

THE BEACON

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

February Fly-In a resounding success



On February 16, Bentley Aviation hosted its Third-Saturday Fly-In. A dozen visiting aircraft and more than 100 people enjoyed the perfect weather and the excellent barbecue lunch. Join us on the third Saturday of every month, and bring friends. See page 4 for more photos.

In This Issue

- EAA Update..... 2
- AOPA Update..... 2
- Third Saturday Fly-In 2
- Board Of Directors 2
- Airport Personalities 3
- February Fly-In Recap 4
- Calendar of Events..... 5
- Challenge Air Event Wrap Up 7
- Story TBD..... 8

Owner Projects: Wilga 104-35A

By Al Aden

WILGA NOVEMBER FIVE TRIPLE ONE, OVER. Say Again?

Well comrades, it's now time to Wilga. Sorry, you don't see any in the Orlando Apopka pattern yet. But, we do now have the missing parts and will be back on the program when you read this. For those who haven't had a chance to stop by Hangar 41 or 68, you will find 2 of the mid-production Wilga 104-35A's. These are 1973 and '84 models.

These are produced in Poland by PZL or Pezetel, or officially Państwowe Zakłady Lotnicze - State Aviation Works. The first were built in 1962, then in 1979 the model -80 was introduced with only minor changes, new cowl around the oil



See PROJECT continued on page 6



At Chandelle Realty, we take pride in caring for each client like family. We offer both commercial and residential real estate services with integrity and concern for the customer each step of the way.

Our goal is to pilot each transaction from initial contact to closing with expertise and care. Real estate sales and purchases are often the highest dollar transactions people make, why trust it to a stranger?

Please call or stop by our office to discuss your real estate needs and allow us to share how our high standards of service would benefit you and your transaction.

TEL: (407) 814 9126
EMAIL: erika@chandellerealty.com
OFFICE: Inside the FBO at OAA
WEB: www.ChandelleRealty.com



EAA Chapter Joins FBO Fly-In

By Lisa Hippensteel

In an effort to keep the teamwork going at the airport, our EAA Chapter meeting will be joining the Bentley Aviation fly-in on the third Saturday of each month. The fly-in begins at 11:00 and our monthly meeting will be at 1:30 in Hangar 9.

This will give everyone a chance to participate in the fly-in, grab a bite to eat and hopefully pull some of the fly-in attendees to join our EAA Chapter Meeting and possibly join our Chapter.

If you haven't attended a fly-in yet, the food that Bentley Aviation provides is fantastic and the camaraderie is great. There is always a circle of pilots discuss-

ing the latest in aviation (or the oldest) and a lot of new friendships are being formed while we watch the parade of airplanes come and go.

This month (**March 15**) our EAA meeting will include a presentation by Prop Works, Inc., a local prop sales and repair center. Their presentation will go over issues on prop sizing, the right prop for you and 'prop' maintenance.

Next month's meeting will be held on **April 19th at 1:30** but our speaker has not confirmed, so please watch the OAAA website for the update.

If you have any questions, don't forget to e-mail us at OAAirportEAA@hotmail.com. See you soon!!

AOPA Update: 2008 ADs

By CJ Modine

The FAA has issued **AD 2008-03-02** for **Cessna models 172R and 172S** airplanes. This requires an inspection of the fuel return line for chafing, and if found, inspect the clearance between the fuel return line assembly and both the right steering tube assembly and airplane structure, adjusting as necessary. Without corrective measures, fuel could leak under the floor and fuel vapors entering the cabin, which could lead to fire.

The FAA has issued **AD 2008-03-16** for certain **Cirrus Design models SR20 and SR22** airplanes. This requires

inspecting the rudder, aileron, and rudder-aileron interconnect rigging and correct any out-of-rig condition. Replace the attaching hardware for the rudder-aileron interconnect arm, and report any out-of-rig condition found. The AD is to prevent the possibility of jamming of the rudder-aileron interconnect system, which may result in loss of rudder and aileron flight controls.

The following are web sites that every pilot should visit regularly:

- www.faa.gov/regulations_policies/airworthiness
- www.aopa.org/asf/online_courses/
- www.aopa.org/asf/accident_data/

Your OAA Elected Board Of Directors

Remember that you can now post comments for the board online: www.orlx04.org

Randy Hippensteel (President)	407-656-7134	adarenovations@cfl.rr.com
Wayne Bentley	407-782-2991	socklint@hotmail.com
Bill Campbell	407-222-5886	williamc07@earthlink.net
William Hencken	407-644-9608	hankieleaf@aol.com
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

Monthly Fly-Ins

The Third Saturday Fly-In sponsored by Bentley Aviation will continue each month. The event is from 10 am - 2 pm on the Third Saturday of each month:

Saturday, March 15th

Saturday, April 19th

Saturday, May 17th

A BBQ lunch will be served.

Tell your fellow pilots and friends to plan to fly or drive to Orlando Apopka Airport for great food, and good times with some really good people!

See page 4 of this issue for photos from last month's fly-in. Please call 407-886-7663 for more information.

Aerial & Commercial Photography



High-resolution, custom digital aerial photography of construction projects, buildings, or vacant land. And if your needs are more down-to-earth, we can help there, too. See complete portfolio online, and call us today!

MacbethAerial.com
407 745 1359



MACBETH
aerial & commercial photography

AIRPORT PERSONALITIES

Randy & Lisa Hippensteel**BRINGING CAMARADERIE AND A SPIRIT OF FUN TO X04**

Randy and Lisa Hippensteel of Hangar 9 take real pleasure in sponsoring activities that bring all of us together. In recent months they have spearheaded a new EAA chapter based at X04 and have thrown several gatherings in their hangar including a Super Bowl Party with the game projected on a screen mounted to the back of a Hydroswing door.



Randy has always been an aviation buff since his teens. When he and Lisa were married 28 years ago, Lisa recalls "he could pick planes out of the sky and new what each one was." With children and work, aviation was put on the back burner for a number of years. Now that they have a hangar and a project plane, it is a passion again. They also enjoy diving, boating (Randy has his captains license) and any-

thing having to do with water sports.

Both Lisa and Randy have a goal to establish one of the largest EAA chapters in the area and promote X04 as a place to visit, hang out and have fun.

However, don't mistake the Hippensteels for all play and no work. They are the owners of ADA Renovations, specializing in renovating homes for people with disabilities. They opened for business one month before 9/11. In the future they hope to combine their love of aviation

with work by flying to their customers to evaluate their needs throughout the state. Randy has also accepted the office of President of the OAA Association, filling the vacancy left by Jim Fanning. Randy considers it a priority to ensure all owners have a voice in association matters.

If you ever have the opportunity to catch Randy or Lisa in their hangar be sure to stop in for some good conversation. Look for the EAA schedule in the calendar section for the March and April meetings.

BENTLEY AVIATION**Your FBO, at your service.**

- **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.

- **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**

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.

407.886.7663

www.BentleyAir.com

Third-Saturday Fly-Ins are picking up momentum

The February Fly-In was the biggest and best yet. More than a dozen aircraft arrived during the morning, and a fine barbecue lunch was served to more than 100 aviation-loving people.

The numbers were boosted by the appearance of several members of the Florida Flying Gators aero club. They brought several ultralights, 2 Sea Rays, and a fully-restored 1939 Cub.

For a change, the weather was perfect, and everyone seemed to have a good time talking aviation and making new friends. Join us this and every month on the Third Saturday at 10 a.m.



Photos courtesy of Macbeth Aerial Photography. To see more photos from the Fly-In, visit the online gallery at: www.MacbethAerial.com/clients/oaa

A special thank you to Dennis May (above, in his Drifter) for taking our photographer to get some aerial perspectives on the Fly-In. Also, thanks to Mark Kendry for lending his com box. Mark's fully-restored 1939 Cub was a big hit at the fly-in as well.

UPCOMING EVENTS: MARK YOUR CALENDAR

Sat., Mar. 15, 10 am

BENTLEY AVIATION THIRD SATURDAY FLY-IN

Orlando Apopka Airport FBO
Info: 407-886-7663

Join us for our monthly Third Saturday Fly-In at X04, sponsored by the FBO, Bentley Aviation. Barbecue lunch served, and aircraft from all over the area will join us for good times with friends old and new. Mark your calendar! See page 4 for photos of last month's fly-in.

Sat., Mar. 15, 1:30 pm

EAA CHAPTER MEETING

Orlando Apopka Airport, Hangar 9
Come for the Fly-In, stay for the EAA meeting! Speaker will be Art Michaud from Prop Works. Bring a friend, and help our chapter become the best in the state.

Wed., Mar. 19, 12 noon

LUNCH COOKOUT AT X04

Orlando Apopka Airport FBO
Info: 407-886-7663

Join us every Wednesday, weather permitting, for a cookout in front of the FBO. Tell your fellow aviators to come out and make some new friends and see what is new at X04.

Mar. 27 - 30, 2008

ANTIQUÉ BOAT FESTIVAL

Times: 9am to 5pm Thursday-Saturday,
9am to 1 pm Sunday

Wooten Park, Tavares

Info: www.acbs-sunnyland.com

*Over 325 antique, classic and historic boats are on display at the southeast's largest event of this type. Contact: Mr. Dake from the Sunnyland Chapter of the Antique and Classic Boat Society
Phone: 904-221-9290*

Mar. 29 - 30, 2008

VILLAGE ANTIQUE FESTIVAL

Downtown Mount Dora

Info: Downtown Merchants Association

Phone: (352) 735-1191

Over 150 vendors display treasures on the downtown streets of Mount Dora.

Wed., April 2, 12 noon

LUNCH COOKOUT AT X04

April 5-6, 2008

SAIL BOAT REGATTA

Location: Mount Dora Yacht Club

Info: 352-383-3188

The oldest sailing regatta in the state will prove a fun day for the whole family.

Wed., April 9, 12 noon

LUNCH COOKOUT AT X04

Fri., April 11, 6 - 8 pm

DOWNTOWN ART STROLL

Downtown Streets of Mount Dora

A festive evening of art, music, wine and hors d'oeuvres designed to showcase regional art at several walkable venues throughout Downtown Mount Dora. Look for the red carpet and balloons at each venue.

Wed., April 16, 12 noon

LUNCH COOKOUT AT X04

Fri., April 18, 6 - 9 pm

MOUNT DORA AT NITE

Alexander Street, Mount Dora

Info: (352) 383-5451

A shopping, dining and entertainment event. Artists, shops open late, dining specials, entertainment... Mount Dora has it all. Experience historic Mount Dora after hours and enjoy the ambiance.

Sat., April 19, 10 am

BENTLEY AVIATION THIRD SATURDAY FLY-IN

Orlando Apopka Airport FBO
Info: 407-886-7663

Join us for our monthly Third Saturday Fly-In at X04, sponsored by the FBO, Bentley Aviation. Barbecue lunch served, and aircraft from all over the area will join us for good times with friends old and new. Mark your calendar! See page 4 for photos of last month's fly-in.

Sat., April 19, 1:30 pm

EAA CHAPTER MEETING

Orlando Apopka Airport, Hangar 9
Come for the Fly-In, stay for the EAA meeting! Speaker is TBA, and will be announced on the OAA web site: www.orlx04.org. Bring a friend, and help our chapter become the best in the state.

Sun., May 4, 5 - 9 pm

TASTE OF MOUNT DORA

Mt Dora Chamber of Commerce Lawn

Info: Mount Dora Chamber of

Commerce (352) 383-2165

A spectacular evening of culinary delights prepared by Mount Dora's finest restaurants. Tickets are limited and are \$30 in advance and \$35 at the door. Sold out event every year!!

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

cooler, a flip-flop of the carb, a simpler fuel selector, and a stronger lower wing attach spar cap, to satisfy the FAA Type Certification (TC). Both the -35 and the



-80 are certified throughout the world, but only the -80 here in the U.S. In the late '90's, the model 2000 having a Continental IO550 was introduced and also certified in the U.S. The Wilga production run was only something over 1000 planes, but a large run for Polish aviation. Production on each of these lines has been halted recently, with EADS, the Airbus consortium, apparently having some say in this being part of the ownership.

The -35 can only be operated in the U.S. in the experimental category unless it were operated under a foreign registry with the accompanying limitations. At one time I thought there was a clause in the Regulations which allowed use of an experimental aircraft for agriculture purposes so long as it is not for hire. I see it can be used for crop spraying but haven't found any applications beyond that. There is no chance that it will get a U.S. TC. Without a TC, it can not have a Supplement to the TC modifying it to the -80 configuration. Over the years, a number of people have gone overseas and most likely to Poland in search of this STC or an Amended Type Design so that

the -35 might have a better market in the U.S. It hasn't happened, but the FAA is willing to listen. I will be using this search as an excuse in a couple of months to visit with PZL to see, even with the halt in production, if this is still a possibility. I normally would not seek in futility, but it makes for a nice vacation.

The plane is a superb STOL, rugged, utility and surveillance plane. It is a real work horse of the fleet. It is even licensed to tow 3 gliders at one time. You really have to see the plane to appreciate it, pictures don't tell. It is huge. It may be ugly, but you learn to like it. It is built for the bush, but you don't see that there are many of the planes working there. There are float and ski conversions for it. It has a 12" port for aerial photography. It does carry stretchers. And with the knuckle gear, takes on unimproved surfaces. I said it was big! You can't reach the wings, and a long step is provided for entrance. Even with the step, a short person or an aging one finds that it does take a real effort to enter.

Looking at the plane up close shows that it is built to military standards to be extremely durable. It appears to be constructed using many of their helicopter parts in the cabin and especially in the tail cone. And it flies like a helicopter. A Hughie pilot who had a chance to fly them in Nam pointed out that the T.O. was to hold the brakes with power, tail up



and release puts you airborne in a matter of 10 or so feet. It performs, climb out is steep. Dirty approaches have a terminal velocity of only 70 mph so spot landings become a cinch. Talk about extremes, there is even a slat over the windscreen for added STOL.

The plane seats 4 with all kinds of room. Am told that it was flown with 6 sky divers. The interior is simple, but surely will last the life of the plane. The panel has a 6-pack although the AH and DG are flip-flopped. Even though



the engine has the typical air start and operates without electricity, there is an alternator to power avionics and lights. There is room on the right panel for some

See PROJECT continued on page 8

Challenge Air event lets disabled kids spread their wings

Rick Amber founded Challenge Air with the belief that, “every disabled person should see the world from a different view...out of their wheelchairs and crutches and from the sky.”

On February 23, Orlando Apopka Airport hosted a Challenge Air event, where volunteer pilots give airplane rides to disabled children, to give them a chance to see the world from the air.

The event was sponsored by Doug and Deborah Rodante, with help from the Hippensteels and others. More than a dozen children got the chance to fly, everyone involved had a memorable day.



Several pilots volunteered their time and aircrafts to give rides to the children who came out for the Challenge Air event at Orlando Apopka Airport on Feb. 23.

PROJECT continued from page 6

basic nav/coms and transponder. Note that there is a left hand throttle quadrant for both of the crew.

The engine is a 260 hp Russian design M14 9-cyl radial with a C.S. 102” 2-blade wooden paddle prop. We must follow-up on a comment that unleaded fuel can be used and to investigate as to the long term use of it. It does have a certified dual muffler system that Switzerland required for their certification. It has 2-25 gal. tubular fuel tanks in the wing leading edges. As it has an air start, rigging can be made for extra boost provided from a scuba tank that can be attached to a port on the left-lower side of the fuselage. The plane stalls at 35 mph, climbs at 75, cruises at 140 or at

112 if you want the big bubble doors off, and never exceed 173. You can loiter for close to 6 hours and at cruise, the range is somewhat over 400 NMi.

The one thing you notice is that their record keeping is very complete and neat. But, you know, there is no clue relating Polish words to our English – none. I haven’t had a chance to see how they treat insurance on the Wilga. It can’t be too bad being a rugged and safe plane. Jan Potter has been pegged to be our check pilot. Flying the plane or just riding has got to be an exciting experience. And marketing the plane has to be fun because of it’s unusual applications whether it is certified or experimental. Look forward to seeing it in the pattern soon.

Tips For Maximum Hangar Value

By Erika Henderson, Realtor

Orlando Apopka Airport owners often want to know what features will really add functionality and value to their building. The following are some ideas that you may want to consider when you build your hangar or you may want to add to your current building. Several of these suggestions are relatively inexpensive while others are an investment.

Mezzanines - add useable space to a hangar without the added cost of a larger lot. If planned before ordering your building, you can have it engineered to hang suspended leaving the floor clear of obstructions. Be sure to leave enough clear area below to clear the tail of most aircraft that would use the hangar.

Showers - for little cost, if planned from the beginning, you can add a feature that is often sought after by hangar buyers and will allow you to clean up after a long day at the hangar.

Store Room or Office - this is a feature that can be added after the fact. You will likely find that once you move

into your new hangar you will wish you had some enclosed space to hide “stuff” or to kick your heels up in. If you build an office include a window to the hangar.

Air Conditioning – Though more of an investment, this addition will make your hangar a pleasure during the hot summer days.

Painted Beams – A low cost way to dress up a hangar giving it a finished look. Done properly this will also help prevent corrosion of the beams. Some owners have painted the beams to match the floor.

Translucent Panels on Vertical Surfaces – First used by Hennis Construction, this is a great idea that has been adopted by others. Add the panels on the high half of the back of your building to allow light in during the day. You will find that lights become almost unnecessary on a clear day. By placing the panels on a vertical surface, they will be subjected to less UV damage than if placed on the roof. This will also prevent your hangar from heating up too much.

Try to stay in the middle of the air. Do not go near the edges of it. The edges of the air can be recognized by the appearance of ground, buildings, sea, trees and interstellar space. It is much more difficult to fly there.

Does your lot
NEED SOD?

What about mowing,
landscaping, including
rock and concrete?

T.N.T. EARTHWORKS

Mike Herington
TEL 407 468 1940
mherington@cfl.rr.com

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@OAABeacon.com

TEL: (407) 814-9126

USPS: The BEACON Newsletter
1321 Apopka Airport Rd, FBO
Apopka, FL 32712

Deadlines for Issue #5 (Summer 2008):

Apr. 19 - Story Submissions

Apr. 24 - Ad Space requests

Apr. 28 - Ad Materials