

# The TAILSPIN



September 2008

ORLANDO YOUTH AVIATION CENTER

**Jim Thomas**  
**Prez Sez**

## They Call It Stormy Tuesday

Who's afraid of a little tropical storm?



*It's just a little breezy! Die-hards at Tarmac Time in Sept. Debey Von, Tim Sweeney, Pat Phillips and Barbara Walters-Phillips. Barbara displays her "Mary Poppins" ultralight flyer.*

If you weren't at the last chapter meeting, you really missed a good time! A little thing like a tropical storm didn't stop 9 intrepid souls from trekking out and swapping stories, enjoying brownies, cookies and Showalter's coffee & tea. **Debey Von** brought a bunch of pictures from Oshkosh, including this year's AirVenture. Just as entertaining were the pictures she had of the house on the water in which **Eric** lives. Some were taken during the winter and really made me glad to live here in Florida! Some of the group posed for a picture in the midst of the tropical storm conditions.

Also, because of the weather, we obviously didn't have Tarmac Time and **Pat Phillips** graciously agreed to postpone his talk until this meeting.

### The coming elections!

No, I'm not talking about the federal elections; I'm talking about chapter elections. All the positions are up, including President, Vice President, Secretary and Treasurer as well as a directorship or 2. These are 2 year positions and all the current officers have indicated their willingness to continue. If you'd like to throw your hat in the ring, contact **Tim Sweeney**, who has graciously offered to serve as elections officer.

### Here come the Young Eagles!

We're only doing 4 rallies this year and the first one is at the SouthEast Ramp at Orlando-Sanford International Airport. We've had a lot of folks out promoting the event and it's being advertised on the community calendar on Central Florida

**Next Meeting Tue, Sept. 16, 7:30 pm**

*Pat Phillips*  
*Homebuilt Sale Contracts*

**Tarmac Time 6:30 pm**

*Weather Permitting*

**Showalter Flying Service, Orlando Executive Airport**

## Upcoming Events

Chapter Meeting	Sep 16, Tues Tarmac Time 6:30 pm, Meeting 7:30 p.m. Showalter Flying Service, Orlando Exec
Young Eagles Rally & Pancake Breakfast	Sep 20, Sat Flying 9 am—11 am Southeast Ramp, Orlando-Sanford Int'l
NBAA	Oct 6-8, Mon-Wed Free admission for volunteers Showalter Flying Service ramps
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, Zellwod
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.

News 13 on Bright House Networks. We hope for a good turnout and can always use some help. So, come on out. If nothing else, you'll get to spend some time around other plane nuts and enjoy Falcon Flight's super pancake breakfast.

### Membership!

Last month I told you about smaller metro areas that have larger memberships than ours. We only have 40 memberships, which with families may make it 80 or so. You may have a friend who's never been to one of our meetings, so why not bring a guest to this meeting?

See you on Tuesday!

*Jim*

# Picture This!

## Chapter members building and flying airplanes

They're riveting and bolting and gluing and tying and making airplane noises, oh my. They're even doing a bit of flying. Here are a few examples of Chapter members committing aviation.



*Chris Fenger finds out just how big a glider wing is while restoring the Schweizer he's owned since he was in his 20s.*

*Tim Sweeney and Debey Von holding the fuselage together on the Rans S-6 that Tim and Jim Buchan are building. What's that car doing in an airplane shop?*



*Jim Buchan's Long-EZ on the ramp at Arthur Dunn for EAA 866's pancake breakfast this month. That's Mike Sills' Archer on the left. The reason they don't appear isn't because they're shy—they were eating pancakes!*

You can see more photos of Chris' glider and Tim's airplane at the EAA 74 Yahoo! Group. There are now 28 Chapter members in the group. If you aren't one of them, go to Yahoo! and sign up. See what you're missing.

There's a complete video of the Arthur Dunn fly-in online at YouTube.com. Go to <http://www.youtube.com/watch?v=jk5mpJsb0c4>

# 51% Of Your Freedom Is At Stake

If you're building a plane, or if you have built a plane, or if you are planning to build a plane, or may one day maybe build a plane, or just think people should be allowed to build a plane, this is important to you.

The FAA has issued a Notice of Proposed Rulemaking (NPRM) to further define what we've called the 51% rule. It's because of the people who go around the homebuilding rules by going to commercial builders, then certifying the aircraft as though the buyer did the work. The FAA's suggested changes may add many unnecessary layers of effort to comply with the regs. They're taking comments until the end of September.

You can see more on the EAA website ([www.eaa.org/news/2008/2008-09-04\\_proposal.asp](http://www.eaa.org/news/2008/2008-09-04_proposal.asp)) and read Dick VanGrunsven's articles on the subject at Vans' site [www.vansaircraft.com](http://www.vansaircraft.com) then click on the "What's new" link. The articles are "Changes to the FAA kit checklist and the "51%" rule" and "Pokin' the Bear".

Also at issue is qualification to receive the repairman's certificate for your kit plane. After you've reviewed EAA's position and the letters from Van, send in your comments. There isn't much time. You can find a sample letter online at [www.eaa.org/news/2008/form-letter-01.pdf](http://www.eaa.org/news/2008/form-letter-01.pdf)

There's a new composite plane coming out of New Zealand that consists of fewer than 30 pieces and requires the builder to simply put the pieces together, along with the flight controls, engine and instruments. Called the Furio, you can see it on their website at: [www.falcomposite.com](http://www.falcomposite.com). It sure looks easy to build, but would it qualify under the new rules?

Please add your voice to the FAA and help preserve homebuilding.

*Jim Thomas*

# Getting Help?

## Bob's Searey teaches a lesson about building airplanes

Well, Folks, I just have to share the good news – the Searey is no longer an anonymous project, but now has an official designation which will go forward with her from now on. She is now and henceforth known to all as N209L! A major milestone in its life which has now opened the door for airworthiness inspection, test flights, and FUN, FUN, FUN!!

This also opens the door to various problems not anticipated. After a great deal of e-mailing, calling, and digging, it seems that there is only ONE designated examiner in the ENTIRE State of Virginia. He is located in Lynchburg, which is located close to nowhere, and charges \$450 per inspection, plus travel expenses!! I should've built the plane in Orlando! Needless to say, I am giving serious thought to getting the local IA designated, and maybe forming a chapter around this. We're in the midst of a lot of ultra-light and homebuilt activity, but it is generally disorganized and uncoordinated. I'm gonna fix that.

Speaking of disorganized, here's a word of caution to you folks who are nailing a project together. Help is always welcome, particularly knowledgeable help, but you have really gotta keep an eye and an ear or two when you're getting it.

For instance – while in the process of fitting the flaps to the wing, it appeared that we had a small lack of clearance on the inboard hinge. My trusted assistance said, "No problem – I'll just insert a spacer under the flap hinge and that oughta do it". Good thinking – I couldn't have done better myself. Shortly after, however, he said "that didn't do it – still got some interference here, but a spacer under the bolt head on the trailing edge of the wing should "do it".

At this point my organizational skills failed me. I should have immediately checked the bolt in question to see what was on the other end of it, inside the wing. About the time this thought filtered through my mental morass and registered on a brain cell or two, I heard a dull "twang" as a drag wire inside the wing root unloaded, and a startled "Wot the heck wuz that?!" from my loyal assistant.

You have no idea how complicated life got right after that. Phone calls to Progressive Aerodyne resulted in some rather complex instructions on what to try to recapture the drag wire, requests to call back and tell them how it worked out, and muffled sniggers as they hung up. I will pass over the repeated attempts, all failures, and the growing need to consider cutting the wing open

to reach the offending drag wire and re-tie it to the butt rib, then re-covering the inboard portion of the wing, a complex and time consuming process which would add a couple of weeks to the process.

I was distraught. However, after many, many failed attempts to re-capture and attach the offending wire, we did it! It involved unbolting the struts and putting some severe twist loads on the wing, but it worked!

The moral of this story is: if somebody wants to DO something, it's probably OK, and can be re-done if necessary. However, if they want to UNDO something, warning flags go up! Take a long and detailed look at what hooks into what, where the load is attached, and what kind – tension, compression, or whatever, and what happens if you unload a "blind" fastener. You will avoid a world of hurt and heartbreak and a whole lot of frustration and needless re-working.

In the end, though it's all fun (sorta) and a real blast when the last bolt or rivet goes in and you can step back, look at it, and say, "I did that!"

Have fun out there.

*Bob*

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## NBAA comes back to Exec!

### Chapter 74 lends helping hands to Showalter

The National Business Aircraft Assn. is bringing their annual heavy-metal gathering back to Orlando Exec. for the third time. Guess they like it here.

And why not? Showalter Flying Service is a great host FBO and ORL accommodates them very well. As before, we're being asked to perform our usual duties as gate hosts, rotating two-hour shifts. It's our opportunity to repay Showalter for their support of EAA 74 throughout the year.

This year's NBAA convention will be held Mon, Oct 6 – Wed, Oct 8. **Tim Sweeney** is our volunteer coordinator and reports that we'll begin on Sat, Oct 4 which should be a fairly light day as planes arrive and are positioned for display. Things will pick up on Sunday and your help is urgently needed through Thursday.

The usual perks of include seeing the big iron up close at the static display and **Rachel Haymes** said we should be able to get people into the convention center to look at the latest and greatest in avionics and interior finishes. Jim Thomas said he's really looking forward to the chance to see how the mega rich live, work and play.

There is one required orientation meeting prior to the event. Tim will let everyone know the date as soon as it is announced.

Please think about what day or days you could help with an easy two-hour shift. Tim will have a sign-up sheet at the meeting. If you can't make the meeting, but want to help, please call Tim at 407-857-0396, or email him at [sweenet1953@yahoo.com](mailto:sweenet1953@yahoo.com).