

The TAILSPIN



October 2008

ORLANDO YOUTH AVIATION CENTER

Jim Thomas
Prez Sez

Bye Bye, Summer!

Summer's gone and the cooler weather of fall is beginning to take hold. Better yet, the cost of avgas is beginning to fall, too... Huzzah! Let's all go fly somewhere!

Time to get busy...

We have a lot of activities coming up, including a visit on Saturday, Oct 25th, to Jim Kimball Enterprises in Zellwood where they make the incredible Pitts S-12 and perform amazing restorations. It's also the same day as the Bob White Fly-in picnic. We're expected at the Kimball's at 10 am and afterwards go to the picnic up the street.

Young Eagles...

Last month we flew 97 kids in Sanford and received more than \$130.00 in donations which goes directly to our treasury. In November, our Young Eagles rally is back at Executive. We might have a bit of a change and run it out of the GOAA ramp. That's still being worked out and I hope to have final information by the meeting next Tuesday.

Next Meeting...

Pat Phillips will be bringing his and **Barbara's** beautifully restored and award winning J3 Cub for Tarmac Time at 6:30. Make sure you come early to see this beauty. Our speaker will be **Rick Thompson**, who will be displaying some of his incredible aviation artwork.

Veteran's Day Parade...

Jerry Lutz has again arranged for us to be included in this important annual event at **no cost!** This would normally cost \$400 and the exposure for **OYAC** and our **Young Eagles** program is worth far more than that. This year there will be 2 flyovers at the beginning of the parade. We need help with this, folks. All the hard work has been arranged, except for setting up the float on the morning of the event. It's November 8th. Please set aside a little time to help it be the bet float in the parade. **Bruce Hotz** is working feverishly to restore our little "Robin" bi-plane in time to be the centerpiece of the float. If you can't help on parade day, maybe you can help Bruce.

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

What? Well not yet, but as usual, the Chapter Holiday Party will take the place of our December meeting. We've re-

Next Meeting Tue, Oct. 21, 7:30 pm

Rick Thompson
Aviation Artist

Tarmac Time 6:30 pm

Pat & Barbara Phillips' J-3 Cub
Sun 'n Fun 2008 Best Restoration
Weather Permitting

Showalter Flying Service, Orlando Executive Airport

Upcoming Events

Chapter Meeting	Oct 21, Tues Tarmac Time 6:30 pm, Meeting 7:30 p.m. Showalter Flying Service, Orlando Exec
Chapter Picnic	Oct 25, Sat Picnic & tour of Jim & Kevin Kimball's aircraft restoration & kit manufacturing Kimball's airfield, Zellwood
Chapter Meeting	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
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.

served the banquet room at Ventura Country Club, which has proven very popular the past two years. The board has approved a subsidy for any cost above \$25 per person, so it will continue to be an affordable holiday banquet. The date is December 16th. Reservations will be accepted at the October and November meetings.

Come to the meeting Tuesday. I'll see you on the ramp!

Jim

Young Eagles



We Fly 77 New Young Eagles At Sanford In Sept.



Tracy Forrest's amazing hangar

After sitting out the Summer heat, we got back to flying Young Eagles in a big way! By the end of the day, EAA 74's pilots had flown 77 new Young Eagles.



Ed Rockwell briefs Boy Scouts for their Aviation Merit Badge.

We were fortunate to once again be able to stage the flights from **Tracey Forrest's** incredible hangar at Orlando-Sanford Int'l. To say this is the perfect facility for a Rally is an understatement. A big

thank you to **Krysty Kress** and her team at Southeast Ramp, Inc.—they are fantastic hosts.

Nine pilots kept up a steady pace all day: **Bob Caime** flew 15, **Tom Camman** - 7, **Carol Ann Garratt** - 3, **Greg Garrison** - 9, **Glenda McElwee** - 8, **Don McLendon** - 4, **Louie Turek** - 11, **Greg Vogelpohl** - 7, and **Dave Wilson** - 12.

Thanks to **Mike Sills**, our chief pilot as well as **AIAA** students from UCF who worked alongside our ground volunteer escorting kids to the plane. And another very big thanks to **Falcon Aviation** for cooking up a great breakfast and donating the proceeds to EAA 74.



Tim Sweeney & Carolyn Biter register kids

Bob Hayden Plane Talk

Done!

Bob's SeaRey teaches him a heart-stopping, seat cushion pinching lesson in homebuilding

As you all know, for the last good little while I have been putting together all the pieces needed to make a real, honest to goodness airplane. Well, it's done!

I finally got to the end of the "How To Do It" book, called up the examiner, and he came and said "Yep, its really an airplane, ain't it". And so it was. Just before this momentous event, however, I was given the opportunity to re-learn that just because you know a lot of stuff, you don't necessarily know it all.

This particular learning session occurred at the point when everything was all put together, painted and pushed out the door to run through taxi tests to see what might fall off. The engine fired up in fine fashion, the propeller commenced to propel, and suddenly things went sour in a rush. With a muted roar, the plane surged forward at full power over the chocks (Yes, I HAD set the throttle at idle for the start) and I was shoved back into the seat as the plane accelerated (yes, I HAD tied a 1/2 inch nylon safety line securely to the tail post, but it snapped in two like a string - that Rotax 912ULS is one strong engine!).

I immediately hit the brakes, which caused two things to happen almost simultaneously - the plane hesitated mo-

mentarily, then bounced forward as the nose pitched down.

At this point, my reflexes, deeply ingrained over more years than I like to admit, betrayed me. *Nose down on the ground means prop in the dirt! Get off the brakes and get the nose up!!* Good idea, except the SeaRey is a pusher, with the engine mounted over the aft edge of the wing, and the prop was in no danger. The plane was though - it was accelerating unbelievably fast under full throttle, heading straight downhill toward the tree line along the edge of my yard, and my attempts to throttle back were useless.

Brakes were now useless, we were moving much too fast over the damp grass, and I was pressed against the back of the seat and could not reach the switch to kill the engine. The only thing I had left was rudder, and I used it all. As the plane swung into a ground loop, I was able finally to reach far enough to grab the switch and kill the engine, and Mr. Toad's Wild Ride was over!

Needless to say, I climbed out of the plane, pulled it back up next to the house, and started through the throttle hookup inch by inch. Surprise! In the first inch I realized what the problem was. In all aircraft that have a throttle

handle instead of a push-pull knob, the throttle is pivoted in the center of the throttle arm, and the throttle cable is attached at the bottom. Push the throttle forward, the bottom of the handle moves BACK, and the throttle opens. Pull it back, the bottom moves forward, and the throttle closes.

Well, as I looked at the SeaRey throttle, I realized that it is mounted with the pivot point at the BOTTOM of the throttle arm, and the throttle cable is attached ABOVE the pivot! Voila! Effective movement is reversed - Pulling the throttle back does NOT move the cable to idle - it moves it to full power!. I had gone through the whole process of installing the throttle system without ever noticing the obvious - the throttle operated in the reverse of normal direction.

Needless to say, that is at the top of my "Fix It Now" list. If any of you know anybody building a SeaRey, please alert them to this dangerous situation and help prevent an accident.

Let's ALL be careful out there!

Bob

If any of our SeaRey builders want to know more about Bob's plane, email him at bhayden51@yahoo.com.

NBAA Jets Into ORL

Showalter named FBO of the Week

The long-anticipated NBAA convention delivered on its promise of assembling the largest collection of corporate aircraft—and a BizJet-load of related goodies—at one place in the world.



There were some very big jets...

During the 3-day event, it was estimated that the 500 planes on static display on Showalter Flying Services ramps were valued at over a billion dollars. And not a propeller in sight.

Okay, that's a slight exaggeration, but only slight. The prop-driven craft that were on the ramp were mostly turbine, except for the Cirrus and Cessna Columbia 400. Not that there weren't some pretty neat examples of the breed: a

Dornier seaplane, a Twin Otter, Caravans and a motor glider that hides its propeller.

So, if the thought of spare-no-expense, higher-faster-farther flying puts a gleam in your eye, NBAA was the place to be. Even if you take a more modest view of aviation, it's pretty impressive to see what's out there at the high end of planes that fit into the GA category.

EAA members helped out in lots of roles, mostly monitoring the ramp gate at Showalter. Thanks to everyone who took a shift: **Shawn Mack, Ed Rockwell, Allan Wise, Greg Vogelwohl, Tim Sweeney,**



And some small, like Cirrus' Vision...

Jim Thomas, Richard and Ruth Dudley, Carolyn Biter, Robert White, Jerry Fuhrman, Mike Sills, Joe Simonds, Tom Carveth, Pat Phillips and Barbara Walters-Phillips, Bud Vogt, Bob Kosar, Real Dupuis, and Laura Sherwood.

Following a nomination by Jim Thomas, AvWeb.com recognized Showalter as FBO of the Week—a well-deserved recognition.

So you didn't get to see the show? No problem—NBAA will be back again next year, so you'll have another chance to trade a couple of hours for a look at how the other half lives.



And a few new things—like this Dornier seaplane. Notice the 2nd prop on the back.

Flying's A Picnic

Especially in October at Kimball's and Bob White

You didn't think we'd let all this great weather go to waste, did you? Not a chance. Particularly when we can enjoy the cooler temps *and* airplanes at the same time.

Of course, we like airplanes in any weather at any time of the year, but this month became a big month for it—all on the same day, too!

Mark Saturday, Oct. 25, on your calendar. We'll be heading up to Jim Kimball Enterprises in Zellwood for a sort of Chapter picnic. The Chapter will supply fried chicken and soft drinks, but of course the big hit is getting to tour Kimball's field.

If you don't know Jim Kimball and his son Kevin, they're merely some of the premier aircraft restorers in the U.S.

They also build the kits, and finished versions, of the now famous Pitts S-12 you saw in the air show at Sun 'n Fun.

Be there at 10 a.m. The address is 5354 Cemetery Rd. Take US 441 north past Zellwood to Sadler Ave. Turn right to Tangerine Cemetery and turn left. Then follow your nose. You can find a map on their website: go to www.JimKimballEnterprises.com and click on the Contacts link.

If you need more airplanes after that, Bob White Field is hosting their annual picnic. This is one of the nicest grass fields in Florida—maybe anywhere—with a lot of interesting airplanes.

In fact, it's a whole day of grass fields, vintage airplanes and people who share your passion. See you then!

Elections Looming

No absentee ballots

Yes, the national campaigns are on everyone's mind—it's just a distraction from the real election that must be endured every four years.

Of course, the major election is for EAA 74's executive board and board of directors. The entire executive board has offered to serve another two years—letting a few off the hook. But that doesn't mean that anyone may run for President, Vice President, Secretary, Treasurer, or Newsletter/Web Editor. In fact, the VP slot has two candidates—the incumbent, **Barbara Walters-Phillips**, and **Glenn Ball**.

Still open are one Director position for each of 2009 and 2010, and two open for the term expiring in 2011.

How 'bout throwing your hat in the ring?