

# The TAILSPIN



May 2010



Orlando Youth Aviation Center

## FROM THE PRESIDENT.....

### Young Eagles and International Learn to Fly Day

“When once you have tasted flight, you will forever walk the earth with your eyes turned skyward, for there you have been and there you will always long to return.” Is a quote attributed to Leonardo da Vinci. I’m not sure how he came to that conclusion, since he lived before even ballooning was invented. I’m also not sure it’s very practical to walk around looking up because it seems to me that you’ll bump into an awful lot of things on the ground. Nonetheless, that’s the quote used on the [learntofly.org](http://learntofly.org) website. The organization grew out of EAA and has partners throughout the alphabet groups, flight instruction groups and even governments around the world. Because **Ed Comiskey** and Flight Training Professionals are participating, we decided to have a Young Eagles Rally the same day. Ed has two seminars planned and is offering \$59 Discovery Flights. He’ll also be serving hot dogs!

**It seems like forever...** While I don’t walk around with my eyes turned skyward, I do tend to look up whenever I hear a plane go by. I don’t know exactly how long I’ve been doing that, but I really don’t remember when I didn’t. Generally, it’s a piston powered plane that gets my attention, though sometimes a jet will catch my ear and then my eye. How about you? If you’re like me, do you wonder who might be aboard and where they may be going?

**Our new clubhouse...** If you have some spare time, consider joining one of the Saturday work parties. Except when we’re running a Young Eagles Rally, there will be someone from the Clubhouse Committee there on Saturdays.

## CHAPTER 74 CLUBHOUSE



While the paint alone won’t make it a new hangar, it will make it all one color! Slow but steady progress on the Chapter Clubhouse.

### President(cont)

While there are some jobs we need that require some prior specialized experience, most don’t. If you know how to work a paintbrush, you’re more than welcome to help in the beautification effort. **All future meetings will be in our clubhouse!** Not just our monthly meetings, but board meetings will be held there as well.

**...and finally,** since we ran overtime with our Sun ’n Fun experiences last month, we’ve asked **Jerry Lutz** to present his program on his time at Lockheed’s famous “Skunk Works”. We’re lucky to have one of our own who was there as some of aviation’s most classified projects were born.

Until our meeting Tuesday night - Blue skies and Tailwinds!

## Sun 'n Fun Teachers' Workshop – Barbara Walters-Phillips

The 23rd annual Sun 'n Fun Aerospace Educators' Workshop was held on Saturday, April 17 on the Sun 'n Fun campus. Two hundred teachers and others who share aviation education with young people attended. The ROTC color guard from Dr. Phillips High School presented the colors and the group was welcomed by Bill Eickhoff, chairman of the Sun 'n Fun board as well as John Burton, president of the Fly In. The opening speaker was Wes Norton, a missionary pilot who spoke about his flights in a DC-3 carrying supplies to the people of Haiti. Bill Yucuis, president of the Central FL Chapter of the Air Force Association also welcomed the participants and presented a check to Sun 'n Fun as the official sponsor of the workshop.

The teachers attended a variety of concurrent sessions including Where Imagination Takes Flight presented by the Civil Air Patrol and Building Gyzmos presented by Dr. Charley Rodriguez from Southern IL University. They enjoyed hands on sessions and took many ideas back to their classrooms to share with students.

One of the highlights of the workshop is a random drawing where 4 teachers go flying with the AeroShell Aerobatic Team. How thrilled they were! Their smiles showed how much they enjoyed the flight.

We were also fortunate to offer four teachers a ride in Steve and Suzanne Oliver's New Standard. They loved flying together in the front cockpit! What a special workshop! We are so blessed by the generosity of AeroShell and the Oliver's. There is no workshop in the country that offers flights like these as door prizes!

At the conclusion of the concurrent sessions, everyone returned to the Buehler Center for a delicious lunch catered by the Rib Crib. Our keynote speaker was Bob Richards, retired air traffic controller and author of the book Secrets From the Tower, who entertained us with many stories of his years as a controller at Chicago's O'Hare Airport.

We are looking forward to next year's workshop and hope those of you who teach our OYAC classes will join us.



Harvey Readey's ErCoupe 915 parked in Kissimmee. N99490 is now based at ORL (West side) after many years at Kissimmee. Still running strong!

## CHAPTER 74 CLASSIFIEDS

Members only, aviation related things to buy, sell or trade. Keep your ad short, provide a price and contact number. Send ads to the newsletter address below. Live long & prosper.

Power Tow Tug—3.5HP Briggs & Stratton



Runs Great! \$595 Mike Sills 407-460-4971

## CHAPTER MEETING 5/18/10

The regular Chapter meeting will be held on May 18, 2010 in the **CHAPTER CLUB-HOUSE on Amelia Street, west of Herndon Avenue. Look for cars and lights!**

## INTRODUCTION to AVIATION

The spring class session of "Introduction to Aviation" is in the books. 18 students completed the class and their graduation flights on May 8, 2010. The winner of the Introductory Flight, courtesy of Flight Training Pros, is Indiana Jones, selected for his written essay.

Classes will resume in the Fall. These classes are sponsored by the Orlando Youth Aviation Center and taught by members of Chapter 74. Most class sessions are 'hands on' or involve lots of participation, so volunteers are always welcome. Check the schedule posted at <http://www.eaa74.org> or call Barbara Phillips at 407-497-1236



Glenda McElwee sent this picture of her Corvair engine on it's mobile test stand at Sun-n-Fun. She built the engine using parts and the assembly manual from Aeromax Aviation. The engine features an integral front bearing to handle propeller loads safely. Glenda ran the engine daily at Sun-n-Fun. You can see a video of the engine running at: [http://www.awesometrvi.com/my\\_corvair\\_engine\\_for\\_n51gl\\_runn.htm](http://www.awesometrvi.com/my_corvair_engine_for_n51gl_runn.htm)

The TAILSPIN Newsletter is published once a month by EAA Chapter 74, Orlando, FL. All photos are property of the editor unless otherwise noted. Member submissions are welcome and should be sent to:

[newsletter@eaa74.org](mailto:newsletter@eaa74.org)

## Kentucky Windage

Now that we know all that here is to know about delta wings and control reversal that really matters, let's take a look at something a little more basic - but just as tricky. When is the last time that you loaded up the old trusty flying machine, noticed that the tires seemed a little bit squashed, and gave a moment's thought to whether or not you could hoist all this stuff off the ground? I know, we all live within spitting distance of sea level, and we operate off of airports with runways anywhere from 4,000 to 8,000 feet long, so who really cares? Just cram all that stuff aboard, top off the tanks, get all the seats filled, and crank 'er off! Sooner or later, it will stagger off the runway and into ground effect, and after a while it will build up enough speed to move out of ground effect and begin to slowly claw its way upward to something above treetop level. Way to go!

Well, maybe. Yes, you're flying, but just barely, and your rate of climb pretty much depends on what your rate of fuel burn-off is. So what - we're on our way to Grandma's house, or Maggie Valley, or someplace else that's just as desirable, and we're making a lot better time than those poor souls flogging a car down the road at half your speed or less. You keep on keepin' on, and in due time you arrive and land. You are usually landing somewhere that is measurably higher than home, the landing approach seems a little hotter than usual, and the rollout uses up more than the normal amount of real estate that you are used to. No big deal - you're where you were going, everybody is happy, and life moves on.

There is a small fly in this ointment, however. Sooner or later you gotta go home, so you re-fuel, re-load, add the extra stuff acquired during the visit, and you're ready to aviate - or not! You suddenly recall some of the stuff that instructors mentioned to you casually, and part of it is something about something called "density altitude". It is somewhere between Spring and Fall now, and much warmer, and you have some extra height added to your departure airport also. The thought crosses your mind that you just might be pushing the envelope a little here, so you decide to figure what the density altitude is. OK, when is the last time you did this, and HOW did you calculate this? I'll bet you a nickel to a hole in a doughnut that not one in ten of you (and I'm being generous here) can come within a country mile of an accurate calculation of your density altitude without some fast research, and then can't correlate that to increased amounts of runway needed! If you are really lucky, you may be at an airport where the ATIS furnishes density altitude, but can you apply this to your plane and your load? When is the last time you did this for real? I'll wager another nickel on that same doughnut hole that quite a few of you check the wind, apply a generous amount of what shooters call "Kentucky Windage" (also known as a "WAG", or "Wild A---- Guess"), and light the fires. Unfortunately, this sometimes ends up with the plane refusing to fly just because you pull the yoke back, and the takeoff becomes a short and expensive cross-country on the landing gear.

This sort of foolishness is easy to avoid, folks. A generous application of common sense and just a bit of practice on the math and procedures can do wonders for your peace of mind and your insurance premiums. Have fun, and be careful out there - Bob.