

The TAILSPIN



October 2009

ORLANDO YOUTH AVIATION CENTER

Jim Thomas
Prez Sez

Oh, What Things You'll See! New clubhouse and NBAA

Now that we've inked the deal to have our own clubhouse **on the ramp at Orlando Executive**, we have the opportunity to do so many things. We can have Lunch-time Cookouts in the cooler weather and evening cookouts at other times. Of course we'll be able to fly Young Eagles occasionally and even have pancake breakfasts on a monthly basis. There are only a few things standing between us and making all this happen.

First, we need to make our clubhouse habitable! It's pretty much a mess right now, but I have confidence that we can make it into something really nice. It's gonna take a little help from you to make it happen. **Bruce Hotz** has stepped up to be the coordinator and we'll need your help to get things finished.

I really think that with this downtown clubhouse, we can really make this chapter into the envy of all of EAA. We need your help to get these things to happen. It would be nice to get a core group of volunteers to make the social activities a magnet for other EAAs. Would you like to be the coordinator of our first pancake breakfast? How about the first fly-in cookout?

Since we'll have a central and accessible place to store our tools, I can envision us having some of our monthly programs devoted to how to use them. Some of the tools we have, I have no idea how to use, but I'd like to learn. Wouldn't you like to learn to use an English Wheel or a press brake?

EAA 74 needs you at NBAA!

Not just a couple of hours at a meeting each month, but for all the things I talked about above and other times, too.

There are still several slots available to help our hosts **Showalter Flying Services** during **NBAA**. We have such easy duty, just watching the gate. The dates are October 17-23. Here's a link to the schedule as it stands so far: <http://tr.im/BdWs>. This should come through as a live link, but if it doesn't, just cut and paste it into your browser. If you feel comfortable editing it, feel free to place your name in a slot. There's a BACK button to delete changes you've made. If you've volunteered before, you may still have a name badge. If not, place a Capital B by your name and we also need the best phone number to reach you. It would be a

Next Meeting Tue, Oct. 13, 7:30 pm

Program
Real Pilot Stories
AOPA Interactive Seminar

Tarmac Time 6:30 pm
TBD

Showalter Flying Service, Orlando Executive Airport

Upcoming Events

Chapter Meeting	Oct 13, Tues (tentative) Meeting 7:30 p.m., Tarmac Time 6:30 p.m. Showalter Flying Service, Orlando Exec
NBAA Annual Convention	Oct 20-22, Tue-Thu EAA74 gate security Oct 17-23 Flightline open 8 am—8 pm
Chapter Meeting	Nov 17, Tues Meeting 7:30 p.m. Showalter Flying Service, Orlando Exec
Young Eagles Rally	Nov 21, Sat Flying 9 am—11 am Showalter Flying Service, Orlando Exec
Chapter Christmas Party	Dec 15, Tues Cocktails 6:30 pm, Dinner 7:30 pm Location TBD

good idea to bring your EAA name badge, just in case. A paper version will be available at the meeting, too.

You may wonder why we help out with the rich bizjet crowd... NBAA has a lot of powerful members who are just as interested in keeping the skies, airspace and airports accessible and out of the control of the airlines as we are. They've helped us avoid user fees the airlines want so far. It's to our benefit to make sure they continue to do so.

Autumn changes

Daylight savings time ends soon and the days are getting shorter. We generally omit Tarmac Time at this time of year, but there may be a surprise for the November meeting. If you know of someone that would be a good speaker for our monthly meetings, please contact them and then let me know the details.

That's all for now, see you Tuesday night!

Blue Skies and Tailwinds!

Jim



Wow! 122 Young Eagles

Our first Young Eagles Rally of the season got off to a huge start! Dozens of kids and parents crowded Southeast Ramp's main hangar at Orlando-Sanford Int'l.

The numbers of people that showed for this event was far and away more than what I had expected and I ran out of supplies. Registration forms, log books and goodie bags were all gone.

Krysty Carr gives us squishy air-



Chris Fenger with Kristina and Josh Landrum and Kyle Fleming.

planes as give away gifts and we went through two huge boxes of those-also ran out! Thanks to all of her people for their help and the venue! Big Kiss!

We sold 10 t-shirts at \$5.00 each totaling \$50.00 and thanks to **Chicky Cartwright** for selling those.

Falcon Flight donated the pancake breakfast money to us totaling \$283.00, they ran out of food!

A big salute to the pilots who flew well beyond our normal time to fly as many kids as they could. Here's the count:

Carlos Barrios 4, Bob Caime 17, Tom Camman 18, Real Dupuis 6, Chris Fenger 18, Greg Gent 12, Don Mclendon 6, Mike Sills 15, Tim Sweeney 5, Louis Turek 15, Debey Von 6. Total 122!

I am especially thankful for all the newbie volunteers who joined us, who despite the confusion I hope will join us again. It is so much easier when they are seasoned! They were:

Jake Hutchinson, Erin Browning, Miriam Berk, Sharon Radley, Michelle Tyrlik, Joshua Smith, Alan Hoffborg, and Cindy Huff.

Thanks to members who joined the fray: **Laura Sherwood, Dave Berelsman, Jim Buchan, Andy Singh, Bob Kosar, Frank and Caran McCarron, Jeff Biter, Jake Gent** (Greg's son) **Jim and Suzanne Thomas** and **Ed Rockwell** for setting up shop with their goodies-Thanks! Thanks to **Tom Carveth** for stickers and support even though he could not be there in person.



A big crowd filled the main hangar at Southeast Ramp at SFB for our first rally of the fall season.

I think that I got everyone that signed in – we do get credit for ground crew time!

Special thanks go out to Air Boss **Mike Sills** and a big Atta Girl for **Debey Von** for her first Young Eagles missions!

Your enthusiasm makes this a success. Thank you all so very much!!!

Carolyn

You can see more of **Laura Sherwood's** photos of the Rally on the **EAA 74 Yahoo! Group**.

Building A New Home

EAA 74 has a place to call our own

Thanks to the (seemingly endless) generosity of Showalter Flying Service, our Chapter has a new home.

Last week, Jim Thomas signed the lease on a facility located in hangar on the east side of Showalter's leasehold. The building is part of Hangar 70 at the end of Amelia St., just off Herndon Dr.

The facility was originally occupied by Flight Express which has moved across the field, leaving the building vacant. A couple of months ago, Kim Showalter

offered us the building to be our clubhouse—at a price we can't pass up.

All we have to do is refurbish the building to make it useful to us and paint the exterior of the hangar. Kim even said we can have some fun with that job—paint a mural on the side if we want. Imagine the possibilities.

Bruce Hotz has volunteered to coordinate activities related to fixing up the 2,000+ sq. ft. facility. When it's done, we'll have nice meeting room, an office

or two, and storage for our tools. Outside there is plenty of room on a deadend ramp for parking planes for Young Eagles and pancake breakfasts.

We need people with skills in wiring and plumbing, as well as lots of hands to paint and clean. Please let Bruce know if you can help out by emailing him at mgracer@cfl.rr.com, or call him at 407-896-6114.

Let's roll up our sleeves and make a home we can be proud of.

Plane Crazy

Adventurers and phantom flights

Aviation has always had an irresistible attraction for people with active minds and/or imagination. Some folks describe it as "nuts", or maybe just "plane" crazy. Anyway, there has never been a shortage of aviators who kept dreaming up something new to do.

Consider 'Wrong Way' Corrigan, back in the 1930's. He was a pilot of Irish extraction who did not drink alcohol (that should have been a clue, right there!) who came into possession of a rather elderly Curtiss Robin aircraft of uncertain history and maintenance. He decided that he should, and could, fly across the Atlantic Ocean just as well as Lindberg did. He flew from California (of course) to N.J. in the Curtiss, where the authorities told him to forget it. He prepared to return to California, fueled up, and disappeared, only to turn up in Ireland where he explained that he got lost and flew the "wrong way" - hence the nickname.

Lots of other aviators came up with all sorts of adventures - fly under bridges, over mountains, do more loops than anybody else - you name it they tried it. There was apparently one group of Navy pilots in the very early 1960s who came up with something really off the wall and obviously impossible - except that within a year or so, it really happened!

To set the scene, in those days, Air Traffic radar was mostly non-existent, and aircraft on IFR flights made routine "position reports" to ground stations who passed these to the en-route centers where controllers pushed little "shrimp boats" around on a large airways map showing progress of various flights. The reports generally went like this: "Myrtle Beach radio, Navy 1234, position report, Wilmington at 0219, fifteen thousand, Charlotte at 0259, Knoxville next". However, one night somewhere between midnight and 2AM, I heard the following transmission, "Myrtle Beach radio, Navy 1234, Wilmington at 0144, Knoxville at 0204, Louisville next." A quick check with the whiz wheel indicated an airspeed of around 2,200 mph to do this and obviously merited some attention, and besides, not all required info was given - so, the reply was, "Navy1234, say your altitude". Reply to this, "Navy 1234, classified". "Navy 1234, say your airspeed". Reply, "Navy 1234, classified". Navy 1234, say your type aircraft. Reply, "Navy 1234, classified". All of the transmissions from the aircraft were obviously made by a pilot being pressure-pumped with oxygen at very high altitude, which also made a voice unidentifiable.

This was unusual, to say the least. Then it happened again, and three days later, again! A phone check with other communication stations indicated that at least three others had heard these transmissions, so the plane was really way up there somewhere, but Center swore they knew nothing. Conversations with several F-100 drivers at Myrtle Beach AFB led to the conclusion that it was phony, and the Navy just had some really bored high altitude flyers, and we all more or less forgot about these impossible reports. It was not until years later that the news about the SR-71 began to leak out, but the first flight of that was not until AFTER the phantom Navy flights.

The best guess that we could make, later, was that someone in the Navy hears rumors about some impossible plane that Lockheed was trying to build, and decided to have a couple of appropriately placed planes make the phony reports just to stir the pot a little. Whoever dreamed it up apparently had some pretty good info from somewhere though, because the phantom flight was performing right in the operating range of the SR-71!

We never did find out who did it, but it was a great idea for a dull night!

Have fun out there!

Bob

You Need To Be At NBAA

Trade a little time for free admission to a big show

The heavy metal is coming back to ORL again this month when NBAA opens its annual convention, Oct 20-22.

On the Showalter ramp will be a display of incredible proportions featuring the fast movers and the gee-whiz technology of GA's big brothers.

NBAA is clearly the biggest aviation event to come to Orlando. In addition to filling up ORL with jets and turboprops big and small, they take over the Orange County Convention Center Annex with dozens of booths showing off just about everything new in the world of private business flight.

For most of us, this is about the only time we can get up close to this much high-tech hardware. And the only thing we need to do is be gate ambassadors for a couple of hours from Oct 17-24. Our reward is free admission to the flight line (and a chance to climb into those wonder machines), and to the convention center, including a free ride on the courtesy bus. If that weren't enough, there's always lots of food and drink (DO NOT miss the Gulfstream display near the shade hangars).

It's also our opportunity to repay Showalter in a small way for them letting us use their meeting rooms and ramp all year long at no charge.

At the same time, we can demonstrate the unity of all of GA. As Jim Thomas pointed out in his *Prez Sez*, these guys used their considerable influence to hold off user fees and ensure access to the system for all of us. So, even if you never expect to drive a Citation X, remember, these guys are our brothers under the aluminum skin. Let's help out.

You can sign up for a gate slot at this month's meeting, or look back at the *Prez Sez* for the Google Docs site where you can sign up online.

What I Did At Summer Camp

Debey Von's big Airventure

This summer I spent two weeks in Oshkosh, Wisconsin. I attended "Women Soar, You Soar," a three-day summer camp aimed at making girls aware of career possibilities in the world of aviation.

After that I spent nine days in the EAA Lodge attending the Air Academy, which is a summer camp for kids interested in aviation. During my time at these two camps I got to visit the EAA Museum, and the fair grounds at Airventure.

Throughout Women Soar I met a lot of women involved in aviation. I met fighter pilots, air show pilots, commercial pilots, engineers, women in Civil Air Patrol, and women who plan and manage air lines. During a tour of the show hangar I got autographs and pictures with some of the female show pilots. I also met Jessica Cox, who was born without arms, but earned her private pilot license and flew to Oshkosh that year all by herself.

Women Soar brought in representatives from Embry Riddle and MIT, who

gave us a lot of information about the college application process. We even got VIP seating with the representatives for the air show. I got to see the White Knight II Eve land from our seats in the MIT tent right on the runway!

At EAA Air Academy I made a pressurized water rocket, and did the postman's walk 43 ft in the air! I also went on a helicopter ride and tried fresh Wisconsin cheese curds. A big chunk of Air Academy is the classes. In my shop classes I built an Aero Sport wing rib out of wood, a spark plug holder from sheet metal, and a clipboard out of composites. I also welded a few pieces of metal together, but the finished product didn't really have any practical use.

The best part of my time in Oshkosh was being able to attend Airventure. I saw the Terrafugia, touched Air Force One, and walked inside the A380, the world's largest airbus.

I took a bus ride to the sea plane

base, and took a boat tour of all the sea planes. I went to the "pioneer airport" and saw several really old planes, some of which still fly regularly! I took a tour of the war bids area, and I bought a flight suit at a military surplus store at the fly mart.

I spent hours at the EAA Museum and I got to hear a lot of speakers at theater in the woods. I saw Captain Sully Sulenberger and Jeff Skiles talk about the Miracle on the Hudson, and I saw Jeff Dunham perform live. At the air show I saw stunt pilots, wing walkers, sky writers, and parachutists.

The two weeks I spent in Oshkosh were enriching and fun. It was really great to be around so many people who love aviation too. And it was great to be able to touch and see pieces of history, as well as cutting-edge new technology, all in the same place. I have made friends and memories that will last a lifetime.

Debey

Gone Flyin' - It's What We Do

Most weekends, you'll find Chapter members doing what we love most—flying. Here are a few photos of members' adventures.



Tim Sweeney in the new Rans S6 Green Machine he and Jim Buchan built on the ramp at Winter Haven. Tim's flying off test hours. Photo: Debey Von



Check out what we saw at the FAASACA fly-in at Deep Woods—a replica Fokker DR-1 Triplane. Note the L-Bird in the background.

Jim Corbitt's 1939 Luscombe on the Winter Haven ramp. Jim's proud to note that the plane is older than he is.



Dean Seitz taxi's into the ramp at River Ranch looking for that \$100 hamburger. We were surprised to land right in the middle of a bi-plane convention.

