

# The TAILSPIN



July 2010



Orlando Youth Aviation Center

## FROM THE PRESIDENT.....

### No Fuelin' around !

The handwriting's been on the wall for many years and the time has finally come that the EPA, under pressure from most environmental groups, has announced an Advanced Notice of Proposed Rulemaking to address the small amounts of lead in our 100LL Avgas. The usual aviation alphabet groups have formed a coalition to ask the EPA to delay this action by 120 days. Interestingly, our own EAA is not a member of this coalition.

Manufacturers Lycoming and Continental have weighed in recently with Continental pushing 94UL (Ethanol free MoGas) as the replacement, while Lycoming wants a 100 UL spec to avoid the power loss that would result from the lower octane. Many of our smaller homebuilts already use 94UL, but there are plenty of planes out there with the old standards. The question is no longer if 100LL will go away, but when - and how will it affect our checkbooks?

### Squawk, squawk!

We've been hearing about the "NextGen" navigation standards. Some of them have now been set and by 2020, all airplanes flying in Class A, B & C airspace or above 10,000 feet will be required to have ADS-B Out capability. This capability provides for a continuous broadcast of aircraft information to controllers. While the new ADS-B Out transmitter will provide essentially the same information as transponders, those will still to be required under the rule.

The great promise of "NextGen" was ADS-B In, where all that data would be available in the cockpit, providing traffic information as well as perhaps weather and terrain information.

It seems the only real beneficiary of the new rules is the FAA. If they had adopted standards for both ADS-B in **and** out, as well as providing a reasonable timeframe for their adoption, manufacturers would have been able to come up with equipment that would benefit to the entire aviation community.



Only a week until the beginning of Air Venture 2010. The premier aviation gathering in the world will see, among other things, the biggest organized formation of DC3s since the second world war. The show officially opens on July 26, but mass arrivals begin at least 3 days earlier. Leave a note on the Chapter Yahoo Group with some contact info if you're planning to be there—we'll look for you.

## CHAPTER MEETING 6/15/10

The regular Chapter meeting will be held on July 20, 2010 in the **CHAPTER CLUB-HOUSE** on Amelia Street, west of Herndon Avenue. Look for cars and lights!





Chris Fenger with his Schweizer 1-34 at Seminole Glider Port. (Serial #48 of 93). Chris has been flying gliders since the 'early 70s' and plans to repaint this all metal craft in original factory colors.

He and his son, Pete, also restored the Schweizer 1-26A (seen landing on the right) back in 2008 and are looking forward to soaring together. Look for these guys sometime when you're out west of town.



## AN AIRLINE PILOT'S STORY

On a recent flight, the lead flight attendant escorted a young army sergeant to the flight deck. He introduced himself and explained that he was escorting a fallen soldier back to Virginia, speaking as though the soldier was still alive. I said that he had the toughest job in the military and that we all appreciated the work he does for the families of our soldiers.

Thirty minutes into the flight I learned that the parents, wife and daughter of the soldier were also on board, upset because they had been unable to see the container with their son prior to our departure. The knowledge that he was below them in the cargo bay was unbearable and they wanted to be able to see their soldier being taken off the plane.

After a two hour wait, I received the following message from our dispatcher. "Captain, sorry about the delay. On your arrival a dedicated team will meet and escort the family to the ramp to watch their loved one unloaded and transferred to the departure gate. The family will be taken to a private area where they can keep watch until their departure for the final leg home. Please pass our condolences on to the family."

On arrival I stopped the plane short of the gate to make an announcement. "Ladies and Gentlemen, we have a special passenger on board who deserves our honor and respect. His name is Private \_\_\_\_\_, a soldier recently killed in action. He is below us in the cargo hold and is escorted by Army Sergeant \_\_\_\_\_. Also on board are his parents, his wife and his daughter. Your flight crew is asking that all passengers remain in their seats to allow the family to exit the aircraft first."

We continued to the gate and shut down. When I opened the cockpit door, the flight attendants reported that every passenger had remained seated, waiting for the family to exit. One passenger had started to clap and soon the entire aircraft was standing and clapping. Words like "God bless you", "I'm sorry", "Be proud", and "Thank you."

The family was escorted down the ramp to rejoin their loved one. Many of the passengers thanked me for the announcement I'd made. "Just words," I replied. "I could repeat them often, but nothing will bring back that brave soldier."

## HOMEBUILDER ASSISTANCE

As work on the Chapter Clubhouse progresses, we find that more and more tools and other stuff are appearing in the tool room. Although many of these belong to Bruce, many are chapter property and available to members. We hope to create a consolidated list of tools and equipment (volunteer?) in the near future. Also keep in mind that Jim Buchan is an "Official" EAA Tech Counselor who can usually be prevailed upon to offer another set of eyes and an opinion on any building project. He also has the paperwork for your builder's log, which can help you obtain your repairman certificate.

## YOUNG EAGLES SCHEDULE 2010-2011

September 25, 2010 at Orlando—This will be our first rally flown at the new Chapter 74 Clubhouse and Ramp.

November 20, 2010 Location TBA  
January 22, 2011 Location TBA  
March 19, 2011 Location TBA

Come out and join in the fun!!!!!!!!!!!!!!!!!!!!!!!!!!!!

## CHAPTER 74 CLUBHOUSE

The Chapter 74 clubhouse, located in the front part of the old Flight Express hangar on Amelia Street, is slowly becoming a reality. The north side exterior has been painted and most of the heavy work for the central air system has been done. Many thanks to recent new member Ryan Williams who came out and worked with Bruce and Tim last Saturday. It's all good!

### EAA Chapter 74—Officers and Directors

Pres Jim Thomas	Dir10 Greg Vogelpohl
VP Barbara Phillips	Dir10 Matt Vogelpohl
Sec/News Tim Sweeney	Dir11 Bruce Hotz
Treas Bob Kosar	Dir11 Carolyn Biter
VP(NV) Kim Showalter	Dir12 Tom Carveth
Air Boss Mike Sills	Dir12 Chuck Bull

*The story on the left was submitted by King Lindbloom. Unfortunately I don't know the original source.*

## Repeating myself..... again

I know that I occasionally repeat myself about something, but some things bear repeating - and besides, I'm old, and I got that way by paying attention when some things were repeated, so there.

Anyway, the subject today is p-leads. I know that the majority of you out there already know all about them, but this is for the two folks who missed it last time. They're nice people, and deserve to depart this vale of tears some day in the distant future, with all the body parts that were issued on delivery. Knowing stuff about p-leads can be a big help in this area. To begin - how do you shut down the engine on your usual flying machine? Not a trick question, but most folks who learned to fly after I was out of short pants were taught to do it by leaning out the fuel mixture until the engine realized that you were serious, and quit running. This has one major advantage over the earlier way of shutting down by just flipping the ignition switches off. Ignition cut-off stops the plugs from firing, and the prop continues to rotate for several seconds. This pulls air through the carburetor as usual, and into the cylinders which are not firing, leaving the cylinders filled with the explosive fuel mixture which also washes down residual oil on the cylinder walls. On the next start-up, the engine turns over and fires with little to no oil on the cylinders, causing excessive wear. This is not good.

Shutting down by leaning the mixture prevents this wear on dry cylinders by burning the fuel in the cylinders until it is too lean to fire. This also prevents leaving unburned fuel in the cylinders which washes down residual oil, leaving the jugs nicely coated with a thin layer of lubrication. On the next start, when the engine fires, this oil lubes the jugs for the first couple of revolutions until the oil pump sends fresh oil into the system, and everything is just ducky!

As always, though, there is always a fly somewhere in the ointment. This particular fly is a little bitty piece of wire called a "p-lead". When the ignition switch is turned OFF, it closes the circuit that grounds out the magnetos, effectively stopping all plugs from firing. When ignition is turned ON, this grounding circuit through the p-lead is interrupted, and spark is restored to the plugs, normally resulting in a lot of satisfactory engine noise and propeller activity. Here comes the fly - sometimes this p-lead fatigues and breaks, or becomes disconnected, and turning the ignition OFF does nothing - the plugs are still "hot", and will fire if the propeller is rotated. This is where the scene is set for an accident. The engine is shut down with the mixture but a small amount of fuel is left in the intake manifold. Along comes someone who wants his picture taken with the plane, or wants to "adjust" the prop to a more pleasing angle, and the prop is moved slightly - but enough for a plug to fire. The prop whips around, and someone loses an arm, a leg, or some other useful part of the body. To make things worse, with the use of 100LL fuel, deposits are built up in the cylinder that retain considerable heat, and this can cause a "cook - off" of the engine without any outside input, surprising everybody in the vicinity.

There is one thing that you can do that will help prevent some of these accidents. Every now and then, instead of shutting down as usual with mixture, flip the ignition OFF for a second. If the engine quits momentarily, all is well. If it DOESN'T quit, you've got a problem - the mags are always HOT and you need to gettum fixed ASAP! Be careful out there - **Bob**



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