



TALESPINNERS

Experimental Aircraft Association Chapter 174
Chartered 1966 www.eaa174.org Cincinnati, OH

Vol. 42, No. 8

<< Next Mtg: Sun, November 16, 2:00 PM, Hawk Bldg, Clermont >>

Nov 2008

President:	Doug Auxier (513-623-1423)	Tech Counselors:	Howard Wells (513-683-1657)
V. President:	Greg Baker (513-585-1844)		Gary Collins (513-722-7877)
Secretary:	Tom Jenkins (513-404-5201)	Flight Advisor:	Don Fairbanks (513-732-5852)
Treasurer:	Phil Cady (513-237-5163)	Newsletter Editor:	Kim Laing (513-722-2336)

President's Notebook: Engine Failure

by Doug Auxier

A lot of us have experienced some sort of engine failure, either in a car, truck, motorcycle, whatever; but that is generally not life threatening. Now, in an airplane, well, that can get complicated. Most pilots never experience any serious engine problems, and that is a good thing. I thought that I would share my experiences with you.

The first time I had a potential failure, I did not know it. When I first bought my T-28 in 1997, it was in California, and that is where I learned to fly it. While there, the annual came due. I had become acquainted with Bill Jones, the owner of Aircraft Cylinder and Turbine, which is one of the premier rebuilders of 1820 Wright-Cyclone engines. I decided to let him annual the engine since it was a relatively short flight from Carlsbad up to Van Nuys. We landed, put the airplane in the hangar, and I caught a commercial flight for home. Two days later, Bill calls me and says, "Doug, did you have a chip light when you landed?" (most radial engines have an electro magnet in the sumps that turns on a light in the cockpit when a piece of metal comes in contact with it to let you know you might have an engine problem). I told him no and he proceeds to tell me that they found a broken valve spring, and when he pulled the oil screens, he found a bunch of metal. Not good! Anyway, I wound up with a new engine, and, although I did not have an in-flight failure that day, it was on the horizon.

Fast forward to July 2006, on Sunday before Oshkosh. Todd Winemiller and I flew a formation dedication flight for the new Batavia Township Hall. When I got back, I wanted to change the oil before going to Oshkosh the following Friday, so I pulled the plugs to let it drain and went home. The next day, we finished changing the oil, but when we checked the screens, we found a very, very small piece of metal.

We refilled the engine with oil, ran it, and everything seemed fine. I made a mental note that when I left on Friday for Oshkosh, I would circle I-69 for awhile to make certain everything was all right. Friday came with rain, low ceilings, etc.; and, after waiting around for awhile, hoping, I decided to go Saturday. Saturday morning was still overcast with low ceilings. Finally they lifted around noon to 2-2,500 feet and were 7-8,000 feet about 60 miles west, so I launched. Of course, with all of the waiting, looking at weather channels, computers, calling Flight Service, etc., and a big helping of Get-There-Itis, I forgot all about my plan to circle the airport to check the engine for anything abnormal. The run up was fine, prop cycled correctly, and the engine power check was as good as always. After take off, getting the airplane cleaned up, trying to stay out of the clouds and Cincinnati air space, I saw my JPI flashing, which it sometimes did if the generator was charging hard because I had it set a little low and never changed it. I reached down and pushed the button to get it to cycle past that part and as I did, I noticed that is said "oil", and not "bat". Hmmm, oil - OIL!!!! I started pushing the cycle button to see what it said, pushed too fast and went right by it again. What did it say? Turn around, stay out of the clouds! Where is the airport? Can't climb! Fly the airplane! Come on, settle down, turning towards home. JPI - finally get it to oil temp reading 117 degrees C. Now, that is high - normally 94-98. What is going on? Let's get home, stay out of the clouds! Don't descend! Come on, FLY THE AIRPLANE! Where's the airport? Why did I leave with these low ceilings and poor visibility? Boy, those fields look small. Open cowl flaps, might help cool the oil - no, that's more drag. Okay, there's the airport, they are using runway

(continued on next page)

(from previous page)

4, I am straight in for 22. That's okay, wind not that bad, and I want this thing and me on the ground! Oil temp not going any higher - good; not going lower either. How long before it seizes, can't climb! When should I lower gear? Saturday is busy at I-69. I am making calls announcing that I have an engine problem, not too scared now. Somebody down wind for 4. I announce again landing 22, he finally and reluctantly says he will wait for me. He did not know it, but I was going to land no matter what. Okay, engine still making good power, no noises, banging or shuttering. Getting close, can I glide from here? Doubt it. Got to slow down, 160 knots indicated, speed brake, okay there's 140, gear down, it's locked, speed brake up, too much drag, ¼ mile final - flaps full, okay let's stick it, a little fast, tailwind, okay runway made, throttle closed, it's on, good, relax now.

I put the airplane in the hangar, went over to Sporty's for some hotdogs and tried to settle down.

After about an hour, I threw my stuff in the Twin Bonanza and took off for Oshkosh.

Mistakes I made: 1) Didn't fly the airplane on Monday after I found the metal. 2) Didn't fly around the airport on Saturday before I left. 3) Didn't have JPI set right so that I would know when it flashes it means something. 4) Probably was closer to Blue Ash and should have gone there instead of turning around. 5) I do not normally fly this airplane with low ceilings because the glide ratio is not very good, and climbing when you have a problem is a good option, I probably should have waited longer. 6) Flaps with tailwind not real smart either.

Anyway, the point of all this is to help you avoid the same mistakes that I made.

Gary has a very good program for our next meeting, Sunday, November 16. Hope you all can come.

See ya out there,
Doug

First Annual SWORFI Big Success

by Gary Collins

If you missed the SWORFI flyin at Winemiller's grass strip you missed a good one. The weather was beautiful, there were lots of airplanes (35 +) and some of them came from a good distance while others came from only a few miles. There were some interesting radio communications assisting newcomers in finding the strip. You could tell pilots used to flying from grass - who had no trouble -- from those used to looking at asphalt runways.

The South Western Ohio Regional Fly In was the idea of our President Doug Auxier and he and Todd Winemiller carried it off very well and they deserve recognition and congratulations. One of the goals of this flyin was to emphasize Light Sport Aircraft. A dealer for the Flight Design CT brought two planes from northern Ohio. One was last years model (CT) and the other was the newest version (CTLS). Both attracted lots of attention. Doug even tried one on for size! A fellow from West Virginia arrived in his all wood Dekota Hawk on Friday evening and camped over night. His plane was awarded the Outstanding LSA at the event. Most of the LSAs that attended were powered by the Rotax 912 engine. The one with a different engine was the new Zenith 601 XL flown in by our own member David Gallagher. It is powered by

the Jabiru 3300. It is pictured on page 77 of the November issue of *Sport Aviation*. As an aside, note the Pober Junior Ace on page 75— it was built by David's brother and uses the Rotec R2800 radial engine which gives the plane an antique appearance.

SWORFI was such a success for a first time event that we should do it again next year.



October Program Review

by Gary Collins

David Gallagher provided the program for the October meeting and brought his new Zenith Zodiac 601 XL to Clermont County airport. He gave us an update on it with emphasis on the 40 hour fly-off period.

After a brief discussion inside, we went outside to the plane for “show and tell”. The plane and engine are performing as advertised and David is very happy with it. By the time of the meeting David had just completed the fly-off time and family members were getting rides. Congratulations David!



November Chapter Meeting

Sunday, November 16 at 2:00 p.m., Hawk Building

→ Election of 2009 Chapter Officers

The nominees are:

Vice President: Tom Volz

Secretary: *volunteer needed*

Treasurer: Phil Cady

→ Stewart Aircraft Finishing Systems

The company is providing several DVDs. We will start with an introduction to the process which takes about 50 minutes and we will look at the others over the coming months. The Stewart system is very interesting in that you can cover a wing in your house with no odor problems. It uses any of the existing dacron aircraft fabrics and water based glues, UV protection and final coatings which will also work on metal or composite structures.

→ Annual Christmas Party

We'll be planning for the annual Christmas party. This year's party will be held on **December 7th at 1:00 p.m.** at the Hawk Building.

Important Reminders...

Chapter Meeting

November 16 at 2:00 p.m. at the Hawk Building

- 2009 Chapter Officer Elections
- Stewart Finishing Systems Introduction
- Christmas Party planning



Chapter Dues Due!

If you haven't yet paid your dues for the 2009 fiscal year which started Oct 1, please send \$20 to:

Phil Cady

3071 Sarsi Dr., Sardinia, OH 45171

(please make checks payable to EAA174)



Next Chapter Event

Save this date!

December 7th at 1:00 p.m.

Talespinner's Annual Christmas Party

We will still be holding the festivities at the Hawk Building.

Families are welcome! We hope to see everyone there!

