

THE BEACON

News, updates and goings-on at the Orlando-Apopka Airport [X04], Central Florida's newest old airport.

New X04 Web Site and Forum Online

Orlando Apopka Airport Owners Association now has a web site:

www.orlx04.org

The purpose of the new site is to create a positive image of Orlando Apopka Airport to the local community, and to provide helpful information to owners and visitors.

In addition to the public web site, there is also a private, password-protected Owners' Forum. This is where owners can get together online to discuss issues

that are important to the smooth operation and increased value of their airport property.

All owners are encouraged to participate in the forum. Sign-up is quick and easy. Just go to the "Owner Forum" link on the web site, and submit your information. Within 48 hours, you will receive a confirmation of

your username and password.

Then you just log on and join the conversation. See you online.



The new OAA Owners Association web site is up and waiting for you: www.orlx04.org

Owner Projects: V8 Cessna 172

By Alan Aden

In Hangar 68 or maybe in 41, you will find a 1967 Cessna 172I powered with a 400hp GM LS2 V8 engine. Some call it the Chevssna, the Belaire Skyhawk, a steroid 172, or even the Slyhawk as it is silent at 1000'. Using 150 to 160 hp of it's 400 by keeping the rpm's down below 2400, this Chevssna flies like all it's other brethren except 1) the torque needs left rudder and even some left aileron as the prop rotation is reversed, 2) there isn't enough rudder to do a power stall, yep, you want to split 'S', 3) it is quieter in and out of the plane as we have inserted

resonators into the exhaust stacks, 4) you do see the prop, especially when idled, and 5) you need to use flaps on landing as the huge prop is still

See PROJECT continued on page 6



What do you get when you cross a small-block V8 Chevy engine with a standard, run-of-the-mill 172? The Chevssna.

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EAA Charter Membership

By Lisa Hippensteel

Our last meeting was a great success. Currently we have 15 members which will be our Charter membership base. Anyone interested in being a charter member for our Chapter will need to contact us no later than Monday January 21, 2008 at 407-656-7134 or by e-mail at OAAirportEAA@hotmail.com. After this date we will be finalizing all paper-

work, forwarding it to the EAA and Charter memberships will no longer be available.

Our next meeting will be held on February 3, at 4pm. in Hangar 9. We have contacted a local EAA technical counselor who we hope can attend. Yes, we are aware that it is Super Bowl Sunday. After our meeting please join us at our super bowl party. See the next story for details.

Super Bowl Party: Sun, Feb 3, Hangar 9

By Lisa Hippensteel

Thanks to all who attended our Christmas Party. A wonderful time was had by all who attended. Please join us on **Sunday, Feb. 3 at 5:00 pm in Hangar 9** for our first super bowl party immediately following our EAA Chapter meeting. Watch the super bowl in the comfort of AC (or Heat) on a "big as life 20'+ screen." Snacks and drinks will be

provided, but please bring a folding chair for each attendee. All owners and tenants of the Orlando Apopka Airport, as well as the Parrot Heads of Central Florida are invited.

Hangar 9's prediction -- which I'm sure is biased -- is the Steelers vs. the Packers or Cowboys. No matter who plays or wins I'm sure everyone will have a great time.

Hope to see you there!

AOPA Update from the ASN

By CJ Modine

Happy New Year!

Let's resolve to make education and improving our piloting skills a priority this year. I have compiled a short list of web-links. I will continue to do so each issue.

GA SECURITY

General aviation security is one of AOPA's top priorities. AOPA teamed with the Transportation Security Administration to develop the new online course, General Aviation Security. As a student, pilot or flight instructor, you can help protect your access to GA by voluntarily adopting

simple security practices outlined in the course.

<http://flash.aopa.org/asf/gasecurity/gasecurity.cfm>

FOR THE CFI

Need a Flight Review soon? The new requirements are MINIMUM 1 hour ground review and 1 hour flight review. Make you and your CFI happy..complete the Flight Review Prep Guide course online, for FREE, just before your Flight Review.

http://www.faasafety.gov/gslac/ALC/course_catalog.aspx

(Register for free access to all courses)

AIRPORT PERSONALITIES

Jim Fanning

Jim Fanning [Hangar 2] is the new President of the Orlando Apopka Airport Association. If any of you have ever served on an association's board, you know he has a time consuming and often thankless job. Jim is both a hangar & business owner who has selflessly volunteered his time to the airport.

Jim's efforts with the airport began as chair of the Grounds Committee. This dauntless task involved trying to organize volunteers and resources to clean up the common areas, and privately owned lots, of construction debris and garbage. They succeeded in removing several dumpster loads of rubbish from the airport. He also increased awareness among owners of the positive effect well maintained grounds have on property values. Already people have noticed and commented on the improvement.

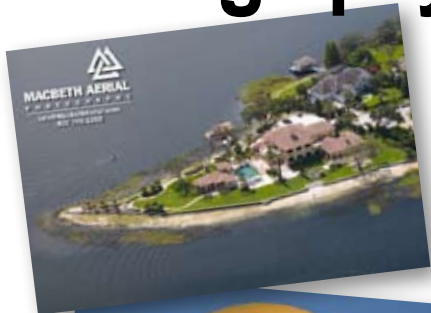
As president of the Association, Jim is working hard, along with the Board of Directors, to continually improve our facility. Among the projects currently being explored are a VASI, increased staging for transient planes, an architectural review committee, and additional car parking, among much else.

Like many owners here at OAA, Jim is working on a homebuilt airplane. Over the past two years he has made tremendous progress on his RV9A. A pilot for over five years, Jim hopes to fly his project plane in late 2008. If you catch him in his hangar be sure to stop by and say "thanks," but be careful... he may put you to work! Jim can be reached at: 407-947-6816.

Fly-In: Jan. 19th

The Third Saturday Fly-In sponsored by Bentley Aviation will resume this month on Jan. 19 as they celebrate the Grand Opening of the new FBO building. There will be a display of classic, hot rod and muscle cars in addition to the aircraft flying in. A BBQ lunch will be served. Orlando Apopka Airport now has bragging rights when it comes to having a first class FBO on the field! **The event runs from 10 am until 2 pm on Saturday, January 19th.** Please call 407-886-7663 for more information.

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Your OAA Elected Board Of Directors

Contact information for the OAA Owners Association Board of Directors is below. Also, remember that you can now post comments, questions and suggestions a the new Owner Forum online. Visit: www.ORLX04.org

Wayne Bentley	407-782-2991	socklint@hotmail.com
Bill Campbell	407-222-5886	williamc07@earthlink.net
Jim Fanning	407-947-6816	jimatevergreen@earthlink.net
William Hencken		
Bob Jackson	407-886-4030	bobj@jaxtechllc.com
CJ Modine	321-604-2438	ceo@eliamo.com
Carol Sugars	407-616-5445	csugars@cfl.rr.com
Specialty Management Services of Central Florida (handling billing for dues, etc.)		
	407-647-3226	mjordan@smcofc.com

BENTLEY AVIATION



407.886.7663 www.BentleyAir.com

At long last we have moved into our newly-completed FBO building! We have also added a few new faces to our team. Michelle La Flesh is our new Secretary / Office Manager, and Will Horton is our Lineman. With the opening of our new building, Bentley Aviation is pleased to offer a new selection of products and services.

- **Aircraft Tug Service** Give yourself the gift of convenience. Have your aircraft pulled from its hangar, fueled and staged by the time you drive up. Unlimited in/out service for only \$55 per month. One-time pull for \$15. Personnel are trained and insured. Come by or call to sign up.
- **Conference Room Rental** \$25/hour, or \$100/day, includes coffee and water. Catering is available at an additional charge.
- **Furnished Office For Lease** Including receptionist and conference room use. \$750/month. Including secretarial services, \$1,000/month.
- **Aircraft Rental** Cessna 172: \$110/hour. Licensed pilots only (no training)
- **Gourmet Coffee and Espresso** In addition to complimentary coffee
- **Aircraft Wash / Detail and Vacuuming**
- **Secretarial & Receptionist Services**

Additionally, the FBO is available for a SuperBowl Party -- sporting a total of seven TVs, it's the ideal venue for a gathering of football fans.

All of us at Bentley Aviation take pride in offering a full-service FBO that Orlando Apopka Airport owners can be proud of. We welcome new ideas and requests from all of our clients, so don't hesitate to stop by and share your needs with us.

Some OAA Owners are into more than just airplanes

By Scott Ales

This is a project that is nearing completion after more than 2 years of work. The boat is currently in the Netherlands undergoing the final stages of its restoration.

Background

The most famous Carlo Riva's designs, the Aquarama has become, over time, more than just a boat.

The undisputed flagship of the range, it is celebrated as a nautical legend in its own right, a superlative in beauty, craftsmanship and performance that has rarely been surpassed both on and off the water. Its evocative name perhaps assured its mythical status, and is derived in part from the widescreen Cinerama movie format, popular in the early 1960s, which is echoed by the boat's wide windshield.

In origin, the Aquarama was a direct descendant of the Tritone, upon whose hull it was based. First built in 1962, it incorporated the open sunbathing area of the Tritone Aperto with several new features, including separate front seats and a central non-slip gangway which allowed easier access to the water at the back. Like the Tritone it was always a twin-engine boat, although the units fitted varied widely, from 185 hp each to 350 hp in the Aquarama Special.



1966 Riva Super Aquarama 28' - Hull No. 125

Powered by two 396ci 400 hp big block Chevies
1 of 203 ever built and the only one with 400 hp motors
Considered the Ferrari of boats -- built by Carlos Riva in Italy

In total 769 boats were built over the course of the Aquarama's long production run, which only came to an end in 1996. This included 203 Super Aquaramas (built 1963-1971), seven Aquarama Lungo (1972 only, and the longest at 8.7 metres), and 278 Aquarama Specials (1972-1996).

A very special craft

Our boat was shipped to the owner of Crusader Marine in Kentucky for fitting of 396 ci big block 400 hp engines. The Riva documents show our boat with 400s and it was the only boat ever produced with this high horsepower option. Another very important aspect of these incredible vessels is that Riva is the oldest running brand of anything produced still today. 165 year old

company STILL in business.

If you remember the surge of Ferrari values back in 1988 when Enzo Ferrari passed, many people in the know are forecasting the same for Rivas when the now 85 year old Carlo moves on.

The typical Aquarama sells for \$400,000 - \$500,000 in very good used condition. It is speculated that our boat may be the most valuable 30' or under boat in the world. Estimates are \$750,000 to \$2,000,000.

The restorer is Riva World in the Netherlands. The project is now 2 years and counting but very close to completion. Riva World located many of the original manufacturers of parts to retool some 40 years later to produce parts! The Italians don't seem to throw anything away.

UPCOMING EVENTS: MARK YOUR CALENDAR

Jan 12 - 13

ANNUAL FORD AND MUSTANG ROUNDUP

Silver Springs, Ocala, Florida

Info: chandellerealty.com/ford.pdf

Ford fans will unite during this exciting automotive event that will feature more than 1,000 Ford cars and trucks, including at least one Mustang from every year of production since 1964.

Jan 17 - 20

US SPORT AVIATION EXPO 2008

Sebring Regional Airport [KSEF]

Sebring, FL

Info: sport-aviation-expo.com

The Expo is the place to see, try, buy and sell Light Sport Aircraft, and is the event at which to establish new business relationships and learn about LSA and Sport Pilot Certificate and other LSA related certifications.

Sat., Jan 19, 10 am

BENTLEY AVIATION THIRD SATURDAY FLY-IN

10:00 a.m. - 2:00 p.m.

Orlando Apopka Airport FBO

Info: 407-886-7663

Come and celebrate the grand opening of the new FBO building at X04. There will be a display of classic, hot rod and muscle cars in addition to aircraft flying in. Refreshments.

Sat., Jan 26

SUPERBOWL OF MOTORSPORTS

Citrus Bowl, Orlando, FL

Info: 407-886-7663

Mayhem, destruction and an all-around smashing time will be the order of the day for the Superbowl of Motorsports Monster Jam featuring some of the world's top monster trucks.

Sat., Feb 2, 9 am - 5 pm

33RD ANNUAL ARTS FESTIVAL

9:00 a.m. - 5:00 p.m.

Downtown Mount Dora

Info: WhatToDoInMtDora.com

This nationally ranked fine arts festival attracts 285 artists from all over the world. The fine arts are displayed throughout the downtown village attracting tens of thousands of visitors. For more information please call the Mount Dora Center for the Arts.

Sun., Feb 3, 4 pm

EAA CHAPTER MEETING

4:00 p.m. - 5:00 p.m.

Orlando Apopka Airport, Hangar 9

We have contacted a local EAA technical counselor who we hope can attend.

See story on Page 2 for details.

Sun., Feb 3, 5 pm

OAA SUPERBOWL PARTY

5:00 p.m. - 10:00 p.m.

Orlando Apopka Airport, Hangar 9

Watch the super bowl in the comfort of AC (or Heat) on a "big as life 20'+ screen." Snacks and drinks will be provided, but please bring a comfortable folding chair for each attendee.

See story on Page 2 for details.

Sat., Feb 16, 10 am

BENTLEY AVIATION THIRD SATURDAY FLY-IN

10:00 a.m. - 2:00 p.m.

Orlando Apopka Airport FBO

Info: 407-886-7663

Plan to join us on the third Saturday of every month for the Bentley Aviation Fly-In. Invite your fellow aviators from other places to participate.

Feb 21 - 24

MOUNT DORA MUSIC FESTIVAL

Downtown Mount Dora

Info: WhatToDoInMtDora.com

Presents outstanding artistic programs in music including jazz, classical and big band.

Mar 27-30

ANTIQUÉ BOAT FESTIVAL

Downtown Mount Dora

Info: WhatToDoInMtDora.com

Over 325 antique, classic and historic boats are on display at the Southeast's largest event of this type.

April 8 - 13

SUN 'N FUN AIRSHOW & EXPO

Linder Regional Airport [KLAL]

Lakeland, FL

Info: sun-n-fun.org

The 30th annual Sun 'n Fun airshow, fly-in and expo promises to be bigger and better than ever, with over 450 workshops and forums, a daily airshow, static aircraft display and of course many hundreds of vendors and exhibitors to see. Don't miss it!

Calendar Sponsored By:



The single best source for visitor information about downtown Mount Dora and the surrounding area.

WhatToDoInMtDora.com

PROJECT continued from page 1

laminar and pulling at idle.

Most of these peculiarities occur because we are using a 2:1 speed reduction gear box pulling an 80" prop



in Oviedo, weighs 55 lbs, and has been pushing boats with small and big block, boosted, and nitrous for over 20 years with only 2 breaking teeth, a prop strike, and a lifejacket into the prop.

This installation has evolved from the built up V8 with carburetion and distributor to the 2005 Corvette LS2 crate engine where the FAA has allowed installation without opening it up. This wasn't easy to get, took a lot of calls and some memo's from a retiring Vette fan who apparently convinced the government that the GM QC program in the Special Engines Division was pretty good. These are basically performance engines assembled by

select technicians. Our installation is set up so that 2 mechanics can probably exchange an engine in 4 or 5 hours. That's a new engine for \$6,000 and some labor rather than a lengthy and expensive overhaul. We have used all the engine sensors found in the car except for the O2 sensors aft of the catalytic converter, we have even used the electronic throttle.

The LS series of engines referred to as the Gen IV (generation) first appeared in the '97 Corvette as the LS1 and later in the Comaro. The engine was origi-

nally designed for marine use, to run at full continuous power, and to be light. They are in the Small Block class producing Big Block power. The series has over a half dozen models extending to the LS9 650 hp. To keep the weight down, it has an aluminum block and they even went to the extreme of boring the cam shaft to save lbs. It is fuel injected operating on 62 psi that uses a special fuel pump. To use this submersed pump became complex and expensive so a search for a dry replacement found the little '80 VW Golf Bosch had the only match that could maintain that pressure continuously except for expensive performance pumps. Two are rigged up for a dual system which is toggled from one to the other. The plane presently has the older LS1 ECU (computer), but we are in the process of replacing that with master and slave LS2 computers (PCM's) for full redundancy. The engine package will have 100 and 32 amp alternators for absolute backup to the Odyssey sealed, NASA certified, battery. The engine has all the normal defaults found in your car including your reduced power or limp mode to avoid overheating. With this engine using only the original carburetor air scoop, we really don't have a cooling problem, we have a heating problem!


See PROJECT continued on page 7

with a 12" chord and using considerably more prop pitch than the conventional prop. This holds the prop speed and power down that in turn silences the prop as it is only turning 1100 or 1200 rev's. The prop configuration was processed thru a theoretical analysis with actual drag polars to find that should we turn the prop at 2200 rpm, we should be flying at better than 200 mph. At little coincidence that 2200 happens to be peak torque of the engine. This leads to the notion that there might really be a so called step speed to cruise at. More on this later. This prop and gear box are air boat products. The Precision Gear Box is manufactured



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PROJECT continued from page 6

We need a higher temp thermostat to reach the optimum operating temp. And there is no shock cooling to worry about. With a radiator fan, you can run static full power all day holding 230 deg F, but keep in mind this is only 150hp that doesn't generate the heat of a 400hp engine.

A touch screen is put in the right panel to display selected engine instruments in any format desired, and to do an engine scan or analysis like Mr Goodwrench, even when flying. In time there will be options added to the menu that give the performance flexibility and safety. We plan to have a manual throttle control



here to back up the electronic one, altitude hold using the cruise control, prop control selections such as constant speed, constant pitch, or even a relative wind pitch, a "flex fuel" choice of 4 or 6 cylinders, climbs at constant hp or MP, and others. Complete, it can be considered a FADEC plane.

I am told by qualified people that

Classic Rods

structurally the tail and wings are strong enough to carry the 400 hp. But, you have to transfer the extra torque to the wing and main gear so that it can be dissipated without damage to the nose structure. Some tubing from the engine mount attach to the wing attach points can easily be done but stiffening the structure to the strut and gear is a bigger challenge.

The plane's operation is quiet. At Bob White where the ambient noise level is low, we measured sound levels in the low 60's at 500' abreast or below and virtually ambient at 1000'. With the resonators stuffed in the exhaust unseen, it definitely is even quieter. Head on you can catch the gear box whine mostly because the rpm is not high enough to silence the helical gears. This can be hid with cowl changes and dampening.

By the way, we have 400 hp because the FAA insists that you can not operate an auto engine continuous at high horsepower like the flats, and they are right. But they had no argument of installing a big engine and using it at low power settings. This way TBO should easily be beyond that of the aircraft engines. With the airborne clean environment, constant and mild power setting, regular preventive maintenance, 3000 hours could be the norm. By changes to the prop and/or speed reduction, one can use all or more of the 400 hp and still use only 160 for flight. Add air conditioning, more power generation, surveillance



packages, engine boost and so on. Another big advantage from using auto power always allows you to operate with the greenest and cheapest fuel. We can run on ethanol with injector and logic changes and no short term effects, but there would be minor changes to avoid the long term problems. Cruising at 120 uses 5 gph of 87 octane mogas and yields great range and endurance. And it starts like a car, one prop rotation each time.

Where does this all lead to? Certainly we will market the installation for experimental use after we have completed an update of the panel display and added the dual computers. Research will be conducted on the prop. Presently we are trying to obtain an MT electric 3 blade 400 hp prop to examine a number of possibilities; several blade designs, wireless power and control transfer, and the 200 hp myth are some. The package may be installed in the Wilga to make a nice kit utility plane since it is out of production. The numbers tell me that a 400 mph single engine category, dual LS engines, 6 passenger plane can be build on the blended wing principle without a lot of sophistication.

It sure is intriguing. Stop by and see the Chevssna.

Christmas Party at Universal's Hangar

Photos courtesy of Michael Lowry Photography



Universal Air Service [Hangar 161] threw a spectacular celebration for Christmas. With the help of fellow OAA owner, **Bill Widden (Hangar 81 and owner of Ice Magic)**, the hangar was turned into multi-colored fantasy land, complete with card tables, ample seating, dance floor, bars and a buffet of very yummy food. Halfway through the evening, guests were treated to aerial silk dancing performed on brightly colored streamers hung from the ceiling. Both beautiful and suspenseful it was quite a show. The talent and creativity of our owners never ceases

to amaze! The event drew many from the local aviation community who had yet to visit X04, giving them their first look at the "Newest Old Airport in Central Florida."

Don't ever let an airplane take you someplace where your brain hasn't arrived at least a couple of minutes earlier.

— *Andy Anderson*

Does your lot
NEED SOD?

What about mowing, landscaping, including rock and concrete?

T.N.T. EARTHWORKS

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THE BEACON is published regularly as a cooperative effort between **Chandelle Realty** and **Macbeth Aerial Photography**. The stated purpose of this publication is to share the exciting news about the continued growth and progress at Orlando-Apopka Airport [X04] with the airport owners, friends, neighbors and nearby communities. Distribution is via USPS, email, and online download. Please send subscription requests, advertising inquiries, letters, press releases, calendar events, announcements and swap shop items to:

EMAIL: news@OABeacon.com

TEL: (407) 814-9126

USPS: The BEACON Newsletter
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Apopka, FL 32712

Deadlines for Issue #4 (Spring 2008):

Feb. 19 - Story Submissions

Feb. 24 - Ad Space requests

Feb. 28 - Ad Materials