

The TAILSPIN



September 2009

ORLANDO YOUTH AVIATION CENTER

Jim Thomas
Prez Sez

Forging Bonds

Join the Chapter activities this fall

I've talked about the value of volunteering in this space before. Maybe, because we're an aviation group, it should be called VoluntAirs. There's nothing that forges bonds between club members more than spending quality time together participating in a shared event. We have several opportunities to do just that coming up this fall.

OYAC Classes

First is the Introduction to Aviation classes our sister organization, Orlando Youth Aviation Center, provides. These kids learn a lot in their 8 weeks, beginning with the fundamentals of flight and culminating in planning their own graduation flight and spending time at the controls! The first class is Saturday, September 12. Any of us who function as facilitators would welcome an extra hand. I know I would!

Young Eagles

Next is the beginning of Young Eagles season. We have two events coming up this fall, the first this September 19th (Yes, I said This September 19!) at the Southeast Ramp in Sanford. Young Eagles Coordinator **Carolyn Biter** has already done her usual masterful job of publicizing the event and according to the several groups and numerous individuals that have contacted her we'll have a huge turnout. Come on out and help keep the kids entertained and enjoy Falcon Flight's wonderful pancake breakfast. We have another Young Eagles event on November 21st at Showalter.

NBAA Returns

Coming in October, we have again asked by Showalter to provide gate ambassadors for the NBAA event. The event itself occurs October 19th – 21st (Tuesday- Thursday), however all the behind the scenes activity begins on Saturday the 17th through Friday the 23rd. This is a huge event and though it really doesn't have anything to do with homebuilders, it is an opportunity for us to give back to Showalter, who have been so generously hosting us all these years. The work is easy and is broken into 2 hour shifts running from 8AM to 8PM with a few exceptions. Food and drink are provided and you'll also get the opportunity to visit the "Big Iron" at Orlando Executive and the cool avionics at the Civic Center. We'll pass around a sign-up sheet at the meeting, so start thinking about the times you can fill some shifts.

Next Meeting Tue, Sept. 15, 7:30 pm

Guest Speaker
Sherry Fowler
Balloon Pilot and CFI

Tarmac Time 6:30 pm
TBD

Showalter Flying Service, Orlando Executive Airport

Upcoming Events

OYAC Introduction to Aviation Class	Sept 12, Sat Class 9 am—12 Noon, 8 weeks Showalter Flying Service, Orlando Exec
Chapter Meeting	Sept 15, Tues Meeting 7:30 p.m., Tarmac Time 6:30 p.m. Showalter Flying Service, Orlando Exec
Young Eagles Rally	Sept 19, Sat Flying 9 am—11 am Southeast Ramp, Orlando-Sanford Int'l
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

Clubhouse

Finally, we've been talking about this for months and it's getting closer. We have the opportunity to have our own clubhouse on the field, where we can have fly in breakfasts, cookouts and other social events like chapters in more rural areas have.

See you at the meeting!

Jim

Tim Sweeney

Trying On Light Sport

Saturday August 22 found Jim Buchan and myself at Orlando-Apopka Airport (X04), both ready to take advantage of First Landings Aviation's \$50 LSA discovery flight promotion. First Landings, you might recall, has had their Remos G3 Light Sport airplane at Tarmac Time a couple of times this summer. For the \$50 they were offering an hour in the Remos, with an instructor. Too good to pass up.

After a quick walk around, we taxied out. The steerable nose gear worked

smoothly and the center console hand brake works OK with the thoughtfully located left hand throttle. The Remos is airborne at around 50 (MPH, not knots!) and climbs well. The instrument panel is mostly glass with a couple of backup steam gauges.



First Flight Aviation's Remos G-3.

After climbing to 2500 feet, I did some steep turns, power off and on stalls and a sloppy chandelle.

Dropping back down, I tried some simulated approaches to landing. As Adam, my instructor, pointed out, the 17:1 glide ration means that you have to actually point the nose down if you really want to land.

Back in the somewhat busy pattern, I tried a touch and go which worked out OK, followed by a very high approach requiring considerable forward slip to get down. I'm told that it looked pretty good, but I think I'll need a couple more hours to be comfortable.

All things considered, the Remos is a nice little airplane. It's very well equipped, including a 2 axis autopilot, ballistic parachute and Garmin GPS. The visibility is not as good as the RV-7 of course, but I'm a little spoiled. And I wish it had toe brakes. Even so, I'm looking forward to a couple more hours to get signed off for rental privileges. Who knows?

Jim Buchan finishes up a pre-flight check in the Rans S-6 that he and **Tim Sweeney** built. They have flown off about a quarter of the required 40 hours Phase I time. You can see a gallery of photos and reports on the building process on EAA 74's Yahoo! Group.



Young Eagles



We Launch This Month

Two rallies planned for fall

Now that cooler days have finally arrived—it does seem cooler, doesn't it? - and skies are clearing, we can restart our Young Eagles program.

We always feel that summer's heat and humidity just don't make the experience as much fun for the kids. The recent break in temperatures sure gives outdoor fun—especially flying—a lot of extra appeal.

Carolyn Biter, Young Eagles Coordinator, has scheduled two rallies for this fall. The first is the 19th of this month (yep, next weekend). Thanks to **Krysty Carr**, Southeast Ramp at Orlando-Sanford Airport will again open their beautiful hangar for us. The sheriff's helicopter and a model RC club will be showing their flavor of aviation and Falcon Aviation will be cooking up a great pancake breakfast. People are needed to help with registration, certificates and escorts. Pilot who would like to fly, should contact **Mike Sills** by email at mikepilot1@earthlink.net.

The next rally is set for Saturday, Nov. 21, back home at Showalter Flying Service at Orlando Executive. More details will be published next month.

Please tell your neighbors with kids about the rallies, and come out and support the chapter at Orlando-Sanford, enjoy breakfast and a little hangar flying. See you there!

OYAC Intro To Aviation Class Welcomes New Students

Teaching assistants needed

The next session of the Orlando Youth Aviation Center's "Introduction To Aviation" course for kids 10-15 years old started on Sept. 12.

The classes are our answer when Young Eagles ask, "What's Next?" About 15 to 18 kids are enrolled for the class series which is taught by EAA 74 members. They could all use some assistance.

The instructors do a good job of organizing and teaching, but can't always give each student all the attention they would like. It's a big help having an extra person to help the kids with things like building wing ribs and models, reading charts, plotting courses and answering questions.

The classes meet on Saturday mornings from 9 am to noon in the large meeting room at Showalter Flying Ser-

vice. If you can spare one Saturday morning, you'll find it's a lot of fun getting back to the basics and sharing with the kids. Your help would be greatly appreciated.

You'll find the courses and dates online at www.EAA74.org. To sign up, or get more details, please contact Barbara Walters-Phillips or Louie Turek. Contact info is on the website.

Stepping Down Can Be A Big Step

Don't trip over the move to light planes

Little airplanes are a lot of fun. They're cute little things, they are really inexpensive compared to regular aircraft, and easy to fly. Too easy.

In one of those convoluted happenstances that come along and complicate life from time to time, sometimes it is easier and safer for a relatively new pilot to fly things like the Max-Air Drifter than an experienced, high time pilot, particularly with lots of heavy, high performance time.

We just lost an airline pilot with over 16,000 hours in a departure stall accident in a MaxAir Drifter on floats, and the jury is still out on his 19 year daughter who was seriously injured. How could this happen with an experienced pilot? Experience may be the culprit more times than you would think.



A MaxAir Drifter on floats—stock photo from Lockwood Aviation.

For the really old geezers amongst the group of us, you may remember that right after WWII pilots started coming home with a lot of heavy aircraft time but almost no small, light plane time. There were quite a few accidents that were usually caused by expecting more than the plane could deliver. It got so bad that the Civil Aeronautics Administration (predecessor to the FAA) stuck up posters at airports all over the country saying basically "Remember - the step down to a small plane is just as big as the step up to a big one". What they were trying to get across was that reflex actions based on heavy aircraft can kill you in a small one.

To a somewhat lesser extent this is just as true about moving down to an ultralight from a standard size family plane, and more so when moving down from air carrier aircraft. The villain in many cases is the fact that the effect of differing mass inertia is overlooked. Airbatic pilots call it "penetration", but it is mass inertia in an aircraft that keeps it moving in whatever direction it was going when outside forces (throttle changes, abrupt control input, etc.) cause a change in attitude, speed, and/or directional movement. Big planes have a lot of this - ultralights, almost none.

A pilot flying something like a Maxair solo a lot after flying something heavier for years can get along quite well most of the time, but two simple changes can be disastrous - or even one, if it is the wrong one. Add a passenger to a flight that has usually been solo (in an ultralight, this amounts to a large percentage of weight increase compared to the weight of the aircraft) with attendant CG changes, added drag, changes in performance, and then make this a flight off of water. This is a whole new ball game, and over rotation coming of the water, an inadvertent bump on the throttle, a hiccup in the engine output, and the plane just stops where it is - and then pitches down. It simply lacks the mass inertia to carry it onward, stops flying, and it's all over.

Nobody knows for sure what happened in the accident cited here, but reports from reliable witnesses would seem to indicate lift off from water, with immediate rotation to a nose high attitude, and almost immediately what seemed to be a stall, pitch-over, and crash. Why? Nobody knows yet, or maybe never will, but we all need to remember: small, slow, and fun to fly still operates within the laws of physics.

Be careful out there.

Bob

Chapter Clubhouse Update

Progress is still being made on a clubhouse for the Chapter.

As a reminder, the space under consideration is the former Flight Express offices at Hangar 70, which is on the end of Amelia Ave., just off Herndon Dr.

Bob Kosar, Robert White, Jim Thomas, and Tom Carveth measured the space which turned out to be a total of 2,088 sq. ft.

The lease is being finalized with a few details noted by members. **Pat Phillips**, also reviewed the wording and

made some suggestions.

At last month's Chapter meeting, a few people wondered about the cost to the Chapter for painting the hangar, the "rent" for the space. Tom is to check with Dan Nordoff at Showalter to review estimated costs and to work out how to handle painting the hangar's metal roof.

We'll also be talking to a few contractors to get advice on how to modify the space for our needs.

More progress reports will be at the meeting and in the next *Tailspin*.

Do You Yahoo! ?

Be a part of the group

You joined the Chapter. Now join the group. The EAA 74 Yahoo! Group. You'll get reminders for meetings and other Chapter activities. Members post messages about building and photos of flyouts. Soon there will be notices of the regular weekend flyouts by Chapter members.

Most of the members have signed up already. If you haven't, go online now to Yahoo! and enroll. It's for members only, so if you use an unusual name, please identify yourself in an email to the moderator.