

THE BEACON

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

Worth the Wait: Visit Our New FBO

Good things come to those who wait... Though the new Bentley Aviation FBO has had more than its share of delays during construction, the results look like they are worth waiting for.

The new FBO offers a large waiting lounge looking out toward the runway, a pilot planning room and snooze room, conference room, lunch room and luxury bathrooms with showers. The decor is contemporary in warm tropical colors. There are even glider benches

out front for watching (and scoring) the planes landing.

It has been a long time since this airport has had a welcoming central location for pilots to get together and do what pilots do best when they're not flying: drinking coffee, eating doughnuts, and talking about aviation stuff.

By the time you receive this newsletter, the final inspections should be finished, and it should be open. Stop by, say hello, and stay a while!



The new FBO features a comfortable lobby facing the runway.

Owner Projects: Navion N4853K by Alan Aden

This is the first of 3 articles that I hope to present in the OAA Beacon. (I chose the Navion first to give it some exposure as it is for sale and may be leaving soon.) Following will be a presentation of the Cessna 172 with a Chevy LS2 400 hp engine and a look at the Wilga 104-35 utility airplane that we will be assembling and flying in the near future.

Everyone is welcome to stop by Hangar 41 or 68 to see and experience a 60 year old classic as they wish, and to get a look at the Skyhawk and Wilga.

See PROJECT continued on page 4



This Navion is for sale, and can be seen in person at Hangar 41 or 68. Hurry, it may be gone soon.

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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

Sat., Dec. 8: One Day, Two Big Events!

OAA EAA Chapter Meeting, and a Party

BY LISA HIPPENSTEEL

We wanted to thank all of those that attended our EAA Chapter Fund Raiser party in September. We raised \$400 that night towards the beginning of our Chapter which has started the wind sock flying. We have submitted all of our paperwork to the EAA and applied for our non-profit corporation status.

Our next EAA Chapter Meeting for our aviation enthusiasts will be on **Friday, December 8, 2007 from 6:00 - 7:00 p.m.** We will be able to give you an update and hope to choose officers for our Chapter. Any one that is interested in joining our Chapter can e-mail us at adarenovations@cfl.rr.com.

The two weekends prior to the meeting we will be running an ad in the local paper to draw in others in our area who would like to join us. Our EAA Chapter efforts will include Young Eagles rallies, aircraft building projects and plane "work" parties.

The meeting will be followed by our 1st annual Orlando Apopka Airport Christmas Party from 7:00p.m. - whenever. Stay as long as you like - we know it is a busy time of year for everyone. We will be providing entertainment, food and yes, Randy will be running the Margaritaville blender for all those interested.



Randy Hippensteel demonstrates his high-performance blender operations.

Challenge Air for physically-challenged kids

Challenge Air For Kids & Friends offers inspiration and self-esteem building to physically challenged children and youth through aviation, by providing a day to focus on their abilities.

DATE: Sat., Dec. 8, 2007

TIME: 9 a.m. - 2:30 p.m.

PLACE: Hangar 36

This event is FREE to children and youth with physical challenges and serious illnesses, and their families.

Highlights of the day include an educational ground school, a 30-minute flight over the area, face painting,

clowns, cool static aircraft, service animals and much more.

Lunch will be provided.

Challenge Air For Kids & Friends is a dallas-based not-for-profit organization that inspires physically challenged and seriously ill children through aviation.

For more information and to sign up a child or youth, please visit: www.challengeair.org.

To volunteer to help with this event, please contact Deborah Rodante at 352-406-9900, or email her at: redheadspirit@msn.com

AIRPORT PERSONALITIES Brokaw Davis

If you spend any amount of time at the airport, you are bound to run across Brokaw Davis. Brokaw makes his living instructing many of the aircraft owners here as well as helping with after-hours arrivals and departures. He has also been known to help repair a hangar door or two.



In November, 1969, Brokaw Davis arrived at what was then McDonald Airport for the first time. After spending five years in the US Air Force, he was ready to begin instructing.

For 34 years, Brokaw flew anything he could get his hands on from towing banners, training in tail draggers, state contract flights and a lot of instructing. After accumulating more than 6,000 hours of flight time, tragedy struck: fire burned his home and machine shop business to the ground.

This caused Brokaw to step away from flying for some time as he worked to rebuild his life.

Just over a year ago Brokaw returned to the Orlando Apopka Airport determined to devote himself full time to his first love, flying. His enthusiasm for flying is contagious and inspiring, but most of all you will notice he is one of the kindest helpful people you would ever want to meet.

Upcoming Events: Mark Your Calendar

Wed, Nov 14, 5 - 8 pm

WINE DOWN WEDNESDAYS

Urban Flats
601 S. New York Ave., Winter Park
407-539-2220
Cost: \$15

Each week several different wines will be featured for a wine tasting. Enjoy the wines, hors d'oeuvres and complimentary valet parking.

Thur, Nov 15, 5 - 8 pm

Taste of Apopka/Business Expo

Thurs, Nov 15, 7 - 9 pm

AOPA SAFETY FOUNDATION: WHAT EVERY PILOT SHOULD KNOW

Crowne Plaza Hotel
5555 Hazeltine National Drive, Orlando
Details/Register: www.asf.org/seminars
Cost: FREE
Includes Q&A session with an AOPA Legal Services Plan attorney.

Fri, Nov 16, 6 - 9 pm

AVIATION ADVENTURES: PAST, PRESENT AND FUTURE

Florida Air Museum at Sun 'n Fun,
Lakeland, FL.
Reception: 6 pm; Lecture: 7pm
Admission: \$20-\$10.
Contact Gail Taylor, 863 644 2431,
Email: gtaylor@sun-n-fun.org
World War II B-17 Pilot Charlie Brown tells his personal story of enemy pilot's extraordinary compassion and the secret they both carried for more than 40 years.

Nov 17 - 18

RENNINGER'S ANTIQUE EXTRAVAGANZA

Renninger's Twin Markets
Downtown Mt Dora
(352) 383-8393 or 800-522-3555
Cost: FREE

An antique lover's dream! This event held at Renningers Twin Markets, is one of the largest gatherings of antique dealers in the south with over 1,500 dealers attending.

Tue, Nov 20, 5 -7 pm

WATERFRONT WINE TASTINGS

Dan Marino's Tavern on the Lake
Located in Beautiful Veranda Park
6996 Grande Avenue Ste 200, Orlando
(407) 293-6233
Cost: FREE

Waterfront Wine Tastings are every Tuesday from 5pm to 7pm. Enjoy select varietals on the patio from our house list of amazing wines.

Wed, Nov 21, 5 - 8 pm

WINE DOWN WEDNESDAYS

Urban Flats
601 S. New York Ave., Winter Park
407-539-2220
Cost: \$15

Each week several different wines will be featured for a wine tasting. Enjoy the wines, hors d'oeuvres and complimentary valet parking.

Sun, Nov 25, 5 - 9 pm

LIGHT UP MOUNT DORA

Location: Donnelly Park
Mt Dora Chamber of Commerce
Phone: 352-383-2165
Join us in lighting Donnelly Park and Downtown Mount Dora with close to 2 million sparkling lights! Wonderful Holiday Season Entertainment and festivities including Community Choir, Ballet, Soloist, Singalongs and Santa!!

Tue, Nov 27, 5 - 7 pm

WATERFRONT WINE TASTINGS

Dan Marino's Tavern on the Lake
Located in Beautiful Veranda Park
6996 Grande Avenue Ste 200, Orlando
(407) 293-6233
Cost: FREE

Waterfront Wine Tastings every Tuesday from 5pm to 7pm. Enjoy select varietals on the patio from our list of amazing wines.

Fri, Dec 7, 6 - 9 pm

CHRISTMAS WALK

Downtown Streets of Mt Dora
Phone: 866-683-6722
A holiday street party with music, Santa and shopping.

Sat, Dec. 8, 9 am - 2:30 pm

CHALLENGE AIR FOR KIDS

OAA, Hangar #36
Cost: FREE to physically challenged children and their families.
For more information and to sign up a child or youth: www.challengeair.org To volunteer, please contact Deborah Rodante at 352-406-9900, or email redheadspirit@msn.com. See article on Page 2 for more details.

Sat, Dec 8, 6 pm

EAA CHAPTER MEETING

OAA, Hangar #9
Randy & Lisa Hippensteel
First official meeting of the new EAA chapter. We will be selecting officers and getting things started. If you are interested in joining, please email us in advance: ADArenovations@cfl.rr.com

Sat, Dec 8, 7 pm till late

INAUGURAL CHRISTMAS PARTY

OAA, Hangar #9
Randy and Lisa Hippensteel
Stay as long as you like - we know it is a busy time of year for everyone. We will be providing entertainment, food and yes, Randy will be running the Margaritaville blender for all those interested.

Fri, Dec 21, 5 - 9 pm

MOUNT DORA COOL

Alexander Street, Downtown Mt Dora
Contact: Stephanie at Maggie's Attic
Phone: (352) 383-5451
Jazz and blues theme... Live entertainment and lots of great food. There's something for everyone to enjoy!

Calendar Sponsored By:



WhatToDoInMtDora.com

PROJECT continued from page 1

This Navion is the 1,853rd manufactured from the beginning. It was designed by North American Aviation after WWII with the intent on using Mustang parts that they had on hand. Although you don't see it anymore, originally it was spelled NAvion representing North American and you see it in the old literature.

NAA introduced the Navion in 1947, but could not make it profitable because it was quite a bit slower than the Bonanza of the same era. It was overdesigned, big, and their military manufacturing practices didn't make it cost effective. You will notice that the plane is extremely rugged. I have been told that there never has been recorded an accident where the cabin had collapsed, which is surprising since it has a bubble canopy. The canopy is huge as you can see in the picture, giving superb vision. Tough entry and exit when it rains. The airplane is extremely spacious inside and it can carry most anything you can load in the cabin. Ryan took over with the 1,110th plane, but did not do much better, nor did others who followed trying to make it a hit. 53K is a 1949 model and the 743rd built by Ryan.

In '56, fresh out of NU (Nebraska) with my ME degree, I went to work with NAA's Autonetics Division in Downey CA between LA and Long Beach. During the war, this was a Consolidated plant and believe they made the PBY's. Our program was the X-10 Navaho, an intercontinental cruise missile, and nearly every Tue. and Thur. I would get into the NAA #4 structural test NAvion with the test pilot and fly to Edwards AFB. A big thrill for myself. We would conduct 20 degree hands off approaches with an F86D developing the landing system for the Navaho. There were huge speed brakes on the 86. We would gather data and return to

Downey. If passengers were not with us, we got to take the T-6. One day leaving Edwards, there was a stiff cross-wind, we had 2 riders, and the pilot asked to T.O. across the runway (200' wide). No problem, he was a Navy pilot!

It's a 130 mph airplane although the book says cruise at 145 or 150 on a 185 hp/205 T.O. Continental. With some minor changes, many have upped this engine to 225 hp. It adds several mph but does improve the T.O. and climb performance. There are oodles of airframe mods that make it faster, and all totaled may get you another 15 mph although some of the mods are quite extensive. The earlier models and mine have a bladder hydraulic variable pitch prop, some had an electric prop, and many later ones have the CS prop. Ryan in time did up the hp to 260, and the latest model ever built called the Rangemaster had 285 hp. But, the airplane isn't slow either. In the Navion Society's annual gathering, they have a 100 mile run with speed mods and stock engines that produce speeds better than 200 mph on 300 and 310 hp engines. A Walters turbo prop was installed in one at Deland. Someone was to put the 600 hp Orenda in them although don't know if that happened. Our V8 would be great but too much for such a small market and experimental really limits the flying.

Fourteen or 15 years ago Rob Nitchski had an interest to do the V8 in a production model although it never got farther than talk. Another fella, Don Rietzke, in MN who had short of a dozen Navions went so far as to make a plane available if I were to put a V8 in it for him. Had to go to Canada for a year shortly thereafter to end that. Now Rob is the fella who bought all the Navion TC's, jigs, spares and found that he had enough parts for 40 planes less some major components that would have been impractical to make and I think it was the spar. Bear in mind that this was probably 13 or so years ago. He



Still original panel with IFR here and there and even at your feet!

completely reconditioned a Rangemaster as his promo plane with the IO550 and a FULL GLASS PANEL. He employed several renown names that I won't mention, to direct his business which was to manufacture in Toledo. After several years and a fortune, the venture ran out of money and ended. There is a company called Sierra Hotel in Minneapolis, I think, that obtained all of it in a fire sale so to speak, and is now causing the FAA to issue AD's and Advisories that are uncalled for creating a rebellion among the owners.

Back to Don Rietzke and a couple years ago I decided I was going to get my Navion. He had now moved N. of Boise and had a plane nearly rebuilt with a very modern panel. The price was right and went to get it. Ended up driving an empty truck back as it was \$900 cheaper than the airline or renting a car. But, the acquaintance was really worth it. Don was one of Kelly Johnsons designer for the P-38, he was 92! In and out of the Navy over the years to do special electronics engineering. Developed and installed some of the first VOR's and later maintained all of MN's. Did the avionics for Burt's Voyager, did some of the U-2, much of the SR-71 and was still very active and sharp. He had 2 hugh trailers of avionics from the first day and couldn't find anyone that wanted them for a museum. He passed away nearly a year ago.

See PROJECT continued on page 5

PROJECT continued from page 4

Anyway, my friend allowed me to buy 53K and it is really the perfect airplane for one who has the time to tinker with it as it is an old airplane and needs the loving care. I have too many projects to do that. The gears are hydraulic and require a lot of attention from one who has learned the system. 53K logs look like it was on its belly a couple of times although you could not see it. The panel is IFR although still original with radios and indicators all over the place.

It still has updraft cooling which makes the firewall rather hot and the cabin warm in the summers. But, you can fly with the canopy open about 8" making it comfortable. The prop hub has a 5 year inspection AD that came up and is a critical item in pricing the plane. Turned out that the hub was fine, actually excellent as the previous inspector had put all new parts in it. But, one blade was out of tolerance, the other near rejection and so a search that took better than a month to find one thanks to Jan Potter's help. Because the AD existed for many years, there are no used props which would cost \$10,000 anyway. A new one would be \$24,000. We found 2 new blades of the original manufacture, far better than the current ones, and "now have a prop that will outlast the plane".

I finally broke down and gave the engine a TOH as it hadn't flown much more than 30 hours over the past 10 years, and was a couple hundred short on static power. So 53K should now have many years of trouble free flying.

Hope someone gets it that has the time to fly and show it off. Hate to see it go, but sometimes business comes first and I can't change that.

Come on by anytime and do some hangar flying.

-- Al Aden
407-834-9490

AOPA Rep for OAA: CJ Modine

Hello all! I am the Airport Support Network (ASN) volunteer rep at X04.

Pressure on public and privately owned airports continues to mount. This pressure takes many forms, including curfews, noise restrictions, lack of improvements, residential encroachment, and even calls to close the airport. Often, the general aviation community is totally unaware of what's boiling in the pot concerning their airport—until it is too late to turn the tide. Knowing what's happening in the political environment surrounding a local airport is of the utmost importance if we are going to preserve our general aviation infrastructure into the foreseeable future. The more time available in which to counter negatives about a local airport, the higher the possibility for preserving the airport or avoiding restrictions.

The AOPA Airport Support Network provides the vehicle for AOPA members to work in concert with AOPA to establish that early warning system. In addition, with your help we can:

- Be a liaison to local pilots and/or local pilot groups to help educate them on AOPA's airport advocacy efforts and resources (like those found at www.aopa.org/asn/).

- Monitor and report to AOPA on



city and county (sponsor) meetings and notify AOPA of pending problems.

- Notify AOPA of any questionable operational restrictions (curfews, noise abatement procedures).

- Deliver AOPA correspondence from FDK.

- Promote AOPA Pilot

Town Meetings and AOPA Air Safety Foundation seminars.

- Establish communication channel for AOPA with airport management, advisory committees/commissions, and FBOs on the field.

- Assist in direct/indirect promotion of local airport activity to enhance favorable image of airport (i.e., open houses, Airport Support groups, and more).

- Help educate local officials and community neighbors about the value of their airport.

- Provide local newspaper clips and media alerts on GA issues to AOPA Airport Support Network staff.

- Be model aviation citizens in contacts and flying.

AOPA Airport Support Network volunteers are not paid. AOPA Airport Support Network volunteers are AOPA's local "eyes" and "ears". We rely on you to help us keep our public-use airports open and viable for future generations to enjoy the gift of flight.

Whatcha Got? Use our 'Swap Shop'

A random collection of items needed to buy or sell. Parts for hangars, boats, airplanes, cars, motorcycles and other toys are welcome to list for free.

Think of it as a swap meet on paper! To submit items for sale or things you need, please email us details at: news@OAABeacon.com.

FOR SALE: 2003 Club Car Gas Golf Cart (\$2,600), and 36" Port-A-Cool Unit (\$1,700). Call Mike Seamon: 407-402-1040 or mseamon@hotmail.com.

FOR SALE: Ceiling Tiles left over from FBO - Call Wayne Bentley at 407-782-2991 or email wayne@bentleyair.com.

THANK YOU: Ron Henderson got the faux stone he was looking for.

Your New Board of Directors

The votes have been counted, and the OAA Board of Directors has been installed. For Association questions, contact one of these Board Members:

Wayne Bentley	407-782-2991	socklint@hotmail.com
Bill Campbell	407-222-5886	williamc07@earthlink.net
Jim Fanning	407-947-6816	jimatevergreen@earthlink.net
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

New Business: Universal Air Service

Universal Air Service founded by Roy Henley has opened the doors to its new facility at Orlando Apopka Airport.

Universal Air Service is based in the Southeast United States and have been in business since December 1983. Thier fleet of helicopters and our fixed wing airplane are available for charter service.

They operate Bell Long Ranger helicopters for executive passenger transportation, real estate surveys, and aerial photography. Each flight is supported with efficient flight planning and experienced, factory trained, safe pilots. They provide a wide

variety of services and have extensive knowledge of the helicopter industry.

Universal's new facility, built by Blue Diamond Builders, includes a three-story hangar including offices, conference room, reception area, storage and deck overlooking Lake Apopka.

Stop by and pay them a visit in their new digs, Hangar #161.



Flying a plane
is no different from
riding a bicycle.
It's just a lot harder
to put baseball cards
in the spokes.

— Captain Rex Kramer,
in the movie 'Airplane.'

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 items for the swap shop to:

EMAIL: news@OAABeacon.com
TEL: (407) 814-9126
USPS: The BEACON Newsletter
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Apopka, FL 32712

Deadlines for January issue:
Dec. 19 - Story Submissions
Dec. 24 - Ad Space Requests
Dec. 31 - Ad Materials