



# PROPWASH



## EAA CHAPTER 501's NEWSLETTER

( [www.eaa501.org](http://www.eaa501.org) [www.501.eaachapter.org](http://www.501.eaachapter.org) ...[www.facebook.com/eaachapter501](https://www.facebook.com/eaachapter501) )

November 2017

No. 43-11

## Fly-In this Saturday!

Weather permitting, on November 4th EAA Chapter 501 will be hosting its first Aeroflex-Andover Fly-In. [CLICK to see the flyer.](#)

You ask, "Haven't we done this before?" Well, NO, not yet, but we sure have tried: May 21, 2016 had ceilings too low to fly. On October 1, 2016 it rained. May 13<sup>th</sup> of this year it poured and the May 20 rain-date had to be canceled because we were shorthanded. There is no rain date for this Saturday. [CLICK for the Accuweather weekend forecast for Andover.](#)

We are planning for this event right up to the last minute so Chapter 501 members please [CLICK HERE to see Fly-In Chairman Steve Vail's checklist](#) to see who volunteered to do what. If your name is not on the list, please call/[email Steve](#) and volunteer to help!



### NEXT EAA 501 CHAPTER MEETING

6:30pm, November 8  
at Aero Safety Training

Program: Aeroflex Fly-In  
Debrief and Recap  
plus EAA November Chapter  
Video Magazine

EAA Chapter 501's  
Christmas/Holiday Party will be  
6:30 PM to 10:00 PM December 13, 2016  
Sunset Pub and Grill

See Page 7 for the details.

Seating is limited so get in your dinner orders  
and payments for members/guests ASAP.

## EAA Chapter 501 Meeting Notes - October 11, 2017

### 2018 OFFICER ELECTIONS AT NOVEMBER MEETING!

#### **EAA Chapter 501 2017**

**President:**

Jonathan Seibert  
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**Vice President:**

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973-632-5764

**Secretary:**

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201-444-1524

**Treasurer:**

Don Provost  
[provost@eaa501.org](mailto:provost@eaa501.org)  
973-492-9025

**Board of Directors:**

Jon Seibert  
Bryant Dunn  
Ron Reinartz  
Don Provost  
Larry Kalb (12/18)  
Greg Dwyer (12/17)  
Allen F. Dunn (12/17)

**Young Eagles:**

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**Fly-In:**

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**Eagle Flights:**

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**Webmasters:**

Don Provost and  
Jon Seibert

**PROPWASH** is the official publication of EAA Chapter 501  
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Meeting called to order by at 6:45 PM by President Jonathan Seibert who welcomed the members in attendance in the main conference room of Aero Safety Training at Lincoln Park Airport. Notes published in the October newsletter for the September meeting were approved by the Chapter membership, unanimously.

#### COMMITTEE REPORTS:

**TREASURER** – Don Provost – The Chapter's finances continue to evidence solvency.

**NEWSLETTER** – Don Provost – Don needs those 500 words or less articles.

**WEBMASTERS** – Don Provost and Jon Seibert- Both sites, No Report.

**MEMBERSHIP** – Lee McQuade – In attendance, but no guests.

**YOUNG EAGLES** – Allen Dunn – The Young Eagles Event of October 8, 2017, was cancelled due to inclement weather. Thanks to all those who were ready to fly and support the ground operations. We will initiate our next Young Eagles Event in April of 2018.

**EAGLE FLIGHTS** – Craig Reding – Not in attendance and no report sent. Ron Reinartz will contact Craig Reding regarding non-Chapter persons flying 501 Eagle flights.

**FLY-IN** – Steve Vail – November 4th is the Chapter 501 Fly-In at Aeroflex. All committee chairs have agreed to their areas of responsibility. Steve went over a 2 page document that summarized the various initiatives and leaders responsible for this event. The suggestion to provide free food at the event was unanimously approved by the membership. We will see how this works out at this Fly-In for consideration at future Fly-Ins. Please plan on arriving at 8 AM.

**GOOD AND WELFARE** – Allen Dunn – MORE GOOD NEWS!! Zach and Sarah (Dwyer) Cantor are the proud parents of Eva Cantor, born July 11th; Bryant and Lauren Dunn are expecting their first born in April of 2018 and; Matt and Celeste Lamm are the proud new parents of their first born, details to follow. CONGRATULATIONS TO ALL THE NEW PARENTS AND GRANDPARENTS!!!

**AIRPORT RELATIONS** – Greg Dwyer – Everything is going smoothly. The Oktoberfest Airport Celebration was a success with good weather. The 99's Poker Run was held at Aero Safety in September, having been rained or TFR'd out on prior dates.

OLD BUSINESS – Larry Kalb and Ron Reinartz went over the **slate of Officers and BOD nominees** with the members in attendance. The suggested slate for the coming year will be voted on at the November meeting. Anyone wishing to run for one of the listed offices not named is welcome to have their name added to the slate for election to any of the noted positions:

- President - Jonathan Seibert
- Vice President - Bryant Dunn
- Secretary - Steve Vail
- Treasurer - Donald Provost
- Class 2 BoD 2yr Term - Allen Dunn
- Class 2 BoD 2yr Term - Ronald Reinartz

A BIG THANKS TO DON PROVOST FOR HIS OUTSTANDING WORK AT THE INAUGURAL WINGS AND WHEELS HELD AT CALDWELL SEPT 22-24

NEW BUSINESS –

We discussed the **Christmas Party** to ensure the arrangements are made in a timely manner at the Sunset Pub and Grill for a December 13th meeting/party. Ron Reinartz will take care of the coordination of the dinner with the restaurant. We discussed the financing of the event and it was unanimously agreed that the cost per member and/or guest will increase by \$5 to a \$30 per person charge.

RAFFLE WINNERS – Allen Dunn, Allan Feid, Larry Kalb, Lee McQuade, Ron Reinartz, Jon Seibert and Steve Vail won prizes of Books and Magazines donated by Dave MacMillan, Don Provost and Steve Vail.

MEMBERS IN ATTENDANCE – Allen Dunn, Greg Dwyer, Allan Feid, Larry Kalb, Dave MacMillan, Lee McQuade, Don Provost, Ron Reinartz, Walt Reuter, Jon Seibert, Sam Thornton and Steve Vail.

GUESTS – None

ENTERTAINMENT- Dialogue on the Fly-In, Upcoming Elections in November of Chapter Officers and the October EAA National Chapter Video Magazine.

NEXT MEETING – November 8th, at Aero Safety Training.

2018 OFFICER ELECTIONS NOVEMBER MTG!

*Respectfully submitted,  
Ron Reinartz*

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## Works-in-Progress



**Francesco Murano's Babe Ace is almost done!**  
**He emails: "Looking forward for Fly-In."**

### **Charlie Derk's update on RV-10:**

10/06 email: November 1st will be 2 years since I started my build. I probably have at least two more years to go. Wings are getting close to being done. I just rigged up my aileron on the left wing. I need to leak test the fuel tank for the right wing, then attach it, rig up the aileron there, and then move on. I've already started working on the fuselage. I'm hoping that by the spring, I'll be able to sit in the plane and make airplane noises.

### **Steve Vail's C-120 annual includes some cylinder work:**

10/19 email: Vince flew me in the C170 yesterday to deliver my bad cylinders to a cylinder shop at Bloomsburg, PA. Beautiful day to fly. It is unlikely that my plane and I will both be airworthy by the Fly In, unfortunately. Cylinders will take a week, then we have to get the plane together and complete the annual, and I still need a BFR ... and I'm too busy at work to devote much time to all of that.

## Polly Barker dies at age 86

**Pauline Whitehead Barker, wife of Chapter 501 life member Harry Barker for over 60 years, died on October 12.** Both Polly and Harry have been known for a long time for their skills at hand-crafting of wood carvings. Polly’s work decorates the St. David’s Episcopal Church in Kinnelon. Harry retired not so long ago from flying and also from years of making countless trophies for awarding at Chapter 501’s Fly-Ins at Warwick Aerodrome. [Click](#) to read Polly’s obituary.



**Polly and Harry Barker (top right) at a 2016 family Thanksgiving party.**

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Get a 10% discount on 2018 Chapter 501 membership dues

EAA Chapter 501 annual dues are not due and payable until the second meeting of the year, **BUT you can get a 10 % discount if your cash or check (pay “EAA Chapter 501”) is in the hands of the treasurer by December 31 of the current year:**

2018 Chapter 501 dues:	Pay by 12/31/2017	Pay beginning 1/1/2018
Individual	\$31.50	\$35.00
Family	\$40.50	\$45.00

## October’s GAJSC Safety Topic

Each month the General Aviation Joint Safety Committee (GAJSC) Loss of Control (LOC) Work Group selects a safety topic. For the month of October, 2017, the topic is “General Aviation Survival”. The FAASTeam is on the committee and fully supports every safety initiative. We need your help in spreading this message:

The GAJSC has determined that a significant number of general aviation fatalities could be avoided if pilots were better prepared and equipped to survive forced landings and crashes. Survival training is strongly recommended as is carrying appropriate survival equipment on board the aircraft.

### General Aviation Survival

- Finding yourself on the ground in a survival situation can happen quickly without much warning; coping successfully requires knowledge, discipline and planning.
- Knowledge of your aircraft after a forced landing can be critical.
- Practice visualization exercises that will help you be prepared to open the exit door latch and then release your seat belt even in the dark or if the aircraft is upside down.
- Consider four or five point seatbelts or air bag seatbelts when replacing your seatbelts.
- Many bush pilots wear a survival vest which contains basic tools, lighting, signaling, fire starting devices, first aid kits, water and a couple of snacks.
- Dress for the anticipated conditions along your route, clothing is your primary shelter and dressing in layers is always a good idea.
- Consider taking a survival training course, and remember your most important survival asset is your will to survive!

### **Basic Survival Skills for Aviation**

[https://www.faa.gov/pilots/training/airman\\_education/survival\\_training/](https://www.faa.gov/pilots/training/airman_education/survival_training/)

## Charlie Derk solves problem of redlined oil temperature gauge

*In the September Propwash Charlie Derk first told how much he enjoyed the trip out to AirVenture in his Cherokee Archer II and then told us how the return flight was briefly interrupted by a high oil temperature indication that came and went.*

*Here is the rest of the story...*

**In a previous newsletter I shared some details on my trip to AirVenture 2018. In that story, I mentioned watching my oil temperature redline after sitting on the ground for 50 minutes at KOSH and then climbing to 7000'.** The short version of the story is I diverted, checked on everything, departed and made an uneventful 6 hour trip home.

The long version of the story began after I made it home and decided to fly out to Block Island with my wife the following weekend and had the oil temp at redline on my 1980 Archer II 5 minutes into the flight. I had to turn around and land. Because I didn't want to chance flying the plane to my "normal mechanic", I used someone at my field. Let the troubleshooting begin!

The oil cooling system is pretty simple. You have a Vernatherm (fancy name for a thermostat/temperature sending unit) that allows oil to flow to the oil cooler when the temperature reaches 180 degrees. Then you have the oil cooler itself. Lastly, you have the gauge on the panel. Pretty simple. Mechanic decided to remove the Vernatherm, put it into a pot of hot water near the boiling point and see what happens. Temp on the gauge read approx. 200 degrees, Vernatherm opened, but it "didn't open as much as I would have expected", was the response from the mechanic. So in goes a new Vernatherm. Next chance I get, I run up to the airport, barrel down the runway, start flying in circles around the airport while climbing until 'wham' – the oil temp is at redline. So once again, back to the shop.

Oil cooler is next – probably 20 years old or so, it could be partially blocked. Not worth overhauling it – a new one is only \$200, so in goes a new oil cooler (as this happens, I take an oil sample and send out to Blackstone, explaining the problem I'm having). The local A&P tells me if this doesn't fix the issue, we may need to start looking at the engine. Up to the airport and repeat the process – flying in circles at 3000' until once again, the temperature redlines.

At this point, I'm furious. Its been over a month and I'm still having issues. The whole time, I've been keeping my regular A&P up to date with what's going on. I'm so frustrated, I call him again and he tells me he'll call me back. He calls back and tells me to get a 30ohm and 72ohm resistor, remove the Vernatherm from the picture and hook this up to the lead to the gauge. The 30ohm resistor should read 240 degrees and the 72ohm should read 180. He tells me to hook them up, record the reading and then let the gauge stay on for a few minutes. Put the 72ohm in – bingo, reads right around 180 degrees. Put the 30ohm in and it reads 240 on the nose. So I sit there and watch. About 2 minutes later the needle on the gauge jumps instantly to redline and just stays there. Here is the problem. When my regular A&P needed to call me back, he made a phone call to Keystone Instruments in Lock Haven, PA – a company that overhauls instruments and asked them how to test the gauge properly. A day after **we discovered the gauge wasn't working properly**, my oil analysis came back from Blackstone with the following summary:

"Thanks for the notes. High temperatures can cause the viscosity to thicken above spec as well as cause high insolubles (from excess heat, use, and/or blow-by) readings, and both of those parameters are at normal levels. In other words, we're not seeing signs of excess heat on our end and that might lend evidence to the high indicated temps being more of a probe issue. Wear metals are nice and low as well, so no new or developing issues stand out there. Let us know what you find out about the high oil temps. At any rate, N8150X looks good from here."

**This kind of confirmed that we were not having any engine related issues. So almost 2 months**

**from the original squawk, the problem is solved and N8150X is back in the air again.**

So being a technical type – it’s time for a post-mortem. What can we learn from this:

- a. Its becoming increasingly difficult to find mechanics who are good at troubleshooting issues. More often, people just want to replace parts. This isn’t the first time I’ve experienced this.
- b. Always get a second opinion when you think it’s taking too long for an issue to get resolved.
- c. I know people who do not do oil analysis. Personally, paying \$28 per oil change is cheap insurance. I love the descriptions I get back from Blackstone and its very reassuring to know someone other than my A&P is looking at my engine’s health.
- d. Even though a friend gives you a recommendation for an A&P, doesn’t mean he’s any good. In this particular instance my “friend” used this mechanic for his annual. I needed someone who was good at troubleshooting and this guy failed in every stretch of the imagination.
- e. Sometimes you have to be tough with people, and at the same time you have to be fair. This guy replaced two parts that didn’t need to be replaced. Should I have asked him to put the old ones back? Perhaps. In this case I worked out a deal to pay cost for the parts and not the labor to put them in. I’m out the money for parts I didn’t need, he’s out the labor he spent on his wild-goose chase.

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**Bring some ideas to Chapter 501's meeting on November 8<sup>th</sup> on how to spend**

our \$245.00 of Young Eagles credits from 2016 (8 pilots flew 83 kids at 2 events).

Spending deadline is December 31. Purchases are limited to Young Eagles event related items or donation to EAA OSH youth programs.

## Calendar of Events

[EAA Events Calendar \(uploadable listings\)](#)

[EAA Sportair Workshops schedule](#)

[EAA Webinars schedule](#)

[FAASTeam webinars/seminars](#)

Saturday, November 4  
10:00am to 4:00pm

**Fly-In at Aeroflex-Andover Airport hosted by EAA Chapter 501**  
[CLICK to see Fly-In flyer details.](#)

Monday, November 6, 7:00pm

[FAASTeam seminar led by Craig Reding](#): Maintenance that can be done by A/C owners.  
At Delancy's Restaurant,  
40 Park Place, Goshen, NY.

Tuesday, November 7, 7:00pm

[IMC Club meeting at Aero Safety Training conducted by Jim Bordino.](#)  
Topic: Circling approaches.

Wednesday, December 13, 6:30pm

**Chapter 501's annual Christmas/Holiday party-meeting at Sunset Pub and Grill.**  
\$30.00 per person, limited seating.  
(See Page 7 for details.)

December 31

**Last day for 10% discount on Chapter 501 2018 member dues.**  
(See Page 4 for details.)

**EAA CHAPTER 501 CHRISTMAS/HOLIDAY PARTY  
6:30 PM to 10:00 PM, WEDNESDAY, DECEMBER 13, 2017  
SUNSET PUB AND GRILL**

**Active Members, good news. This year's party is now scheduled!** All active members in good standing are welcome to attend. The cost per person is \$30.00. Wine, coffee, soda and tea are included in the cost and a cash bar for mixed drinks will be available.

Since the affair will be in the upper room at the Sunset Pub and Grill, there are only 32 seats available. If you plan to attend you must...

1. [Email](#) or call (973-492-9025) treasurer Don Provost with your headcount. That starts the list. It does not guarantee a seat yet. Your payment does. But don't write your check until you get the word that there are seats available.

We need your payments by December 1 because Chapter 501 must guarantee the headcount to the restaurant many days before the event.

2. Pay \$30.00 per person and choose main course from the menu. Bring cash or check payable to "EAA Chapter 501" to our November 8 meeting, or mail checks and menu selections to Don Provost, EAA Chapter 501 Treasurer, 34 Brookvale Road, Kinnelon, NJ 07405.

Three choices of entree: **Chicken Marsala, Flounder Oreganata, or Prime Rib.** (For the prime rib specify **Rare, Medium-Rare, Medium or Well Done.**)

The dinner will include mixed green salad with balsamic vinaigrette, potatoes and vegetables, fresh bread and butter. Cake will be provided for dessert as in past years.

Don't forget to bring gift prize items, wrapped or unwrapped, for our Chapter Christmas raffle (still only \$1.00 a ticket) conducted at the time of the year end ceremonies after dinner. Linda Giordano has not only provided many items for the raffle in the past but as its conductor has helped to making the raffle an annual success.

If you have any questions or comments, call Ron Reinartz at 201-638-1921.

We look forward to a great turn out and please reserve your seats, make your menu selections and pay up well in advance of December 1.

Thanks, and we are looking forward to a fun evening at the Sunset Pub and Grill.

Ron



### WHAT-IZ-IT? QUIZ

Steve Vail recently got this photo of a rare warbird. If you think you know what it is, write it down and turn it in to Steve at our November 8 Chapter 501 meeting. Winner gets first choice of the meeting's raffle items.



Our Y. E. Rally on October 4 washed out. We'll decide at a meeting early in 2018 on new event dates.

The **Experimental Aircraft Association** is a national non-profit organization dedicated to promoting recreational aviation. **EAA Chapter 501** is an affiliated member of the national EAA. Membership is open to all who share an interest in aviation. Chapter 501 tries to meet monthly on the **SECOND** Wednesday at 6:30pm or 7:00pm. All are welcome. The date and the meeting place occasionally vary. We often meet in the Training Room of [Aero Safety Training, Ltd](#), 425 Beaverbrook Road. We are occasional guests in members' airport hangars when the weather is good, and meetings sometimes are held off the field visiting members' aircraft homebuilding or restoration projects-in-progress. Check this newsletter or go to the EAA 501 website at [www.eaa501.org](http://www.eaa501.org) to find the next scheduled meeting place, date and time.

Annual membership dues of \$35.00 are collected at the beginning of the year, checks payable to "EAA Chapter 501." Family membership is \$45.00. A 10% discount is allowed for checks delivered to the Treasurer before January 1st. Dues are prorated for new members joining after July 1. Contact any EAA 501 officer (see page 2) for all inquiries. You must be a member of the EAA national organization (800-564-6322 [www.eaa.org](http://www.eaa.org)) in order to be a member of Chapter 501. Currently the national membership rate is \$40 per year which includes a subscription to EAA's monthly Sport Aviation magazine.

Propwash, the EAA 501 newsletter is distributed monthly, about one week before each meeting, to current chapter members and special friends of the chapter. It is primarily distributed via the internet, in a .pdf file form. Members without internet access can receive a USPS mailed copy of Propwash, printed as black and white photocopies.

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LINCOLN PARK, NJ, CHAPTER 501 10/30/17  
c/o Don Provost, Editor  
34 Brookvale Road  
Kinnelon, NJ 07405**

**ADDRESS CORRECTION REQUESTED**