



EAA CHAPTER 866 NEWSLETTER TITUSVILLE FLORIDA

EAA-CHAPTER-866.ORG

December 07



The Prez Sez

Thanksgiving is past and I want to tell you I'm very thankful for the many volunteers we have here at chapter 866. Each of you that pitch in and take care of things makes this a terrific organization to be associated with.

There used to be a song that said "Don't it always seem to go that you don't know what you've got till it's gone." Last pancake breakfast I became especially grateful for Jerry Russell and all those previous breakfasts he has served as our egg chef. He was absent last time (off with his wife Sharon who was on a business trip) and we needed somebody to step up to the grill and take his place. I boldly volunteered and grabbed the spatula and a can of Pam. Someone slipped an apron on me to protect my "Smilin Jack" shirt, and I was ready for action. When the crowds arrived our Master Pancake Maker (Larry Gilbert) was well prepared but a line soon formed with people waiting for their eggs. I struggled and got through it, but I must tell you there were some ugly looking eggs fried that morning. Some kind sympathetic folks tried to make me feel good by saying the eggs tasted great. The main thing I want to say is; "Sharon, next time you go on a business trip, leave Jerry at home, -----**please**"

One thing I realized out of this experience is that those who do the cooking and associated duties miss out on seeing all the beautiful airplanes that fly in. It would be good if we could develop a buddy system to give them a break to enjoy all the activities.

Our next breakfast is December 1st and our monthly meeting is December 5th. At the meeting we'll have a propeller expert as our speaker. Also, its election month, so be there or be elected.

See you soon. *Dan*

Program for December Meeting

Mr Art Michand of PropWorks, Inc. has agreed to be our speaker for the December meeting. Their shop is in Kissimmee (not sure if it's on the airport or just near-by.) He

has a 30-40 minute presentation and likes questions. One thing he will cover is proper propeller maintenance.

November Breakfast

As Loretta and I loaded the truck and headed for Dunn Airpark I noted that the temperature was in the mid 60s, there was a slight breeze, a sliver of the moon was showing, the sky was clear and you could almost see the Bahama islands.

Another fantastic turnout! Thirty five airplanes flew in and 117 people bought breakfast! So many planes came that parking was becoming an issue. Greg Smith did a first class job finding spots for our fly in attendees. A difficult job!

Loretta and Donna had a fine fare of biscuits, gravy, grits, and sweet stuff laid out to go along with the pancakes, eggs, bacon, and sausage cooked up by Dan, Larry, and Ray.

Since I'm working the grill I can't write about what unusual and interesting planes showed but I did get to see the five or six formations as they arrived. The high speed guys make a low pass with smoke on and it's beautiful and there was a low speed formation of five Cubs and a Luscombe that was striking!

Our monthly breakfast is the main revenue source our chapter has. Thanks to those members who faithfully show up and work we have a little money in our treasury.



This Months Flyin

Larry Gilbert

After our monthly breakfast I decided to fly Fancy around since it was coming up on two weeks since I had flown last I had to get it out of my system. Loretta went with me and although it was windy the only time it was rough was during the take off and landing over the trees on runway 4. Great day! She also flew up to Massey Ranch with me for some 100 lotsa lead avgas.

At our monthly meeting Alberto treated us to a slide show of his aerial travels and all he had to do then was say we oughta have some fly outs and the very next Saturday the first one happened! Five planes from Dunn aimed southwest towards Winter Haven to their annual fly in. Jerry in Tripe 66D, Steve Miller and his son in his C152, Ben and the Baby Ace, Jim Garrison and Patti in his Bonanza, and Fancy with Loretta and me. When we taxied Fancy out to 33 and turned off one of her magnetos she said, “uh, uh I ain’t feeling that good when you do that and she turned the tachometer down over 300 revs. I radioed Ben and said that we were not going to make it because of this and he said they’d miss us. Fancy took us back to the hangar and we pulled the spark plugs thinking one of these would be fouled. None were fouled but the insulator was broken in one of them. I installed a spare plug that I happened to have and did another run up. This time there was less than 100rpm drop on either magneto. Great, we can still get there so off we went and after a nice 46 minute flight, we slid into the pattern with a bunch of other planes. We were met at our parking spot by Jerry and Ben asking what had been wrong. We were there in plenty of time to get a nice lunch and look at some of the airplanes and stuff. About 1:00pm we decided to see if we could find our way back to Dunn. After propping Ben’s Baby Ace we jumped no, climbed into Fancy and fired up the engine and then the GPS and proceeded to the active runway. Good runup again! When our turn came we lined up on the runway with the GPS displaying the route home. Our airspace is very complex around here and having the GPS receiver helps keep ~~you~~ (ME) out of trouble. We caught up with and passed Ben in the Ace near the tall tower just northeast of Lake X airport. (he’s the only one we can ever catch!) Fifty minutes of listening to Fancy’s rhythm Dunn Airpark came into view and we set up for a landing on runway 4. Wind 350 at 7 favoring runway 33. Fancy and I prefer the turf and she doesn’t mind a little cross wind so we landed on the grass. Minutes later, Jerry landed, then Ben, and then Steve. Jim and Patti were in the gear up go fast Bonanza and have been back for twenty minutes. Debriefing is in my hangar so we sat around my hangar for a while and talked about our arrivals and departures at Winter Haven. Life is good!

The next weekend Loretta and I decided to fly to Valkaria for their monthly breakfast. The day was perfect with just a whisper of wind out of the North. Before we left Ben Charvet showed up and said something about working all day but

maybe he’d do a local flight in the Baby Ace. He said his wife, Carol, is at home painting a room and she doesn’t like the mess he makes when he paints anyway. Great reasoning! Loretta and I left in Fancy and flew to Valkaria. We were kind of late getting there and were the last to have breakfast there. After breakfast we looked around a little and were walking out to the plane when I spotted N39D, Ben’s Baby Ace. He landed on runway 9 and came taxiing in with a big grin on his face. We told him that breakfast was over and he said OK I’m just going to head back. I told him that we would probably catch up with him before he got back to Dunn. (Fancy is a high speed machine ya know!) We caught up with him when we were about abeam to Merritt Island Airport. He saw us long before we caught him so we couldn’t surprise him by blowing by him. He told me the Baby Ace is like a fighter plane and you can see planes behind you. We flew up along side and Loretta took a couple of pictures and he shot a couple of us. We slowed Fancy to about 75 mph and we kind of flew back in formation. As usual after we landed we had to get together and discuss the flight. Fun!

Pigeon Meal at Dunn Airpark

When I was a kid (1940s) we had pigeons that took up residence in the garage and chicken house and they made a mess. This made my grandfather angry so he decided to shoot them when they’d light in our gravel driveway. He’d get the 22 rifle and shoot them from the second story window of our house. He’d clean and cook them for the family and all of us enjoyed them. He kept the pigeon population in check and provided some good eatin for us.

Dunn Airpark is having problems with the growing population of pigeons. Most hangar tenants with pigeon problems are covering their planes and cleaning up the messes on the floor. At a meeting on Wednesday the 19th of Oct., 2007, we discussed having a pigeon shoot using shotguns and then decided against it because of the noise it would make and cause the residents near the airport to complain. We sure don’t want to rile them up because the next thing you know they’d be complaining about the buzz jobs in the neighborhood! If you are a tenant and in your hangar you have some resident pigeons, get a couple of em. If each one of us will murder just two of these we can eliminate some of the problem and if you clean them and freeze them right away we can have a pigeon roast at the airport one day in December. They are being grain fed by some old geezers on the field so they ought to be nice and plump!

Flying

Alberto Silva



In the last chapter meeting I showed “a few” pictures of some of my latest adventures in my C-172. Although it was somewhat long, there was good feedback from the group. One of my objectives in showing all these pictures was to convince everyone to just take pictures at the things that we see as common while flying. Showing those pictures to non-pilots usually sparks great interest and is a good way to find flying companions. It was fun for me to be able to share some of my flying adventures with the group. The other objective was to see if we can coordinate weekend flyouts from Arthur Dunn so that we can jointly enjoy what flying brings to us.

The first Saturday of November, right after our breakfast, I went to a fly in at Loves field, just north of Lady Lake. It was a great fly in with at least 150 airplanes and lots of food. Many of the airplanes that went to our breakfast were there as well. I arrived just in time for the food and stayed late to see the parade of airplanes taking off. It is always fun to watch airplanes. This is something that, with a little bit of coordination, we could have had some additional representation from Arthur Dunn.

As part of the discussion that took place, I mentioned that it would be nice to fly as a group on Saturdays or Sundays somewhere for breakfast. Now that the weather cooperates better than in the summer, we can even do some mid day activities instead of just morning activities. Naturally, someone needs to at least find out what the options are and let the rest of the group know. I am going to get with our efficient newsletter editor to get a distribution list and provide some options for week end flying. I will make an “executive decision” as to where I will be flying and a departure time just in case anyone wants to join me. If you don’t want to join whenever I may be going, you will still have the other options available to go fly. Even if your airplane is not airworthy at the time, you can always show up and grab an empty seat in someone else’s plane. There are always empty seats....What a waste! By the same token, when you know of good flying places to go, you can let me know and I will pass on the information to the rest of the group. Steve seemed to know about a lot of fly ins in different places. Maybe he will let us in to the secret. I will be prying the information out of him at some point in the near future.

On another note, this has been my latest flying: The second week end of November I flew to Destin. For my C-172 this is a long trip! We ended up doing over half of our flying at night and it was great. While flying in dark places, we turned off all the cockpit lights and the stars were incredible. The Milky Way, seldom seen from the ground, was very bright and clear. While in Destin, we drove to the Pensacola Naval Air Station to see the homecoming Blue Angels air show. We had a great time at the air show.

The night flying brings up another point. Particularly at this time of the year, it is very easy to keep your night proficiency because the nights start early. At the same time, it is also something different and fun. One of the other activities we could do is to go to dinner somewhere like Vero Beach late in the afternoon. While on the trip to the restaurant, we can enjoy the sunset cruise and watch the sunset. Returning at night over the river is a very pretty flight. Even when I don’t have anywhere to go, I will do my “mini cross country” to keep proficiency. I will fly to Space Coast and Merritt Island with full stop landings at both at night. In between, I do a little bit of sightseeing just for good measure. If you have not flown at night in a long time, maybe a quick flight with one of our favorite instructors can provide a little added confidence in night operations. Anyway, if there is interest, we can coordinate a sunset cruise with a dinner at Vero Beach on a weekday, when there are no crowds.

I know that these flights are not particularly peculiar or unique. However, our editor has requested for someone else to write something once in a while for the newsletter. I like to share my flying adventures and this is the perfect place to do it. Maybe some of you will send something to Larry about your flights and what you have been doing. I find it interesting to know what other people are doing and many times it gives me ideas for my own flights. For example, right now I am looking for a nice place to go with my dad for about three days. We have been to the aviation museums in Pensacola and Warner Robins, to the Bahamas, Key West, and Savannah. If anyone has any suggestions for a nice three day mini-vacation, I’m open to suggestions.

Anyway... more to come in the coordination of fly outs from Arthur Dunn. Be on the lookout.

Aircraft Carburetor, Parts Shipments Stopped.....(Your lawyers at work)

The company that makes the majority of carburetors and associated replacement parts for the most popular general aviation engines says it's stopped shipping as of Nov. 1 because it can't afford the insurance. Precision Airmotive's MSA carbs are used on most of the Lycoming, Continental and Franklin engines currently in service and are also put on new engines. Precision spokesman Alan Jesmer told *AVweb* that the action resulted from the company's being named in numerous lawsuits, regardless of the involvement of its

products in the incidents that gave rise to the suits. The cost of dealing with the litigation marginalized the business.

"Precision has seen its liability insurance premiums rise dramatically, to the point that the premium now exceeds the total sales dollars for this entire product line," he said. Since the supply of carbs and replacement parts for the majority of piston-powered aircraft can't simply be allowed to dry up, Jesmer said Precision's action was a wake-up call to the rest of the industry to get involved with the issue and he expects some sort of resolution in the next week or so.

Jesmer said Precision is a relatively small company and can't be expected to carry liability responsibility of this magnitude on its own. It's hoping one of the major engine manufacturers will indemnify the carbs or that someone will step forward to buy the carburetor business. He stressed that there is an inventory of carbs and parts in the warehouse ready for resumption of shipping when the solution is found. The float-type carbs, which have been around since the 1930s, have a proven reliability record and continue to fly more than a million hours a year, Jesmer said. After decades of service, the reliability of these carburetors speaks for itself.

Wolk Obtains \$53 Million Jury Verdict -- From Precision & Teledyne

Arthur Alan Wolk, together with Philip J. Ford and Cheryl DeLisle of the Wolk Law Firm, and Terence R. Perkins, of Smith, Hood, Perkins, Loucks, Stout & Orfinger in Daytona Beach, obtained the largest aviation verdict ever in Volusia County, Florida. The jury returned a verdict of more than Fifty-three Million Dollars (\$53,000,000.00) in compensatory damages allocating 70% to Precision Airmotive, LLC, maker of aircraft carburetors, and 30% to Teledyne Continental Motors and Teledyne Technologies, makers of aircraft engines. The jury also returned a One and a Half Million Dollar (\$1,500,000.00) verdict in punitive damages against Precision.

The trial ended Thursday July 26, 2007, nearly eight years to the day after the Cessna 150 training aircraft crashed when its Teledyne engine failed on a nighttime takeoff from the Ormond Beach, Florida Airport. The crash severely injured the two occupants: a flight instructor and a student pilot. The occupants suffered facial injuries which required extensive reconstructive surgery, and both occupants suffered years of depression and anxiety from post traumatic stress disorder. Both victims were working towards airline careers and as a result of their injuries were foreclosed from that occupation.

The cause of the engine failure was a defective carburetor purchased new from the defendant Precision and the engine suffering a stuck exhaust valve. Together with the overly rich fuel mixture from the carburetor malfunction and the valve

malfunction, the engine quit. Wolk proved that the Teledyne stuck valve problem had been noted by Teledyne during fuel testing in 1994, but was never corrected. Wolk also proved that carburetor defects were known to the manufacturers since 1954 and after the carburetors failed Precision's own test protocol in 1992, instead of more rigorous testing, Precision merely changed the test requirements. Results of the carburetor tests were questionable, but rather than use a gasket that would retain most of the required operation characteristics, Precision chose one that did not because the safer and better gasket would require changing the fluid used on its test bench.

Teledyne offered nothing before trial and Precision offered Three Million Dollars (\$3,000,000.00) against a Twenty-five Million Dollar (\$25,000,000.00) demand. The offer in mediation was Three Hundred Thousand Dollars (\$300,000.00). The proceedings were unusual in that they were video broadcast on the internet in real time. The nine day trial, which was expected to last three to four weeks, had a bizarre twist. After the plaintiffs rested, Precision called its product support manager who claimed that the torque required to keep the carburetor halves together in service really was not intended to be required after assembly, and he denied there was a problem with loose screws by claiming that any problem was related to a particular engine's vibration. Wolk proved that carburetor bowl screws were repeatedly found loose in new carburetors out of their packing boxes before engine installation had even occurred.

Precision also called a mechanic expert who opined that high engine temperatures and lack of specified oil changes and unsatisfactory engine cooling baffles caused the valve stickage and not any defect in the carburetor or engine. Wolk established that no official investigator found any problem whatsoever with either the engine baffles, oil changes or maintenance issues with the engine. More importantly, an exemplar aircraft was flown in test without any baffles at all with no adverse results. In addition, Wolk proved that the witness's direct testimony was inaccurate and that the witness had been criticized as unreliable and misleading by a prior court while witness's testimony on direct stated that his only prior problem was that a court that didn't like an exhibit he made.

After cross-examination of two of some twenty identified defense experts, Precision rested and Teledyne called no one in its defense, relying on the two discredited joint expert witnesses. The jury's verdict was swift, taking only three hours. The defense strategy for Precision and Teledyne was their typical personal attacks on plaintiffs' witnesses and Arthur Alan Wolk, plaintiffs' counsel, a strategy that has repeatedly proved disastrous for these defendants.

The largest aviation verdict of all time was also obtained by Arthur Alan Wolk and The Wolk Law Firm team in Florida, - - Four-Hundred Eighty Million Dollars (\$480,000,000.00) in 2001 against Cessna Aircraft Company.

NASA Survey Painting a Target on Participants? (feel safer now?)

The survey (NASA Will Release "Secret" Pilot Safety Survey - Oct. 31, 2007) was not done scientifically — and was done with a promise of confidentiality (as is the case of almost all NASA safety input). If NASA is forced to release all the survey data, it will be the end of the input of safety data from pilots. Who will want to be called before a Senate committee to lambaste the FAA — or have the data used against them? The only input NASA will then receive is from pilots who think they may have committed a violation — just self-serving!



Ed Brady

OK, too many people have been able to ID the airports depicted in the "where are we" photos so, here's one that may not be as familiar to as many of you. Where are we?
Last month was MCO correctly identified by Steve Pangborn, Dan Hillman, and Alberto Silva.

President	Vice Pres.	Secy/	Treasurer	Newsletter editor
Dan Hillman 5128 Dorian Ave Orlando, Fl 32812 407 851 3283 DJ777ord@aol.com	Stu Sammis 3155 Knox McRae Titusville, Fl 32780 321 269 0803	Neale Cranston 2021 Malinda Lane Titusville, Fl 321 267 6226 pietenpol866@cfl.rr.com	Larry Bierman 4570 US 1 Mims, Fl 32754 321 480 8760 larrybierman@bellsouth.net	Larry Gilbert 2002 Malinda Lane Titusville, Fl 32796 321 385 1908 gil1cfl@aol.com

**Monthly Pancake and lots of other stuff
Breakfast Sat Dec. 1, 8:00am –
Dunn Airpark, Titusville, Fl**

**Chapter monthly meeting Weds.
Dec. 5, 7:00 pm**

**Chapter meeting room, bldg. 10, Dunn Airpark,
Titusville, Fl.**



Photo by Alberto Silva on one of his aerial adventures (Where are we photo?)