annual event going with another competition next spring.

New Test Pilot Planned

Always seeking new ideas to expand OYAC's youth programs, Louie and Steve Gatlin created a new class they dubbed *Test Pilot*.

Elite Simulation Solutions, where Steve is marketing director, has graciously volunteered the use of their general aviation flight simulators. The students will break up into three-person teams guided by an adult volunteer. The idea is for the kids to fly different types of aircraft and learn about how and why they perform the way they do.

The class is scheduled for two Saturdays, June 7 and 14, from noon to about 5 pm. An orientation for instructors is set for Thursday, May 22 at 6 pm at Elite. (*Hint, hint..*) Seriously, if you'd like to participate, get in touch with Louie.

The class promises to be another winner with the kids. It was filling up so quickly that Louie and Steve have already begun planning for another class in the fall.