

# EAA Chapter 866 Smilin 'Jack Newsletter August 2013



Don Garrison's recently completed RV8. Don flew the time off an then painted this nice Air Force scheme

## *President's Address*

Hello, All,

Thanks to everyone for coming to help out with our monthly breakfast. We had a very good crowd, over 100, with some beautiful airplanes flying in with the awesome weather. Nice to catch up with friends from near and far as well.... This was a special breakfast for me, as well, cousins from Miami came up to join us, as well as a long time friend from Indiantown flew up in his beautiful homebuilt Highlander with his little Yorkie outfitted as a proper "aviator" with harness and headset. Walking the flight-line was a treat I have not been able to enjoy for a long time. Special thanks to Kip for taking care of the grill!

Our Monthly meeting had a very full agenda-

Steve Quickel arranged for Ken Guill and two other pilots, Joe and Eric from Missions Made Possible to speak to us about their service to transport those in need to medical care. Their service is entirely supported by donations and they do as many missions as those funds allow. We were treated to some "show and tell" around their Cherokee 6 which is outfitted with a stretcher, allowing a patient to lay flat while in transit. It is quite impressive. They gave a very nice presentation full of stories of their experiences with the service and

some of the places they have flown. There are a few brochures on the worktable in the meeting room for anyone interested in more information or supporting their work.

One of the pilots for Missions Made Possible, Joe, mentioned that he was part of the FAASTEAM Program and would do a safety program for us if we desired. It will just take some coordination on our parts to decide on a suitable topic and date. Any suggestions? Email me: [deborah\\_v@cfl.rr.com](mailto:deborah_v@cfl.rr.com) These seminars give you Wings Forgiveness Credit. Our meeting would be a good venue for a seminar, as it is in between the biggies of Melbourne and Daytona.

Dan, from Sutherland, gave a presentation on an incident involving his aircraft. He was flying friends and relatives around his airfield and "hot loading." His niece walked into the propeller and was severely injured. He talked about insurance situations and fine points between some of the language used by insurance companies. The situation could have been much worse than it was, but quick thinking and presence of mind helped to ameliorate the damage. Needless to say, there will be no more hot loading of passengers for him. It doesn't matter how careful you are, things still happen. A big thank you to Dan for sharing this with us. We hope for his niece's complete recovery...

**Around the Room:**

Jeff Wilde brought in one of Gil Jones' VW Conversion engines to sell for Claire. She would like to get \$300 for the engine. It has no accessories. If you are interested, and it hasn't sold, get in touch with Jeff.

Kip says he had to add some ferro beads to his airplane to help with the static and other electrical noises. Says that helped, but the ASI is going crazy, GPS is working fine, though.

Debbie and Rich have cut the places for the throttle quadrant and brake lever, mounted the attachment plate and continue to work on the landing gear. The Horizontals are also filled, sanded and primed, ready for paint. We have also gel coated some of the smaller pieces like wheel fairings, baggage door and landing gear struts. Everything is a learning experience. The boxes from Germany, Aircraft Spruce and a few others, continue to arrive- a little piece here and there and we will have a whole airplane!

Ben is in process of putting in a new interior for his Pietenpol. The Lotus kit is also coming along, and is ready to register.

Young Eagles Day flights will be on the 19<sup>th</sup> of October, so it is a good time to start rounding up kids to participate. Any youngsters you may know who would like to get their feet wet, so to speak, in aviation, this is a great time to do it!

On the 8<sup>th</sup> of July, I contacted Richard Jones of the Airport Authority maintenance office. He sent two of his maintenance men up to Dunn immediately and they patched numerous holes in our meeting room roof. They appear to be holding. I checked them out on the 13<sup>th</sup> and was pleased that there weren't any more moist areas that I could see. The very pungent mildew smell is not as noticeable, so I am thinking it is ok for now. Charlie and Bernie also patched a few holes in our "hangar planetarium" over the area we store the grills. I did not see any more moisture on the grills, but that means nothing. Don't know that the Airport Authority will make extensive repairs to the roof, but at some point, it will need to be addressed. I was very impressed that they came right up from TICO- within 40 minutes- of being called.

In August the meeting will be on the 7<sup>th</sup>, and will take place *after* the breakfast on the 3<sup>rd</sup>.

Some of us will be Oshkosh bound in the final weeks of July. If you are at Oshkosh, please stop by the Builders Workshops, I will be happy to show you around our shop and the projects being worked on.

**Safe journey and Blue Skies!**

**Deborah Van Treuren  
President**

**This picture is from breakfast in July.  
thanks to the crew for setting up, taking  
and cooking.**



**Many  
down**



Missions Made Possible Cherokee Six – 300 stretcher equipped ambulance plane. Pilot Kemerer on wing

### ***Propeller and Hand Propping Safety***

**From the time I was a small boy, my father always taught me to never touch an airplane propeller or stand in the propeller arc of an airplane. I'm always warning visitors to my hangar to observe the same safety habits. Magneto ignition engines don't require any battery source and have proven reliable for the last 100 years. The danger lies in the fact that if the P-lead wire was to come loose or break that magneto is ready to rock and roll. In an airplane you usually shut off by pulling the mixture to lean, you might not even realize you still have a hot magneto when you put it away.**

Older, simpler airplanes such as mine don't have the luxury of an electric starter. An airplane engine in good repair is relatively easy to hand prop, compared to the model airplane engines I had when I was a kid. There are countless articles available on the proper procedures for doing so. The following is something I'm not proud of, but I thought it was worth sharing. I came to the airport hoping to get in 30-60 minutes of flying in. I was feeling a little rushed, because I needed to get home to leave on a trip at a certain time, and the weather looked a little like it might rain in a bit. I preflighted the airplane and rolled it out of the hangar. My good friend was at his hangar and offered to give me a prop. I strapped in and called out "switches off, throttle closed, brakes on". He always checks to make sure the brakes are in fact working, and he did so. My airplane doesn't have a primer bulb, so it is primed by pulling the prop through 5 or 6 times to pull fuel into the intake. My friend proceeded to pull the prop through 6 times, and said "that sounds about right" or something to that effect. (On the 5<sup>th</sup> or 6<sup>th</sup> blade you can actually hear the fuel sucking through the carburetor). I turned the switch on and he pulled through another blade and the engine started, just like it always does. My friend jumped back with a look of great alarm, and I knew something was wrong. I shut the engine down to see what it was.

I had turned the switch on without telling him! Fortunately he had been trained to always treat a propeller like it could start, and he was out of the way when it did. After a few minutes of reflection, we restarted the engine and I flew around a while, but I really couldn't enjoy it. When I got back to the airport, my friend had left, so I couldn't apologize directly, but left a message on his phone. We have spoken of the incident several times and our friendship continues. He has forgiven me, but I will never forget the incident.

Procedures are there for a reason, and I'm thankful that this incident didn't turn into an accident. My preoccupation with all the things I needed to do after leaving the airport took my mind off of what I needed to do right now. We had a very dramatic presentation on the aftermath of a propeller striking an individual at our last meeting. One thing that Dan mentioned, should be repeated over and over. We have many folks walking our flight line on pancake breakfast days, and Young Eagle days who don't know the dangers a flight-line presents. We need to be constantly warning folks to avoid touching propellers, and to stand clear of their arcs.

Ben Charvet



*Hand Propping as I was taught*

**Hand starting is a dangerous thing to do and is a two person operation whenever possible. I cringe when I see people who don't know the procedure, step up to a propeller to start an engine. Many who have electrical systems in their plane find their battery dead when they try to start and will climb out and attempt to start the engine, sometimes with no one at the controls. Don't ever do this! All airplanes are dangerous to prop and in my opinion, a nose wheel equipped plane is more dangerous than a tail wheel type. If you've been trained to hand prop and you follow the rules, it is a MUCH safer practice. The main thing with hand propping, is that it's DANGEROUS. Propellers KILL, so the whole procedure is designed to minimize exposure to risk as much as possible. But the risk can NOT be \*eliminated\*. So the golden rule for prop swinging is the same as for anything else to do with flying - if in doubt, chicken out.**

**Process for two person hand start.**

- 1. The person in the airplane should be familiar with the operation of the brakes, throttle and switches. Ideally, the pilot should be in the airplane..**
- 2. If the propeller is to be pulled through to prime the engine the person doing the propping should start next to the cabin confirming that the switch is OFF by saying "SWITCH OFF, THROTTLE CLOSED, BRAKES ON" and the person at the controls repeats this as they physically make sure that the switch is off and the throttle is closed. I like to watch to make sure they do this. At this time I push against the lift strut to be sure the brakes are applied.**
- 3. The propeller blade that you're pulling will be at the 10 O 'Clock position ready for a compression stroke. Consider the magnetos hot even though they're not supposed to be on. Place your hands on the prop with your fingers barely over the trailing edge. I was taught to swing my right leg forward and as I pull the prop swing the leg back to get momentum for stepping back away from the prop. The priming operation usually takes 4 – 6 pulls.**
- 4. Once the priming operation has been done it will be time to try for a start. Standing next to the cabin I say, "SWITCH ON, THROTTLE CLOSED AND CRACKED, BRAKES ON" The person at the controls repeats and as he says "SWITCH On", observe him turning the mag switch to the start position. When he says "THROTTLE CLOSED AND CRACKED" you should observe him closing the throttle and just opening it a little bit. He says "BRAKES ON" and you confirm by pushing back on the strut.**
- 5. Now we know the mags are hot for sure! Place your hands on the prop being careful not to move it until you're ready to pull. (slight movement of the prop can cause the engine to fire) When you pull, make sure you're stepping back away from the prop. Again I use that swing of my right leg to help me step away. Pull the prop through the compression stroke with some authority and hopefully you'll get a start. If it doesn't start on the first pull and you want to try again, confirm SWITCH ON and try again. If you have tried several pulls and want to go back to the priming, step over to the side of the cabin and go through the process of saying, "SWITCH OFF" and confirm by looking at the switch position before you pull the prop through to either prime or clear the engine. Then it is back to step 4 to try for another start.**

**When it starts move away to the side out of the way.**

**Do not break any of the rules! If you're at the controls don't go switch on before the person doing the propping calls for switch on.**

**Larry Gilbert**



**MSG. From member Bill Bilsky**

I have not been able to attend the Wednesday night meetings because I am enrolled (with my daughter Bethany) in a Private Pilot Ground School course at the Florida State College in Jacksonville (Cecil Airport). However I did successfully solo in the Schweizer 300 helicopter back on June 22, 2013.

**Bucket List Item Completed**

Member Dick House flies with me regularly. He is 90 yrs old and climbs into the Citabria once a week for therapy more than anything else, I think. He is a WWII veteran pilot and is in his element while we're up there. A few weeks ago he told us that on his bucket list was a ride in a P51. He found an operation at Kissimmee Airport that can do this so, we told him to make the arrangement and we'll give him a ride over there and he can fulfill that bucket list item. Well, next time we saw him we asked when we were going to Kissimmee and he said that the P51 item had to be removed from his list because of the price. \$3,250.00 for ½ hr is just too much. So, the next time he came out we fixed him up so he could officially cross that item off as complete. See pictures below.



*Bucket list item – P51 ride*



**Mission Accomplished, bucket list item satisfied!**

## ***Valkaria Breakfast***

Their breakfast is always held on the 3<sup>rd</sup> Sat. of each month and Loretta and I like to fly down there for their breakfast as often as we can. There are usually two to four planes and pilots from Valkaria show up for our breakfasts.

July 20 was the July there and that morning I checked the NWS radar and Foreflight maps and saw that most of the low clouds moving west to east were south of Valkaria and some headed our way but far enough away that it looked as though we could get down there and back without much problem before the stuff made it dangerous. We took off about 8:00am and had no problem getting there. As soon as we cleared the Class D airspace of Melbourne I tuned the Valkaria airport freq. and I heard a discussion between two planes, a C172 and an Aercoupe, about the clouds moving in and the pilot of the Aercoupe said she was turning around and going home. (good move) The C172 was on final when we entered the pattern as we arrived. We landed and walked in to the breakfast, while standing in line for food I had a conversation with the pilot who had flown the C172 in from Winter Haven. While we were there the clouds were moving in so, we ate and headed out. That same C172 took off just ahead of us. WE flew out over the Indian river where it was clear and climbed high enough to clear the class D airspace of Melbourne and Patrick AFB. I was listening to Melbourne tower as we passed by and I heard MLB tower trying to contact a C172 that was at 900 ft in their airspace. Tower asked the Cessna pilot to rock the wings if they could copy the call. No contact, more calls were being made but there were no answers from the Cessna pilot. I suspect that the plane was the one that took off just ahead of us headed for Winter Haven and they were scud running and didn't realize they were in MLB airspace. I don't know what the outcome of this was but, maybe they were followed on radar to where they landed and phone calls from MLB for the pilot to return when they got on the ground.

We made it into Dunn just ahead of the clouds getting low and closing in. TIX was calling scattered 700 and broken at 1,200.' It was still unlimited over the Indian river which is only a mile East of Dunn.

## **Coming up, our annual Young Eagle event**

Saturday Oct. 19 will be our annual Young Eagle event and again we need Y-E candidates, pilots, ground crew and as many chapter 866 folks at Dunn Airpark for this event. This is a fun time for us. Even if you're not doing the flying it is a blast to enjoy being around these youngsters when they get the plane ride.



Pictured above, Fred Burgess with new Young Eagle

## *Chapter 866 Officers*

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## *For Sale*

*1940 J4A Cub Coupe ground up restoration 2006*

*105 hrs since total restoration 2079TT*

*A65 -8, engine – 474 hr. SMOH. 110 hr since top overhaul. New Slick Mags and ignition harness. Grove DISC BRAKES! Sealed lift struts, McCauley metal prop., six yrs on new Polyfiber cover. #143 Pottytone paint ( cub yellow) Original style instruments (overhauled by Keystone) . Original wheel pants, two fuel tanks (new) one behind seat and the other in the nose. Hand held Sporty's radio and Sigtronics intercom. 2 head sets. New windshield **(Light Sport compliant too!!)***

*\$24,500*





**Contact Gordon Olsen**

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**Chapter Breakfast  
Sat. August 3, 2013 8:00 am  
Building 10 – Dunn Airpark Chapter**

**Meeting  
Weds. August 7, 2013, 7 PM  
Building 10 – Dunn Airpark  
Titusville, Fl**

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