

# EAA CHAPTER 534

Newsletter

Dec 2014

## New/Old Business:



The Chapter Christmas Dinner on Dec 6<sup>th</sup> hosted by Paul and Barbara Adrien was superb as always! Thank you Barbara for your great cooking, and thanks to both for being great hosts!



Steve Barber was our Santa for the Chinese Auction. Paul Adrien was Santa's helper!

Our yearly gift of the Clown Picture, was a hit. Steve and his wife tried to keep it, but alas I'm not sure who ended up with it. Just remember, it comes back next year!

## Adventures in Aviation

Or

“How stall and unusual attitude training helped prevent a bad day!”

By John Weber

Last Thursday I went out to fly the Rans S-12 after changing the spark plugs and draining and replacing the fuel, as I had not liked the way the engine was running the last time I flew it. The engine cranked right up and ran just right. I climbed up to 2,500 feet and did some power-off stalls to check the engine response when going to full throttle. The engine performed well to my expectations, then I noticed that the coolant temperature was quite low. It was showing a temp of about 130-135 degrees F. The normal operating temp range per the manual for the engine is to be 140-175 degrees. The Rotax 582 is well known for “cold seizures” of the engine if power is applied rapidly, and here started the conundrum.

I always try to fly any 2-stroke with keeping a spot to put it down in case of an engine failure. (Been there, done that twice). This, to me, was a good chance for the third time. I wanted down under control ASAP. The options to me in my mind at this time were 1. Cut the power and basically do a dead-stick landing from 2,500. Figured it could seize at any time. 2. Keep a reasonable amount of power in trying to keep the engine warm. Found even in the yellow arc, had only about a 100-150 fpm descent rate. This was going to take a long time to get down. The longer it took I felt the greater length of time that the engine could seize. 3. Keep some power in (4K rpms) and do a “falling leaf” maneuver to get down quicker.

I ended up doing option 3. I brought the nose up, stalled it, and did a 1000-foot falling leaf. I had a forward airspeed of about 42 mph, and a descent rate over a 1,000 fpm. I made a regular stall recovery at pattern altitude, flew a high pattern and slipped to a regular landing. Would I have had an engine failure if I had done this differently? I don't know for sure, but I was glad to get down as rapidly as I did under control. I felt that things went well for me that day; I don't know for sure how it would have worked out if I had a complete engine failure.

As pilots, we do a lot of training with emergency landing procedures and stalls to get our licenses, but how many of us practice these skills on a regular basis? I know many pilots don't like doing stalls and only do them every other year for their flight review, but I would encourage you to get more familiar with stalls and unusual attitudes. Find an instructor you are comfortable with, go fly with Steve Wolf and Kathy Hirtz at Wingover Aerobatics, but go out and practice. I was happy how things turned out, but it certainly could have gone differently. John Weber

## MEMBER PROJECTS

Please let John Weber, [ransfly@aol.com](mailto:ransfly@aol.com), know about your aircraft projects. If you have pictures we would love to see them

### Zoom in **A Dream Come True**

Progressive Aerodyne Searey LSX  
BY THOMAS A. BOWDEN, EAA 459752; UMATILLA, FLORIDA



Check out the December issue of the EAA Sport Aviation magazine! Tom Bowden and his homebuilt Searey are featured!

**Merry Christmas and  
Happy New Year!!!**

## FOR-SALE

Page 3



**Davis DA2** Asking **\$12,000** - for more info call:  
Bill Howard 352-735-6347

### General Characteristics:

- Two -Place side by side
- Length: 17ft 10 in
- Wingspan 19 ft 3in
- Height 5 ft 5 in
- Empty weight: 610 lbs
- Gross weight: 1,125 lbs



### GLOBE SWIFT Aircraft ready to paint,

**C-145 engine with complete overhaul and crankshaft, all metal new, and no rust. Needs panel work (have material for panel) and instruments. Gear work done by Roy Brown. Asking \$25,000**

- SWIFT N2AF Serial # 3739
- **Buckaroo**
- **Firewall Forward**
- Located at Sebring Airport

Contact: Marliseay Houghton: PO Box 387, Fruitland Park FL 34731-0387 PH863-414-4335

## **UPCOMING MEETINGS:**

- **Jan 10th:** Chapter 534 will put on a Mooney Lunch. More information to come!
- **Jan 17th:** Orlando Apopka Airport - EAA Chapter 534 will be cooking!
- **Jan 31<sup>st</sup>:** Open
- **Feb 28<sup>th</sup>:** Visit to Kimball Enterprise

## ***Looking for Personal Stories involving aviation***

If any of our members would like to share any aviation type experiences they've had through the years, we are interested in hearing them. I'm sure these would be educational, thrilling, enlightening and heartwarming. If your experiences are military, career, or personal, we would like to hear them.

Please contact me: *Laura Vaughn* ([mailto:ljv3660@hotmail.com?subject=Aviation Stories](mailto:ljv3660@hotmail.com?subject=Aviation%20Stories))

## **EAA CHAPTER 534 OFFICERS:**

President: Joel Hargis

Vice President: John Weber

Secretary: Steve Tilford

Treasurer: Ed Cihoski

Directors: Robert Vaughn, Steve Barber, Paul Adrien, David Pierce.

<http://www.534.eaachapter.org>