

# The TAILSPIN



June 2010



Orlando Youth Aviation Center

## FROM THE PRESIDENT.....

Alas, alas, the sparkling wit,  
Oft spoken by our President.  
Which normally appears herein,  
Regretfully, was never sent.

But do not fret, do not worry,  
July is coming, mark the date.  
Prez Jim's column will return,  
Joy, o joy, I can hardly wait!

But seriously, President Jim has been somewhat preoccupied by unfortunate events at his home. Just ask, he'll be glad to tell you all about it. Meanwhile, think of it as a summer vacation.

## CHAPTER 74 CLUBHOUSE

The Chapter 74 clubhouse, located in the front part of the old Flight Express hangar on Amelia Street, is slowly beginning to take shape. Bruce Hotz has labored long hours, assisted by a core of volunteers, to finish the meeting room ceiling, hang and wire many lights, organize the tool room (somewhat), and move the donated air handler to the attic, where it will soon be cooling us all during summer meetings. The exterior painting on the North side is nearly finished, with the west side next on the schedule. A work day is planned for June 15, which happens to be our regular meeting day, beginning in the morning and continuing all day. Come on out for an hour or two and lend a hand!



Another satisfied customer..... This unidentified Young Eagle flew with Harvey Readey in his Er-Coupe N99490, way back in February 2005.



Only about 6 weeks until the beginning of Air Venture 2010. The premier aviation gathering in the world will see, among other things, the biggest organized formation of DC3s since the second world war. The show officially opens on July 26, but mass arrivals begin at least 3 days early.

## ***YOUNG EAGLES REPORT - Tom Carveth***

### **A Great Day for Flying!**

We flew **40** Young Eagles in May

EAA sponsored the first International Learn to Fly Day the 15th of last month, and Chapter 74 participated by flying 40 Young Eagles from the Showalter ramp.

We were joined on the ramp by Flight Training Professionals. **Ed Comisky**, FTP president and a supporter of our youth aviation programs, had his team set up new Cessnas on static display, put on two seminars on learning to fly, and served hot dogs to everyone. Together, FTP's activities and our Young Eagles made for a fun day at the airport for adults as well as kids.

Thanks to **Chuck Bull** and **Diane Rozek** for arriving early to set up, then staying to help all day with Chuck working registration with **King Lindblom** and Diane marshalling airplanes. **Matt Vogelpohl** did his usual great job at dispatch, and **Andy Singh** produced the certificates. Thanks, too, to **Tim Sweeney**, **Jim Buchan** and **Lillian Long**, and **Bruce Hotz** for helping set up our tent the day before, and to **Jim Thomas** for assisting with taking it down and putting the trailer away.

Of course, for the kids, it's all about the flying, and the pilots came through. Chief pilot **Mike Sills** set up the route and coordinated with ATC. After the traditional flight briefing, five pilots went to work, although they all made it look easy. **Dave Berelsman** flew 9 kids; **Greg Garrison** flew 8 (as well as a special OYAC graduation flight); **Don McLendon** flew 3; **Greg Vogelpohl** flew 15; and **Debey Von** flew 5. A BIG thanks and salute to each and every one of them.

One of the nice things about not having a lot of kids come out is that the ones who do get extra attention and a better experience. And small successes are often big. One of the kids – a very enthusiastic teenager - had been turned away at our rallies away three times! Twice were due to weather and another caused by a paperwork mix up. But Don made up for the Chapter by taking the boy up in Don's beautiful RV-7.

Four others showed up long after we closed registration at 11 a.m. They had been misinformed about the hours and had driven in all the way from Winter Garden. While they understood the problem, it was obvious the kids were really disappointed. But Greg and Debey changed all that by launching for another ride. Who knows? Maybe one of those kids will grow up to be a pilot just because of that.

As always, we'll sit out summer's heat and probably be back again in September, this time flying from our new clubhouse. More on that later.



## OYAC Update - Orlando Youth Aviation Center

The Orlando Youth Aviation Center and its many volunteers have completed another winter/spring season. Two very successful "Introduction to Aviation" classes are in the books and registration for the Fall class, beginning September 11, 2010, is well under way. In keeping with the idea of exposing the students to a variety of aviation oriented careers, OYAC plans to conduct a visit and tour to one of the local aviation maintenance shops during the next class, in addition to the always popular control tower visit. Contact Barbara Phillips or Louis Turek if you would like to join in this unique opportunity to interact with the aviators of tomorrow.

### HOMEBUILDER ASSISTANCE

As work on the Chapter Clubhouse progresses, we find that more and more tools and other stuff are appearing in the tool room. Although many of these belong to Bruce, many are chapter property and available to members. We hope to create a consolidated list of tools and equipment (volunteer?) in the near future. Also keep in mind that Jim Buchan is an "Official" EAA Tech Counselor who can usually be prevailed upon to offer another set of eyes and an opinion on any building project. He also has the paperwork for your builder's log, which can help you obtain your repairman certificate.

### EAA Chapter 74—Officers and Directors

Pres Jim Thomas  
VP Barbara Phillips  
Sec/News Tim Sweeney  
Treas Bob Kosar  
VP(NV) Kim Showalter  
Air Boss Mike Sills

Dir10 Greg Vogelpohl  
Dir10 Matt Vogelpohl  
Dir11 Bruce Hotz  
Dir11 Carolyn Biter  
Dir12 Tom Carveth  
Dir12 Chuck Bull

### RAMP CHECK!

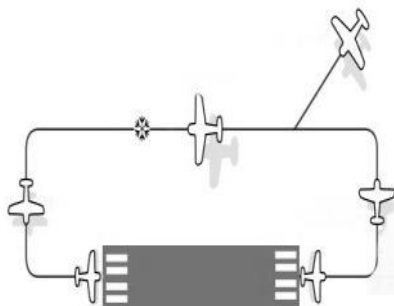
The June 2010 issue of Sport Aviation features an article about "Ramp Checks." Our own Pat Phillips, who is co-chairman of the EAA Legal Advisory Council, is one of the experts who were consulted for the article.

Pat was also featured in the Webinar "Liability of Selling your Homebuilt", a very interesting and thorough presentation of the issues involved in selling your homebuilt airplane. The Webinar is available on the **OSHKOSH365** website: [www.oshkosh365.org](http://www.oshkosh365.org)

### CHAPTER MEETING 6/15/10

The regular Chapter meeting will be held on June 15, 2010 in the **CHAPTER CLUBHOUSE** on Amelia Street, west of Herndon Avenue. Look for cars and lights!

### Around the Patch.....



Thanks to Dave Berelsman and Dean Seitz for all their help in delivering my RV7 to its new home in Kansas City. Couldn't have done it without you! Now... time for another project!

For an interesting fly-out lunch, try "**REDWING**", a little roadside diner on SR33 about 1/4 mile south of the Sheets (FA54) airport. Fried green tomatoes, frog legs, gator tail, quail and buffalo are just a few of the unique offerings. Road kill prepared to order.

The TAILSPIN Newsletter is published once a month by EAA Chapter 74, Orlando, FL. All photos are property of the editor unless otherwise noted. Member submissions are welcome and should be sent to:

[newsletter@eaa74.org](mailto:newsletter@eaa74.org)

## Summertime..... And the flyin' is easy

Ok, folks, once again it's summer, and the flyin' is easy. Of course, you gotta get off the ground before you really get the advantage of that cool clean air at altitude, but once you're there, it's great! Smells good, feels good, and with a little luck, the view is outstanding. Before you leap forth into the wild blue yonder, though, you gotta do the preflight. On a hot, blacktop or even concrete ramp, the heat on summer days is enough to make you start to wilt before you can get the fan going, and the tendency is to hustle the preflight along a little. Don't do it - the time saved can be very expensive. Of course, with the flat engines that most of us fly behind these days, a hydrostatic lock is such a rare event that for all practical purposes you needn't worry too much about it, but pulling the engine through a few blades is still a good thing. It gives you a compression check that may not be technically perfect, but you get a pretty good idea if all the jugs are giving you about the same amount of resistance. Also, if you hear a sucking-hissing sound from the exhaust stacks as you pull the prop around, you know immediately that you have a problem with at least one valve that will get worse quickly if the plane is flown, and it's time to get an A&P to give it a quick fix before it gets REALLY expensive. The control surface wiggles are simple and easy, but don't just wiggle and walk - give each surface a little up and down action, and a push in - push out. If there's any play, find out where and why, and also check for cracks around the pushrod attach points. Trouble here does not start suddenly, but builds rather quickly when it does.

Fuel check - everybody drains some out into a transparent container of some sort, and checks for water. If none is seen, on to the next point. If there is water, keep draining until it's gone and you're OK, aren't you? Not necessarily! Especially in planes with fuel bladders inside the wings, the bladders frequently develop wrinkles along the bottom, and condensed water tends to collect in these wrinkle areas - and in surprising amounts. This water does not drain out readily when the fuel sample is pulled, but needs to be agitated into draining to the sump area. How you do dat? Well, as one of the older songs made famous by Elvis says, there needs to be "a whole lot of shakin' going on". Grab a wingtip and give it a half-dozen or so good shakes, and sump the fuel again. You may be in for a surprise in the amount of water that comes out AFTER a clean sample is drawn without the shakeup. Of course, if you get water, keep on shakin' it up till you DON'T get any, then move on to the next sump. Also, if you have someone with you, that makes checking the gascolator drain much, much easier. One person pulls the drain handle in the cockpit, while the other holds a container under the rear of the cowling to catch the fuel sample. People sometimes don't give this area the attention it deserves, but remember - the gascolator is the last point in the fuel line which is designed to strain out any water that does get out of the tanks and into the fuel lines before it goes into the engine. Neglect this at your peril!

Be careful, and have fun out there. Bob