

The TAILSPIN



May 2009

ORLANDO YOUTH AVIATION CENTER

Jim Thomas
Prez Sez

Do You Care About Your Rights?

If you don't, who will?

We all remember the terrible events of 9/11, but what has followed since then in the name of National Security has mostly appealed to our national *insecurity!*

I don't know about you, but I don't feel safer at a commercial airport having to wait in line and remove my shoes and belt, having my carry-on bag and coat searched, when I know that the beverage carts, food deliveries and other shipped parcels aren't subjected to the same scrutiny.

Remember the guys that got busted not too long ago for running guns, drugs and money to Puerto Rico through the secure area of Orlando International? Frankly, I think all these measures are a joke.

Remember the place on Tradeport Drive where you could park and the planes would fly just a few feet overhead? The one they closed, so terrorists couldn't bring down a plane on short final? What about long final? What's to prevent a terrorist from renting a house a mile or 10 away from the airport and using a home made SAM, or a real SAM for that matter?

I'm not going to get into the USA Patriot Act, other than to say that even with recent amendments, it has highly eroded our civil rights.

I recently got an email from **Steve Buss**, Chapter Manager for EAA, regarding a new TSA directive relating to airports with scheduled service. Due to the fact that I'm under a time crunch, I'm just going to copy that email and a couple of other aviation topics as separate articles here in the *Tailspin*.

We have a great meeting scheduled this month... don't forget to note the temporary relocation! See y'all Tuesday night!

Jim

Special Chapter Meeting Event **Tue, May 19, 7:30 pm** **Location Moved To GOAA Building**

Guest Speaker
Carol Ann Garratt
Dash Around The World, Part II
The rest of the story about her record-setting flight around the world for ALS

Tarmac Time 6:30 pm
Carol Ann's Mooney

GOAA Building, 365 Rickenbacker Dr.
Orlando Executive Airport

Upcoming Events

Chapter Meeting	May 19, Tues Meeting 7:30 p.m., Tarmac Time 6:30 p.m. Showalter Flying Service, Orlando Exec
Young Eagles Rally	May 23, Sat Flying 9 am—11 am Southeast Ramp, Orlando-Sanford Int'l
Chapter Meeting	June 16, Tues Meeting 7:30 p.m., Tarmac Time 6:30 p.m. Showalter Flying Service, Orlando Exec
Chapter Meeting	July 21, Tues Meeting 7:30 p.m., Tarmac Time 6:30 p.m. Showalter Flying Service, Orlando Exec
Chapter Meeting	Aug 18, Tues Meeting 7:30 p.m., Tarmac Time 6:30 p.m. Showalter Flying Service, Orlando Exec

Daring Dash To A Big Finish

Hopefully, you were at the meeting last fall when Carol Ann Garratt told us about preparations for her second around-the-world flight.

She made it—setting a new speed record—and she's going to tell the story of her adventure at this month's Chapter meeting.

It's a big story, so the meeting has been moved to the GOAA building at the end of Rickenbacker Dr. Other local aviation groups have been invited, and you should invite someone, too. Even non-pilots will enjoy Carol Ann's incredible story.

See you Tuesday at the GOAA building.

Awesome Event

May 23 Rally to launch a lot of aviation fun



This is shaping up to be an awesome event.

We will have a static display of aircraft to view while waiting for a ride in the flying aircraft, thanks to Dave Berelsman. We will have a static display of RC aircraft, thanks to Jeff's flying club.

Bob's Hobby Shop is lending us merchandise on consignment to sell and a portion of the proceeds to benefit our chapter. Tim Carr will be having his ice

cream machine again. Falcon Flight is cooking breakfast. And, I asked Keith to participate and he will be performing some acrobatic maneuvers over the runway for us. Many of you are familiar with him and his shows during our Southeast Ramp cookouts.

I have stuffed 100 goodie bags for the kids to take after their ride. As part of that I have started to develop a referral guide for the children and their families to find more aviation-related places to go, see and do in the local as well as na-

tional areas.

Please help me build this and send me any fun aviation info that you have and I will incorporate it into the guide.

Thanks- Looking forward to May 23 on the Ramp!

Carolyn

**Bob Hayden
Plane Talk**

The Old Bug-A-Boo, Part II

The stall that surprises

Well, it's time for the May flowers that all the April showers bring out, and another look at that old bug-a-boo stalls.

This time, it's a short tale of an adventure by a friend of mine who was doing some standard check flights for one of the smaller mid-western airlines back in the '60s. Dan was his name, and the name of the airline is not important. What is important is that one night Dan was out doing a check ride with one of the pilots in a YS-11, a low wing turboprop from Japan similar to a Gulfstream 1, but half again larger. It was a very dark night out over the plains, no moon, and very little ground lights for reference in the far distance. The pilot was somewhat nervous, did not have a lot of time in this type aircraft, and this ride was basically a check ride for moving over into the left seat

Everything went fairly well, and the time came to do some approach to stalls. Bear in mind that this was an air carrier type aircraft, large and heavy, and not designed to be flung about the sky in any violent or abrupt maneuvers. On instruments, in the deep darkness out over the prairie, Dan demonstrated the approach to a stall and the recovery procedure for this type of aircraft. Then it was the hopeful captain's turn to try it out. Dan was relaxed and fairly at ease with this pilot, and expected no surprises in this particular maneuver.

The aircraft was at 5,000 feet when the maneuver was begun. Straight and level, bleed off the power, and ease the yoke back as the aircraft slowed until the approach to stall activated the stick-shaker, then ease off the yoke as power was applied and the aircraft flew out of the pre-stalled condition. Piece of cake. Only sometimes, it's not.

This time, a nervous upgrade candidate, in the dark, in a plane he was not really familiar with, made a mistake. A big one. As the plane slowed and approached stall conditions,

he pulled back on the yoke.

The result was quick and violent. The aircraft stalled, rolled hard, and went into a spin about as fast as you read this sentence. Dan was on the controls immediately, but there was no reaction - the controls felt like they were moving in a vacuum and had no effect on the rotation of the aircraft. With no visual cues in the darkness to help analyze the situation, Dan realized that they were likely in a flat spin and the control surfaces were useless.

He closed the throttle on the outboard engine in the spin, and rammed full power into the inboard engine, realizing as he did that the aircraft was in the third turn of the spin that had begun at 5,000 feet. As the rotation slowed, Dan dropped the nose, went to full power on both engines, and eased the nose back up. As the plane rounded out of the descent, the altimeter needle was below 100 feet and still falling.

Dan had no idea how close they came to the ground in the darkness, but feels that it was below tree top level. If there had been any trees, he is sure they would have hit them. There were no trees, they climbed on out, and returned to the airport.

The pilot failed the check ride.

So what does this mean to you? Regardless of the claims, there are no stall proof airplanes, and the stall that surprises you will likely be the stall that kills you.

Be careful out there.

Bob

TSA Security Directive (1542-08F)

A Letter from Steve Buss, EAA

submitted by Jim Thomas

I am writing today to share with you the latest information on the controversial TSA Security Directive (1542-08F). The directive, which has a June 1 implementation date, applies to airports where general aviation operations coexist with scheduled airline service, even where the airline service is minimal.

Details of this TSA directive started coming to light late last year, as airport officials began advising airport users to prepare for security changes. Since then, EAA has partnered with AOPA, NBAA, GAMA and others to voice concern and raise awareness on The Hill.

We believe the measures are unnecessary, don't enhance national security, are costly, impractical, and threaten general aviation activity.

We all have objected to the way TSA is handling this situation. TSA packaged the new requirements as a security directive (think of it as a secret internal memo) to airport managers instead of allowing public input and comment.

Because of this secretive approach, we don't have all the details of the program. However, enough of the pieces have come together and we have a feel for the major provisions. If adopted in full by the beginning of next month, the directive would:

- apply only to airports that have commercial airline service, even those with minimal airline operations and those where commercial and general aviation operations are already well-segregated;
- institute background checks and require I.D. badges for all aircraft operators, passengers and related personnel based at these airports, including general aviation airport users;
- require anyone who does not have an airport-issued I.D. to have an authorized escort, even at airports that are sparsely staffed; and
- leave specific implementation methods and details to each respective airport, resulting in a lack of standardization of air-

port-security policies, procedures, and protocols. EAA government affairs representatives continue to press the aviation community's concerns with the TSA, with Department of Homeland Security Secretary Napolitano, and with key legislative contacts in influential Capitol Hill committees.

Our objections to the directive include:

- **It's redundant.** FAA already has extensive information of general aviation aircraft owners and operators.
- **It's inflexible.** The major directive requirements apply similar requirements at small, remote airports and much busier, high-traffic airports, even though the security needs are likely very different. It appears that the directive would also treat the security sensitivity of different areas of the airport uniformly, even though these areas may have quite different security considerations.
- **Its required practices are not standardized.** Whereas the major requirements discussed above are too inflexible, at the other end of the spectrum the details regarding how to implement these provisions are at the discretion of each individual airport. The burden will lie with owners and operators to track the differences. (TSA indicates, however, that the background checks and badge requirements would not apply to transient aircraft.)

Our goal is to convince the TSA to explore alternatives that would address their objectives without suppressing general aviation activity and your access to general aviation airports.

We have provided this information to keep you and your fellow Chapter members informed on this issue. EAA, along with other aviation groups, continue to work to preserve airport access and the future of general aviation.

If you or your members have additional questions about this issue or other government-related issues facing aviation, please visit our web site at www.eaa.org/govt.

Presidential TFR's Changing

On April 29, a notice to airmen was issued for President Obama's visit to St Louis, MO, but the Secret Service and Transportation Security Administration (TSA) threw aviators a curve ball when the "standard" 30-nautical mile temporary flight restriction (TFR) was expanded to 35 nm. When EAA inquired about the expanded radius, a spokesperson replied without elaborating, "...it was determined that a viable threat existed in the St. Louis area and the secure airspace had to be increased."

This past Monday another 35 nm presi-

dential TFR was announced for May 13-14 in Albuquerque, NM, for the President's scheduled town hall meeting there Thursday. EAA is concerned that this is the new standard.

Presidential TFRs have become an accepted part of flight for general aviation since they were created post-9/11. Aviators have come to expect standard 30-nm radius TFRs to follow the President. EAA's primary concern is that Presidential TFRs have a very large and direct adverse impact only on GA aircraft. GA has never been proven to

be a threat and increasing the TFR's size only expands the adverse monetary impact on all general aviation activities - not any other mode of travel, like trucks, buses, trains, cars, etc. Also, due to the sensitive nature of Presidential TFRs the public is unable to challenge what we consider to be a further unwarranted restriction on general aviation and related business activities.

Jim again... It seems they felt justified in changing the radius for St. Louis and then just left it that way.

If this bothers you, contact your congress-critters!