

The TAILSPIN



November 2008

ORLANDO YOUTH AVIATION CENTER

Jim Thomas
Prez Sez

Good Flying Good Times

The season brings a lot to celebrate

The crisp autumn air is here and our planes, pilots and passengers love it. Couple that with falling fuel prices and it just doesn't get any better. I heard the full service price at Leesburg was down to \$2.75 a gallon on the 7th. That sure helps the flying budget.

Big meeting this month!

CarolAnn Garratt will be our featured speaker at this month's meeting and will also bring her Mooney for Tarmac Time. CarolAnn and her co-pilot are attempting to smash the world record flying westbound around the world in a week! CarolAnn will be telling us about the preparations for this attempt and the details of their planning and physical training.

Young Eagles on the 22nd.

We'll be holding the second Young Eagles Rally of the school year at Showalter and we could use your help. Flyers are already being distributed and I think we'll see more than a hundred kids. Please plan on helping out with this event. Now that we're only doing 4 events a year, it's not too onerous and we've pretty much got this down to a science, but it won't work without *your help!*

OYAC gets a gift.

As I announced at the October meeting, **Mr. Ken Yaeger** has donated 2 projects to the Orlando Youth Aviation Center. One is a Piper Tri-pacer which is fairly complete and has no damage history – at least in terms of crashing. The covering is shot, though. The other plane is a different story. It's a Piper Colt that flipped in a windstorm. The wings and vertical stabilizer sustained a good bit of damage. **Tim Sweeney** offered to *temporarily* store one plane in the back of his hangar and I'll do the same for the other, but we need a place to work on them for restoration. If anyone knows of some centrally located warehouse space, we could sure use it!

Elections

If you thought the elections were over, think again! We have

Next Meeting Tue, Nov. 18, 7:30 pm

CarolAnn Garratt
Her upcoming round-the-world dash

Tarmac Time 6:30 pm
Weather Permitting

CarolAnn's modified Mooney

Showalter Flying Service, Orlando Executive Airport

Upcoming Events

Chapter Meeting <i>Officer & Director Elections</i>	Nov 18, Tues Tarmac Time 6:30 pm, Meeting 7:30 p.m. Showalter Flying Service, Orlando Exec
Young Eagles Rally & Pancake Breakfast	Nov 22, Sat Flying 9 am—11 am Showalter Flying Service, Orlando Exec.
Chapter Christmas Party	Dec. 16, Tue Cocktails 6:30 pm, Dinner 7:30 pm Ventura Country Club
Introduction to Aviation Winter class series starts	Jan. 10, Sat, 9 am to Noon Showalter Flying Service, Orlando Exec
Chapter Meeting	Jan 20, Tues Tarmac Time 6:30 pm, Meeting 7:30 p.m. Showalter Flying Service, Orlando Exec
Young Eagles Rally & Pancake Breakfast	Jan 24, Sat Flying 9 am—11 am Southeast Ramp, Orlando-Sanford Int'l.

a race for Vice President of the chapter. That will be conducted by secret ballot. We also need to re-elect/appoint 3 directors. We'll do that by acclamation. If you'd like to help shape the future of the chapter, here's your chance!

It's beginning to look a lot like Christmas...

Once again, our December meeting will be our Gala Holiday Party at Ventura Country Club. Save the date – December 16th at 6:30. The price will be \$25 per person with the chapter picking up any cost beyond that. The ever popular Pirate Gift Exchange will be the highlight. We ask that all gifts be held to around \$10 value and they be aviation themed. Tools, books, models, toys... I've never heard anyone complain about booze or chocolate, though.

See you at the meeting!

Jim

The *Real* Airplane Builders

A visit to Jim Kimball Enterprises shows how the big boys do it

The Chapter visit to Jim Kimball Enterprises in Zellwood was—as always—fantastic.

No matter how much you think you may have learned about airplanes, there's always a lot more. And Kevin Kimball, always the gracious host, held rapt attention during a walk-through of their operation. His son—maybe 16 years old—put on a rib-stitching demonstration that would impress any homebuilder.

Located in Zellwood off Cemetery Rd (don't read anything into it, but you do pass a cemetery on the way in), the Kimball's have one of the prettiest private fields around. In their several hangars they have a reputation as one of the country's top restorers of antique aircraft. They also manufacture kits for the impressive Pitts S-12 aerobatic bi-plane.

Their newest creation is an exercise in downsizing. The special Pitts model—being built for a customer—is expected to weigh in at a modest 1800 lbs with pilot and fuel. Here's the punch line—the radial M-44 engine will product 1825 lbs of thrust. Do the math. This plane will be able to turn into a helicopter.

Staying with their roots, the Kimballs also have two Stearman Mailwing restorations in the works. The last one they did won Grand Champion at Sun 'n Fun (an accident prevented it from being displayed at AirVenture).

So what did we learn? That these guys are smart. One trick—designing tabs to CNC aluminum parts. The tabs indicate the point where the metal is bent—just like the tabs on garment patterns show seam points—eliminating measuring and saving time.



Kevin Kimball, on left, explains how they cut weight from the special Pitts S-12 in the background.

Another Kimball technique uses double fabric covering on the Pitts wings. It adds some strength without much weight penalty and creates a finish so smooth the stitching tapes aren't visible. Kevin joked that when they first started using the technique, people asked him where the tapes were. He'd reply that he preferred to tape from the inside of wing. You can imagine the look on their faces, but who's going to argue with a builder of their reputation.

It was a great visit and we thank Kevin for sharing his time and knowledge.

Snoopy's Sopwith Pup 'Flies' For Veterans Day

Once again, Chapter 74 was well represented in the Downtown Orlando Veterans Day Parade earlier this month.

Jerry Lutz secured our parade spot, and **Bruce Hotz** out-did himself restoring the old red Robbin biplane as "Snoopy's Sopwith Pup". You'll remember Snoopy's famed Sopwith Camel and his constant battles with the Red Baron.

Pat and Barbara Phillips and friend drive Pat's Model A with the Air Force Assn. Pat actually drove the car to college in Gainesville.



Bruce Hotz waves from his PT Cruiser as he pulls the Snoopy Sopwith Pup he restored in Orlando's Veterans Day Parade.

Bruce also built a "grass field" airport for the plane that he pulled behind his PT Cruiser. The float was led by members of the Civil Air Patrol carrying a banner and passing out Young Eagles flyers to parents in the crowd.

Thanks, Bruce! GREAT JOB! And thanks to the C.A.P. cadets and AIAA students who helped us out.

Taking Wing

Planes and boats—the best of two worlds

The saga of the Searey continues - in fact, the learning curve is getting steeper all the time.

As the more alert amongst you may remember, our initial test run of the engine ended in a wild and unplanned ride around the landscape, with nothing damaged but my pride. Things have progressed beyond that point, somewhat. After a good bit of tweaking around with this and that, and a few changes to one thing and another, it was time to do some more taxi testing. And so it was.

After carefully insuring that all was, indeed, right with the bird, it was fired up again, and progressively longer and faster taxi runs were made up and down and around the slope of the hill. Everything was just ducky. She rode well on the landing gear, handled like a lady (although the turns were somewhat wide due to the single brake lever system presently installed) and generally indicated a feeling of readiness to do bigger and better things.

After racking up about two hours of riding around on the grass by me, my brother, and my nephew, we all agreed it was time to press on. It taxied well on grass - it was time to see how things

worked out on water.

This first required getting the plane to the water. Several routes were available, but it was agreed that the best way was to taxi over to my neighbor's landing where a paved road all the way to the water was available. This created a great deal of interest as we taxied over, and when we reached to ramp we had a decent crowd scattered around the neighborhood watching.

Into the water we waddled, and sure enough, it floated. Out and around our branch of the lake, turning upwind and down, slowly increasing speed and checking controls, turning radius, stability, etc. and it was time to get up on the step. Into the wind, up with the power, and away she went. Literally.

As power was applied, she surged forward, pitched up onto the step, and took off like a scalded dog! I was nowhere near full power, and absolutely amazed at the acceleration rate. With a full long-range tank and 200 lbs. of pilot aboard, she ran like a greyhound, fast and straight as an arrow. The controls were quick and responsive, and the airspeed was not only alive, it was racing into flying speed in less time than it takes to tell it. It was too much to resist - a touch of back pressure, and the swish of water under the keel stopped,

and we lifted off smooth and clean. All of this occurred at somewhat less than 75% power, and even with the nose well up, speed was moving smartly past 90 mph indicated. This was too good to stop now, so on we went, up to 800 feet, and a wide turn back around to the launch site as I leveled out and throttled back to hold it below redline on the airspeed. Way back. She just wanted to fly, and fly FAST! Even with all those struts and floats and wheels and gear legs hanging out in the breeze, at just about 50% power she was roaring along, and any dip in the nose showed up instantly in airspeed jumping over 105!

The gauges looked good, the controls felt good, and the plane was responding beautifully. There was no way I was going to cut this flight very short - everything was going too well, it felt too good, and I was having a solid blast!

Well, Dear Readers, at this point I realize that I am taking to much space, so more on this next month - and more surprises!

Be careful out there.

Bob

A Fine Fall Day

Bob White Field Annual Picnic serves up a great afternoon

Chapter members trekked over to Bob White Field in Zellwood for the annual picnic hosted by airport owner Pete Counsell.

Hot dogs, hamburgers and a flock of neat airplanes were abundant. After eating lunch in the main hangar, it was time to walk along the flight line. Sitting in the sun were all types of interesting aircraft—a couple of Pietenpols, a Husky on tundra tires, two Stearmans, twin Super Cubs and a few more.

We got to visit Rick Thompson's hangar where he's restoring a Franklin (sorry the photos didn't turn out), and told us about meeting Kirby 'Sky King' Grant. And we saw Chris Fenger's sailplane restoration—coming together nicely.

It was a fine day on a beautiful grass field in the company of airplane people. What could be better?



The annual picnic at Bob White Field attracted quite a few 'fun-flyers', like this Pietenpol. One person estimated that up to 50 planes came and went throughout the day.