

The TAILSPIN



October 2007

ORLANDO YOUTH AVIATION CENTER

Jim Thomas
The Prez Sez

B-17 Tops The Month

Busy, busy, busy fall season

There's a lot going on this month, starting with this month's meeting. Our speaker is a representative of the newly established US Customs facility at Executive and should prove to be quite interesting.

Then we have our Young Eagles Rally at Showalter on the 20th. We're pleased to have the Orlando Chapter of Women in Aviation International helping us this time. We look forward to this as the beginning of a long association with them. They've volunteered to cook the pancakes and sausages for our customary breakfast. We'll need some early birds to help set up our shelter as well as the tables and chairs. We've already had a number of RSVP's including a troop of Boy Scouts earning their Merit Badge in Aviation.

If that's not enough, the EAA's B-17 "Aluminum Overcast" will arrive on the 25th, and will be flying the following three days. This was a good source of income for the chapter in 2005 and we look forward to it being an even better money-maker this time. We'll be staging in a different area and have space for a static display of homebuilt aircraft during the event. We'll also be selling drinks and snacks, so we'll need more volunteers than last time. Thursday, we're sponsoring a Veterans' reception in the meeting room at Showalter which will feature Mayor Buddy Dyer as the keynote speaker and he'll be issuing a proclamation. Thanks to Jerry Lutz for arranging the mayor's visit and proclamation and thanks to Bob and Pat Kosar for offering to provide Jambalaya and to Mel & Bea Scherff for arranging for sandwich platters.

Jerry is also arranging the Chapter's participation in the annual Orlando Veteran's Day Parade in November. Bruce Hotz and Hector Ruiz are helping get the float together.

Mel has also reserved the Ventura Country club for our annual Christmas Party. More details should be available by the time of the meeting, but as usual, it will replace our regular meeting date on the third Tuesday. That's Dec. 18th, so keep the date open!

Finally, we don't have a plane to display for Tarmac time, so I'd like to use that time to plan for the upcoming Young Eagles Rally and the B-17 event..

See y'all Tuesday at 6:30!

Jim

Next Meeting—Tuesday, Oct. 16, 7:30 p.m.

*Guest Speaker—Jim Crisp, CBT Officer
Orlando Executive Airport Customs Office*

Tarmac Time—6:30 pm

B-17 planning and Hangar Flying

Showalter Flying Service, Orlando Executive Airport
400 Herndon Blvd.

Upcoming Events

Chapter Meeting & Tarmac Time	Oct 16, Tues Tarmac Time 6:30 p.m., Meeting, 7:30 p.m. Showalter Flying Service, Orlando Exec
Young Eagles & Pancake	Oct 20, Sat Setup 7:30 am, Flying 9 am-11 am Showalter Flying Service, Orlando Exec
B-17 Tour	Oct 25-28 EAA B-17 <i>Aluminum Overcast</i> Display & Souvenir Booth 9 am—4 pm Flights 9:30 am, 10:15 am, 11 am, 11:45 am 12:30 pm
Veterans Day Parade	Nov 10 EAA 74 Airplane Float Downtown Orlando
Boy Scout Camporee Young Eagles	Nov 17 Setup 7:30 am, Flying 9 am Fantasy of Flight
Chapter Meeting & Tarmac Time	Nov 20, Tues Tarmac Time 6:30 p.m., Meeting, 7:30 p.m. Showalter Flying Service, Orlando Exec

September Meeting Update

Passing The Medical

Dr. Shewmaker, AME offered insights & tips

The pilot's medical exam can cause some trepidation in any pilot, no matter what age they are. Now, Sport Pilot's self-certifying standard is bringing medical questions even more to the forefront.

At September's meeting, Dr. John Shewmaker, D.O., a Senior AME, gave us his diagnosis of Sport Pilot medical requirements, an inside look at the FAA's medical thinking and some pretty thoughtful suggestions on how to work with your doctor, as well as maintain good health.

He also invited everyone to contact him anytime with questions about the pilot's medical. He can be reached at 407-415-3011. His website has more info and some good links: www.floridaflightdoctor.com.

Have Fun While You Can

A new prescription is needed for medical regs

Well, here it is October already, except I ain't sure I'm ready. It is time for me to do some aeronautical housekeeping on my licenses, ratings, etc., and this always seems to get me stirred up a little.

We, as aviators, are subject to so much regulation and oversight that it boggles the mind. Some of it - maybe a lot of it - is really necessary, but a lot of it ain't, for various reasons. I agree that pilots should generally be in fairly good health, but I have come to believe that the FAA is grossly overdoing the requirements.

I won't belabor you with the average automotive vehicular license requirements, but they turn folks loose on the road who should not be out without a keeper around somewhere, and nobody bats an eye. Pilots are a whole different thing - we gotta be junior supermen (oops, super persons - sorry, girls) and if not able to leap tall buildings, at least climb over them without breaking too much of a sweat.

This was not always the case. For instance back in WWI - yep that's I not II - a prime source of pilots for the warring military arms was wounded officers who could no longer qualify for ground combat duty, but were assigned to become pilots because the physical demands were much less stringent. Some of these handicapped

pilots ended up among the leading aces of that war.

Now take a quick look at WWII. Douglas Bader, an RAF fighter pilot, was not only short (no pun intended) of one leg, he had lost both! He demonstrated ability to fly and fight the aircraft, and was returned to combat duty. Got shot down and captured, escaped and was recaptured so many times that the Germans in desperation finally took his tin legs away from him to try to keep him where they wanted him. Didn't work - he got away anyhow, returned to combat, and ended up as a multiple ace. Japan's leading ace, Saburo Sakai, lost one eye in combat, and continued to fly until the end of the war as a fighter pilot.

In between the wars, one of our most famous aviators was Wiley Post, a former oil field roughneck (yes, that's a real title for the guys on the drilling platforms) who lost an eye in a drilling accident. He then learned to fly, became a corporate pilot, test pilot, and world class record breaker for speed, distance, and endurance flights. He hand made the first primitive pressurized flight suit, and wore it to the edge of the stratosphere.

That's a pretty good roster of disabled pilots who couldn't get licensed today, but who contributed giant steps to the development of aviation as we know it. I am not advocating wholesale abandon-

ment of any physical standards for pilots, but for cryin' out loud, we could sure relax them a little and keep a lot of really good pilots doing what they can do so well.

Some time back, I had medication prescribed for a relatively benign condition. I duly noted this on my next physical, and BAM! I got a notice from the FAA that I was grounded until they reviewed three years of my past medical history, furnished 24 months coverage of EKGs, and a bunch of other stuff. The fact that my local medical examiner called OKC and told them that this medication was NOT for hypertension but another minor problem made no difference. I was grounded pending review, and by gum I stayed grounded for over six months!

If I had been making my living driving airplanes at the time, I would have been far, far up the famous creek without any wooden propulsion devise (paddle, to the illiterati). That ain't right, folks - it's time to call for some easing of the requirements to a realistic level.

Think about it - every day brings you closer to the day you hang up your goggles, folks!

Be careful out there, and have fun while you can!

Bob

Yahoo!

Join the Chapter's group

Now, you don't have to wait for the next Chapter meeting to talk to your flying buddies.

Thanks to the e-mazing internet, EAA 74 has its very own Yahoo! Group. It's easy to join and doesn't cost a thing.

The Group will let us get Chapter news and updates to you as things happen. You can also post your own announcements. Or tell a flying story. Or ask a question of the homebuilders. Or help out someone else who is homebuilding. The nice thing is that it will be a lot cleaner content-wise than our last ef-

fort.

Here's how to get in the group:

- Go online to <http://groups.Yahoo.com>
- If you have a Yahoo membership (like if you already have Yahoo mail), log in by clicking on Sign In at the top left next to the logo
- If you don't have a Yahoo membership, it's easy to get one by clicking on New User next to the Sign In link. (Tip: You don't have to give all the personal info they ask for.)
- Once you sign in you'll go to the Groups main page.
- Search for EAA 74. It will take you to the group.
- You'll be asked to join. Do so. Memberships have to be approved by the

administrator, so it may take till the end of the day.

- That's all it takes.

Once you're in, you can choose how to receive notices from the group, read the messages that are posted there, reply to them if you like and post your own.

Every member of EAA 74 should join the group. The more members in the group, the more valuable the group becomes to each member. You're reading this online, so now's a good time to sign up.

See you online.

Young Eagles

103 Take Their First Flight

Sanford rally gets us off to a flying start



Change is not always a good thing.

When the Chapter was invited to change Young Eagles venues from our regular base at Orlando to Sanford, there were a few concerns. We'd never flown in Sanford, so didn't know if enough kids would come. Would the pilots be happy to fly a rally there? There's a lot of road construction going on, so would the public be able to find us?

The answers turned out to be: Oh yeah!, Absolutely!, and No Problem. At the end of the day, we had flown 103 new Young Eagles.

The Chapter's Young Eagles program owes a big salute to Krysty Kress and the folks at South East Ramp at Sanford-Orlando Int'l for making it a great start to our fall flying season

Thanks to Krysty's pre-planning, and the hard work of South East Ramp's staff and friends, everything went off without a hitch. South East Ramp (yes, that's the company name) made sure there was plenty of ramp space and marshals to handle the aircraft.

Krysty worked tirelessly before the event to get the word out by visiting youth groups like the Boy Scouts and by posting flyers. To make sure there would be no problem locating the flights, she had a bunch of directional signs printed up then posted early on Saturday morning.

Then she and the Ramp crew prepared the hangar that belongs to Winter Park Construction, developers of South East Ramp. It's hard to imagine a more beautiful place to fly kids. Besides the tiled floor and Caribbean plantation-style façade of the offices, the owners left a turbo Maule on floats and a new

Cessna Mustang jet on display. The Ramp people provided tables, donuts and free water for everyone. The huge hangar was the ideal place with plenty of room for the public to stand out of the sun, a great view of the ramp, even a grassy "observation" lawn just outside.

Falcon Aviation also lent a hand by moving their regular pancake breakfast up a week and moving it across the field to a nearby hangar—and those folks graciously gave the proceeds to the Chapter. It must have been really good, because the crowd at it all up before the very busy volunteers could even get over there. Guess we'll have to be faster next time.

Ten pilots flew in—except Bob Caime who just had to taxi across the airport—to make the kids' day.

Mark Almond (who came all the way from Georgia), C-172, flew 12;
Dave Berelsman, C-182, 17;
Bob Caime, Mooney, 14
Richard Dudley, on his first rally in his Van's RV-6A, flew 5;
Carol Ann Garrett, Mooney, 12;
Greg Garrison, Archer, 11;
Don McLendon, RV-7, 5;
Harris Sullivan, Lancair IV, 12;
Louis Turek, C-172, 11;
Pat Pajak, RV-7A, 4.

Air Boss Mike Sills worked with the tower to lay out a good air route away from the Class C heavies. He even got the tower to devote all of runway 9R just to Young Eagles flights making landing roll-outs end right at the entry to the ramp. Along with a helpful ATC, beautiful weather and light winds made it easy for pilots to focus on giving great rides in typically crowded airspace.

With lots of help from the Chapter, and people from South East Ramp and the AIAA students, there was plenty of

ground crew. A good thing, too, given the size of the crew.

EAA 74 members were Debey and Eric Von (who came from Oshkosh to join us), Ruth Dudley, Tim Sweeney, Steve Gatlin, Jim Thomas, Glenda McElwee, Dick Isherwood, Tom Carveth and Chris Reilly. We appreciate the help of our friends John Griffin and Stan Wieck.

The South East Ramp volunteers—both workers and just folks from the Ramp's very social pilot community—were Krysty, Phillip Wheeler, Kyle Miller, Brad Sparks, George Wheeler, and Sindy Fitzpatrick.

AIAA students from UCF—what would we do without their faithful help as escorts in most every rally—included: Erin Browning, Sean Charret, Christine Efor, Kareem Moslehy and Alex LePage.

Given the results, starting our season in Sanford was the right idea. Sometimes change is good.

Young Eagles Back In To ORL In Oct Join us on at Showalter

Will October's Young Eagles Rally be a reprise of our success in Sanford?

Our homecoming to the Showalter Ramp at Orlando Exec is off to a good start. The very nice ladies at *Women In Aviation* have volunteered to run the pancake breakfast—an area that has been languishing without a regular Chief Cook since Annie Weatherington moved. Barbara Phillips has made up a nice flyer and is announcing the rally at school groups.

So far, Mike Sills has arranged four pilots, but a few more are needed. If you can fly, please contact him right away at mikepilot1@earthlink.com.

That just leaves you. Maybe you could lend a hand—some help setting up, or maybe at registration.

But, it's bound to be a beautiful day, so at least come for the pancakes, coffee and hangar flying. Set up is 7:30 am, Saturday, October 20.

Share The Dream

Remember longing to learn to fly?

Most kids feel that way, so help share the dream. Even if you don't fly kids or take part in Young Eagle rallies, you could still share the dream. Tell

neighbors with kids know about the rallies. Or pass the word to folks at church. The easy way is to just give them a flyer—get a copy at the Chapter meeting. Or send them to the website at www.EAA74.org. It'll make you feel good.