

# The TAILSPIN



September 2007

ORLANDO YOUTH AVIATION CENTER

*Jim Thomas*  
**The Prez Sez**

## Cool Flying Weather

**New events to welcome Fall**

We're finally closing in on cooler fall weather which will make for some comfortable flying. We've been blessed so far with no hurricanes, but this is peak season, so keep a weather eye peeled.

### Young Eagles Rally at Sanford

September kicks off our first Young Eagles Rally which will be at the South East Ramp at KSF. This is our first time to fly out of Sanford and Air Boss Mike Sills has worked with the controllers there to make it a fairly easy event. We'll have discrete squawk codes and will not have to be handed off to approach control. South East Ramp manager Krysty Kress has promised gifts for all pilots. We'll follow up in October with a rally at KORL and our usual hosts at Showalter. As usual, any volunteer help is more than welcome.

### EAA's B-17, Aluminum Overcast Coming

Speaking of volunteer help, we're hosting EAA's Aluminum Overcast B-17 in late October. We'll need a gate guard each day for three days as well as two people to man the merchandise trailer and 3-4 people to escort folks out to take a ground tour or a flight. I plan on being there during the entire event and a good number of you signed up the volunteer sheet that was passed around at the last meeting. Still, many hands make light work, so if you haven't committed already, please join us.

### OYAC Youth Aviation Class Started

Our Fall session of OYAC classes has begun with a full complement of students. OYAC's grant proposal is almost finished and we hope to nail down a site at Exec for our building/hangar in the near future. Then the fundraising can begin in earnest.

### Fly-Outs for Fall

I'd like to see us do some fly-outs this fall, whether it's visiting another chapter's pancake breakfast or just a \$100 hamburger run, or perhaps we could do a weekend flight to somewhere.

See y'all Tuesday!

*Jim*

**Next Meeting—Tuesday, Sep 18, 7:30 p.m.**

*Guest Speaker—Dr. John Shewmaker, AME  
Airman's Medical Issues*

Showalter Flying Service, Orlando Executive Airport  
400 Herndon Blvd.

## Upcoming Events

Chapter Meeting & Tarmac Time	Sep 18, Tues Tarmac Time 6:30 p.m., Meeting, 7:30 p.m. Showalter, Orlando Exec
Young Eagles & Pancake	Sep 22, Sat. Breakfast Setup 7:30 am, Flying 9 am-11 am South East Ramp, Sanford-Orlando
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

## August Meeting Update

### Island Time

**Glenda McElwee helped plot the best course**

Nearly right next door, the Bahamas makes an inviting and exotic flying destination—if you're prepared.

At last month's meeting, Chapter member Glenda McElwee has made a lot of flights there and gave us some great insights and tips on making the trip. In a very thorough presentation, she covered the customs rules and regulations, navigating and safety considerations.

Glenda's program discussed far too much to review it all here, but you can find lots more info on her website [www.awesometravl.com](http://www.awesometravl.com). Check the Bahamas page and links to government forms.

**Bob Hayden**

**Plane Talk**

## **Fall Leaf Flight-Seeing**

**Admire the colors but watch the plane**

**W**ell, Folks, it's that time again - the worst of the summer heat is behind us, and it's time to start thinking about trips to the more Northwestern climes to have a look at the gorgeous colors that will soon be flung all over the mountains and foothills.

Contrary to popular belief, it is not the work of the first frosts of the season, as I was led to believe as a youngster - it is the number of hours of sunlight in a day that trigger the change in colors as the trees prepare to drop their foliage for the winter. That's what some smart guy told me, anyhow.

Anyway, it is gorgeous to behold, and can take your breath away. It can also capture your attention a bit too much if you are in a moving vehicle, particularly if you are the person responsible for aiming the vehicle in the general direction of wherever you're going. If you are in a car, you are really in danger, not only from yourself, but every other distracted driver on the road. The most scenic roads always seem to be the ones with the most ups and downs and bends and stuff, and just a little inattention can get you a whole lot of trouble. The closing speeds between two cars moving at a relatively low, safe speed is quite high with the combined speeds and force vectors when you hang the radiators together.

I like you all, and there are some people who like selected ones of you even more, and we would miss you like the dickens if you tried to fly the family chariot off the side of a high place while ogling a leaf or so. Be careful, and expect the unexpected. Better yet, park and get out to enjoy the view.

This last bit of advice will not work, of course, if you are flying the aerial ma-

chine of your particular choice. On the other hand, flying is a **WHOLE** lot safer than driving any day of the week and twice on Sunday, regardless of what you are doing. The view is much better, too - you get to see a lot more of the scenery with each look, and there's no bemused idiot hurtling past you on the other side of a four-inch stripe on the road.

There are one or two things to be careful of though. As with anything pleasurable, the impulse is to slow down and prolong the pleasure somewhat. Not a bad thing, but please remember to remember that slowing down a bit too much does not result in parking, as in a car, but with a rather abrupt change of direction of travel from forward to down. This can be really disconcerting, but does provide a rather breath taking view of trees and rocks and stuff. This does not disturb seasoned aviators such as we, however it does sometimes create digestive unrest with some of the passengers. For some reason, this also seems to trigger the "fight or flight" syndrome in them and they tend to become abusive and unruly, generally at a rather high volume, too. Anyway, pay attention, and none of this will happen.

I should not make broad statements like that. Actually, there are one or two items that pilots should bear in mind on such junkets. You will probably be flying rather low and slow in relative proximity to rolling, if not mountainous, terrain. Normally, not too much to be concerned about, but at the speed and altitude you may be at you need to have a care for wind speed and direction. Now, you also have to consider the flow pattern of the atmosphere over the hills - if you are on the lee, or downwind, side of the ridges, the winds coming over the crests will follow the contour of the ground

over and down. That down part is the one you got to keep an eye on. It can be very insidious, and very gently lower you into an area where you can't climb fast enough to get over the next rise, and don't have enough room to turn. If you encounter this situation, please try to recall my previous articles on how to hit hard things as softly as possible. It will be very useful at times like this.

There is another side to this coin, also, which is guaranteed to sink its fangs into your derriere if you ain't careful. If you are on the upwind side of the ridge, the lifting air will also lift you, and you can reduce power (and fuel consumption) significantly and "ridge soar" just like a sailplane. The hook is, if you get inattentive and slide across the ridge, you are then on the lee side and the helpful little breeze has become an anchor shoving you down with low speed and low power. This is not a good thing, and also causes unrest amongst the non-controlling persons aboard the flying machine.

One other thing - extended low power operation of the engine will almost certainly lead to a certain amount of plug fouling. One rather nasty aspect of this is that when more power is applied, particularly if done rapidly, the engine may cough, miss - and sometimes **QUIT!** This is no way to end an outing. In the old days, we were taught to "clear" the engine with short bursts of power every now and then when operating at low power settings for very long. Try it - I think you'll like it, particularly all the noise the mill up front makes when it gets down to business. It's very reassuring.

Be careful out there, and have fun.

*Bob*

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## **Barbara Fritschi Memorial**

**L**ast month in this space we reported the passing of the Chapter's good friend and benefactor, Barbara Fritschi. She and her husband George made a significant donation in the form of a living trust to the Orlando Youth Aviation Center.

Instead of a single tribute, the board of directors agreed we should remember Barbara in a way would be a perpetual honor of her contribution to teaching kids about aviation. So, a special scholarship for girls to the OYAC *Youth Aviation* class was created with the blessing of George and their family.

For each session of the class, a deserving young lady will be given free tuition in Barbara's name. The first scholarship will be given at the class that began this month.

Thank you, Barbara, for everything. We shall miss you.

# B-17 Tour Set For October

EAA 74 to host *Aluminum Overcast* for 4 days

The EAA's famous B-17 *Aluminum Overcast* will arrive at Orlando Executive Airport on Oct. 25th for a four-day visit to The City Beautiful.

For the second time our Chapter will be hosting the B-17 Tour throughout its stay here in Orlando. The first was two years ago when the Tour featured *Fuddy Duddy* because EAA's plane was damaged in a landing incident when the gear folded up unexpectedly causing considerable damage.

But now repairs have been made and the organization's beautifully restored example—one of maybe only a dozen airworthy B-17s in the world—will be on display and giving rides to some lucky passengers. The plane is a G-model rendered in the colors of the 389th Bomb Group from WWII.

The official event is the 26th-28th, but Jerry Lutz is organizing a special media event on the 25th. Journalists will be given an introduction to the aircraft and its history and get a ride.

Starting on Friday, the 26th, the aircraft will on display on the tarmac at Showalter Flying Services which has donated ramp space. Flights on the plane can be purchased in advance at [www.B17.org](http://www.B17.org). The cost is \$359 in advance for EAA members and \$399 for the general public. Five flights are scheduled each day. Following the flights, ground tours of the plane will be offered for just \$6 per adult, \$10 per

family, \$5 per student and free to veterans. In addition, the Tour brings a souvenir store trailer filled with memorabilia of the B-17 and WWII.

As Jim Thomas noted (see *Prez Sez* on page 1), volunteers are needed. A number of Chapter members have already signed up for the two-hour shifts, but more people are needed. Positions will be as gate guard, tour guides and store operators. The Tour will reward us for our efforts by sharing some of the revenues from the flights, tours and souvenir sales.

This is going to be the biggest event of our year, outside of Young Eagles and is a great opportunity for us to share our love of aviation and history with our community. It's the best chance for the public to see what we do and how the Chapter and the airport contribute to Orlando's diverse lifestyle.

Jim is coordinating the event and all Chapter members are encouraged to take part. If you haven't signed up yet, see Jim at the meeting on the 18th, or email [jim.thomas@tropicalsoul.com](mailto:jim.thomas@tropicalsoul.com) and let him know when you can be there.

And, tell all your friends and neighbors to come out and bring the kids. If they'd like to book a ride, tell them to go online to [www.B17.org](http://www.B17.org), or call 800-359-6217.

See you on the ramp.

## Valaria Airport Saved!

EAA 74 joined the charge

A little gem of an airport in Brevard County, Valkaria was threatened with a slow death at the hands of a few anti-airport elements (Yes, Virginia, there are people who don't like airports. Go figure.).

Chapter 74 joined with our fellow EAAers from Chapter 1288 and aviators from all over the country to support a comprehensive airport plan that would assure Valkaria's future. With the approval of the members at August's meeting, a letter was sent to each of the Brevard County commissioners in support of the plan. A copy of the letter

will be posted on the website. Two of the commissioners actually wrote back thanking us for our input—and we're not even voting constituents.

The effort worked. Mike Whaley from 1288 reports that the plan was approved *unanimously!* Valkaria will now fly securely for years to come.

Mike wrote his thanks to us and announced that Feb 16, 2008 will be the date for the Valkaria Air Fest. Let's plan to attend and celebrate our victory.

The Prez Sez

## Fall Flying Takes Off This Month



If you haven't seen a hangar with a Mexican tile floor, and haven't volunteered yet for Young Eagles this may be the best month for you to start.

Our Fall flying season starts this month, Saturday, the 22nd, at South East Ramp at Sanford-Orlando Int'l Airport after our normal summer break. And this may be the best facility we've ever had.

Chapter member Krysty Kress, manager at South East Ramp, has been working hard to make sure we start off the season just right. She's got us set up at an outstanding hangar facility. In addition to the tile floor, the hangar features a stunning two-story, Caribbean-plantation style façade over the office entrances. Along one wall is a collection of antique propellers with plaques describing each one. A huge, antique dining table under a wrought iron chandelier anchors the center of the hangar. And, yes, there is still plenty of room to park several airplanes. You've got to see it to believe it.

Falcon Flight is moving their usual pancake breakfast to the South East Ramp just for the occasion so the Chapter will still get donations for food and drink sales. Our thanks to them.

It's our first time in Sanford and we're looking for a great turnout of kids. Barbara Philips has said the ladies of *Women In Aviation* have offered to help with the kids, so let's make sure that EAA 74 is well represented, too.

Directions are on the Chapter's website ([www.EAA74.org/YoungEagles](http://www.EAA74.org/YoungEagles)). The fun starts early with pilot briefing at 8:30 am and flying at 9 am.

If you'd like to fly, please contact our Air Boss, Mike Sils by email soon at [mikepilot1@earthlink.net](mailto:mikepilot1@earthlink.net).

We're looking forward to a great day of flying. Tell your friends and neighbors

Be there or be square.