



Southern Navion Air Group

Newsletter

JANUARY 2018

FROM THE PREZ

I know its only early January, but the first fly-in of the year will be at Shade Tree, MS 82 on the weekend of Mar 9-11 for planning purposes. We have twenty rooms on reserve as before and the price is the same, same meeting room and so forth. Call Brianna at Hampton Inn Group Sales 228 537 0601 to reserve yours. Danny Miller has once again agreed to have us at Shade Tree. Friday night is the "bring to share" evening at the hotel and the Saturday evening meal is being arranged at the airport by Sue and Lee Holmes with restaurant input help from Danny Miller.

Hopefully, the follow-on events will be a bit more solidified by March, but for now almost everything is still a bit tentative, as need firm dates for the May, early September and end of October time frame. There had been talk of an event in Tennessee, hosted by Bruce Herrington , an event in Arkansas hosted by the Wares and lastly, a potential event hosted by the Heaths, but that date cannot be in the football season in Oxford, Ms. Lots of potential, but it needs to be firmed up as we go forward. I have no idea where or when the ANS Nationals are going to be held in 2018.

The last fly-in event of 2017 was held in Conroe, Tx hosted by Kevin Dominique and Greg Young. They had a really neat program planned that to was to be almost wiped out by the worst weather frontal passage seen in recent years that stopped most folks coming in from the east. The weather, the infamous "work" , job changes and marriages limited the membership attendance to a very small 6 member group. However, the ones who were there enjoyed a pleasant weekend activities.

The final event every second year is the election of the new SNAG officers, but given the limited number of members, it was decided not to appoint or elect a new president until more members could have an opportunity to nominate or volunteer as president. Therefore, the office of president of SNAG for the next two year cycle will be decided at Shade Tree in March. The position of Vice President was filled by Lee Holmes and Sue Holmes volunteered to remain as Secty/Treasurer. Thank you both once again.

Go fly your Navion!
Wayne Whitaker
N4339K

ADVENTURE TO GASTONIA

Another great ANS National Convention was had in Gastonia NC. For those of you that were unable to attend, Susan has asked me to recap my trip from south LA. For those that did attend, please skip to the next section.

On the Thursday before the convention I didn't think I would be able to attend. I had meetings set up for the following week and a lot of work to do, but by Monday I was somewhat caught up and some meetings had been pushed back, so an opportunity arose. I rushed home grabbed a suitcase and blasted off. By the time I made it to LaGrange GA the weather wasn't looking great and it was getting dark. About this time I decided to use my superior piloting judgment to keep from having to use my superior piloting skills. I landed at LaGrange.

The next morning I was at the airport early. I took off and went north but soon hit a wall of low scud so I returned to the airport and refueled. After a little while I took off and headed south around the class B, but again I hit more low scud, so again I returned to the airport. For the near future the prospects didn't look any better and by now I had logged almost 3 hours trying to get out of LaGrange so I decided to call my benevolent friend Dr. Rusty, who just happened to have a hanger on the field and as luck would have it his new technologically advanced Dodge Durango was in the hanger.

Just a short time later I was cruising down the highway heading into Atlanta and thinking that things were really looking up when I noticed that Dr. Rusty's hospital Picture ID was laying there in the console tray. A quick look at the ID and then the rear view mirror and guess what. We both have the same administrative profile and the same white mustache. While I am undeniably more handsome than the good doctor I think we look enough alike that I could probably pass by the hospital and see a couple of patients. What's the down side, I could pick up a couple of extra bucks and because of my sentillating personality, Doc would probably get a raise. A short fifteen minutes later I was in bumper to bumper traffic in the pouring rain and I noticed that it was 5:00 PM in Atlanta. Now, I previously described the Durango as technologically advanced because this machine has a television screen with all sorts of pictures and touch screen buttons in the middle of the dashboard. I am just a simple country boy with an inquiring mind. Sometimes that can be a dangerous combination. I figured if I am going to make it through Atlanta at 5:00 in the rain that I would need all of the help that I can get, so I started playing with the buttons on that TV screen. When the GPS popped up I figured that this might be useful so I continued to play with the buttons.

After a few minutes of trying to program the GPS for Gastonia I gave up and decided to program the GPS in my "smart" phone instead, so I did and down the highway I went. While I'm thinking about smart phones, it reminds me of my brother in law. He has a smart phone that he talks to. He says to the phone, "hello google, whats the shortest route from here to Houma", "hello google, where is the nearest gas station", "hello google whats the price of tea in China". It's times like these that I wish I was a ventriloquist because the next time he said hello google I would make that "smart phone" say HELLO YOU JACKWAGON WHAT THE HELL DO YOU WANT NOW? But that is just me. I just don't think we should be asking our telephones for advise about our day to day activities.

While still playing with the buttons on the TV screen, the radio came on and to my surprise it was Marty Robbins singing "devil woman". My first thought was that old Dr Rusty was clearly cooler that I originally thought. Continuing along my journey while enjoying one song after another I began to realize that Dr. Rusty's playlist was very similar to or perhaps even exactly the same as the playlist in my "smart phone", an odd coincidence I thought, and then it dawned on me that my playlist was playing through the TV on Dr Rusty's dashboard. DR RUSTY'S DURANGO HAS PAIRED THROUGH MY PHONES BLUE TOOTH! I didn't ask it to be paired. I didn't want it to be paired, it just happened. Now I am feeling just a little violated. Maybe even a little dirty. Smart phones and vehicles just "pairing" on their own whenever they want to while going down the freeway. Where does it end! Oh well that's a problem for another day.

By now the traffic and the rain were getting worse and then I heard a familiar female voice say, "merge into the left lane and turn left in 500 feet". It was the GPS lady in my smart phone. Being the conscientious driver that I am I complied and started merging over one lane at a time across four or five lanes being careful to give the "thanks for lettin me over wave" until I reached the far left lane in preparation for my departure from the expressway. About that time I hear another female voice say, "merge into the right lane and turn right in 500 feet". Well crap, the GPS lady in my smart phone and the GPS lady in Dr Rusty's durango are about to have a big fight about how to get me out of Atlanta. I guess I better stick my hand out of the window and start merging again.

About an hour and a half later I was out of Atlanta and making good time on my way to Gastonia. Once I began to cohabituate with the technology things went a little smoother. I'm still not happy about it but it had to happen. I arrive in Gastonia just before midnight and as they say, "the rest is history".

Well, I should probably close for now so, fly carefully and fly often, and if you fly through my neighborhood stop in and visit.
- Paul

ANNUAL DUES INFORMATION

Dues are due...After the October fly-in, all members who show "current" for dues will be changed to "owe dues. For those of you who get your newsletter via snail mail/paper, you can always check your address label to see if you owe dues or have paid for several years out. If you are an electronic newsletter subscriber, I will try to include a who owes list with this newsletter, but you can always email me @ susaneholmes@sbcglobal.net before sending a check.

Many have asked if they can pay multiple years. Of course you can!!! That will be reflected on the membership roster and on snail mail mailing labels.

If you are sending dues, please make sure you are using my correct mailing address. It is 6918 Van Etten Street, Houston, TX 77021. As always, make your check payable to SNAG. All checks made out to me go to the Susan shoe fund. 😊

- Susan Holmes

CHECK THE CHECKLIST: ENGINE FAILURE AFTER TAKEOFF

At 8:29:32 a.m. on December 15, 2016, after a thorough preflight and allowing the oil temperature to come up to 105 degrees Fahrenheit on my 1946 North American Navion, I made my departure announcement on the common traffic advisory frequency, eased the throttle open, validated good engine indications, and began my takeoff on Runway 36 at Bentonville, Arkansas (VBT). It was a cold, clear day with the wind out of the northeast at a gentle five to eight knots, and I was the first of three aircraft to depart. Less than a minute later I rolled to a stop on the runway facing south, after executing a turnback from 600 feet.

Thirty seconds after starting the takeoff, the gear drive shaft on the engine-driven fuel pump sheared and the engine abruptly quit while over the departure end numbers, 600 feet in the air. There is no place immediately north of Bentonville Municipal Airport on a workday to put a Navion down without serious damage and great risk to many others. The agility of the Navion allowed me to execute a steep nose-down rolling turn, make one radio call to keep others off the runway, put the gear back down at about 100 feet (Navion gear will free fall and lock into place without hydraulic pressure if necessary), turn off the master, and land firmly back on the runway 12 seconds later. I didn't have time to reach for the main fuel valve on the cabin floor.

When I was instructing many years ago, we learned and taught that turnbacks were never to be attempted below 1,000 feet agl, and never on upwind. That is even more true today, especially with higher wing loading in modern high-performance aircraft. Years ago I practiced simple, low-stress aerobatics and became comfortable with unusual attitudes and extreme deck angles. While I had retracted the landing gear during the climb, I still had flaps in takeoff position, where they remained during the entire event. I knew my only option was to attempt a turnback. I immediately shoved the nose hard over and began a rapid roll to the right into the slight crosswind. The result was a pitch angle between 45 and 50 degrees below the horizon with a rate of turn that helped keep me close to the runway. The aircraft went from a heading of north to south in about nine seconds. These rapid control movements appeared almost violent to observers on the ground, but the stall and loss-of-control that too frequently makes the turnback fatal was avoided.

My Navion has one of the 1940s-technology engines—the Continental E-225 series—to which I added JPI's EDM-930 engine monitor. The EDM-930 data dump of this brief flight provided the details I've described, including the fuel pressure going to zero PSI. It showed the fuel pressure starting to come up and reaching almost one PSI just as the master was turned off during the flare (it takes a minimum of 10 PSI to run the engine). I had to commit to the turnback, fly the aircraft, and extend the landing gear before I could reach for the fuel pump switch, so the auxiliary electric fuel pump didn't have enough time to run. The electric fuel pump was probably on for less than two or three seconds. The mechanical fuel pump had 184 hours on it at time of failure. This fuel pump failure and engine stoppage occurred in an aircraft with redundant fuel pumps. Why it happened leads me to the lesson.

When I bought my Navion in August 2008, I'd never flown that make or model before but had been flying for more than 38 years and had accumulated sufficient time in multiple complex aircraft such that a checkout, a systems review, and participating in the acceptance annual inspection had me comfortable with the aircraft.

With older aircraft, many times you find that the operating manuals speak in generic terms and contain little information compared to what is available for most aircraft built after 1970. Especially on older aircraft, original or even reprint instruction manuals are not available, so new owners start with documentation provided by a previous owner—or provided by other operators of similar aircraft. I started with a set of original and owner-produced documents handed down by the previous owners and learned that was pretty much all that was available.

When I was checked out in the Navion, I used the provided checklist. A few items were unusual to me based on my experience with other older complex aircraft, but they were explained as being caused by “the pressure carburetor” or “the engine fuel system” or “that’s normal for the Navion.” One item was the electric auxiliary fuel pump operation. The checklist specified that the electric fuel pump was to be used only to prime the engine for start and to switch tanks in flight. I didn’t understand why, but I accepted it from the previous owner since he had flown the airplane that way for the many years he had it, and he had received those instructions from the previous owner of the aircraft. If the electric fuel pump had been running during takeoff, I would have departed the pattern, switched it off while climbing to en route altitude, experienced the engine failure, turned the electric fuel pump back on, and returned to the airport for a normal landing.

I failed to seriously question the provided checklist when I came across an important memory item that differed 180 degrees from all my previous experience. I accepted what turned out to be a myth simply because I was new to the airplane; I placed too much trust in the previous owner’s experience; and I didn’t ask anyone else in the type club, American Navion Society and the Southern Navion Air Group, where there is a large accumulated knowledge base.

I didn’t question what was different and unusual; I didn’t check the checklist. The lesson I had to relearn is to take nothing at face value if it does not make sense. My checklist has now been expanded, modified, and vetted by a fellow Navion pilot with much more experience than I. You can bet I won’t have to learn this lesson yet again.

- James Carter, CFII, is a Veterans Airlift Command and Angel Flight South Central volunteer pilot.

ASSISTANCE NEEDED

Wanted: Temporary rental aircraft.

While Ike is working on rebuilding my Rangemaster engine, I am looking for someone with a plane they’re not using (or not using much) and would consider renting me for the next 2-3 months until our plane is fully repaired. I would, of course, prefer a Navion, 225HP or better in current annual through April. Monthly rent amount negotiable. I will be using the plane to commute to work between Houston & Lake Charles, about 8 flight hours per month. If interested, please call or email me at (254) 780-6038 or mleeholmes@sbcglobal.net



SNAG BYLAWS

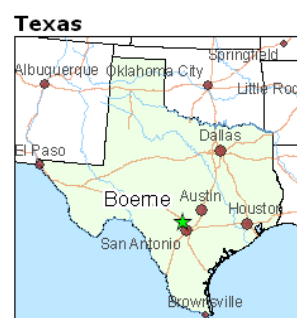
At the October business meeting, several folks asked about the SNAG by-laws. These were rewritten in 2007 when we voted to change the name from Southwest to Southern. So for all you inquiring minds:

BY-LAWS OF THE SOUTHERN NAVION AIR GROUP ADOPTED OCTOBER 27, 2007

- Article 1. The official name of the organization is the SOUTHENAVION AIR GROUP. The acronym SNAG is often used to identify the group.
- Article 2. The purpose of the organization is to promote the Navion aircraft and aid the members in flying and maintaining their Navions as well as to provide a structure for social functions of the group.
- Article 3. Elected officers are the President and Vice President. The term of office will be two years. Elections are held at the fall fly-in of odd-numbered years. The Secretary-Treasurer is appointed by the President and may concurrently hold the office of Vice President.
- Article 4. The President shall be responsible for insuring that a monthly newsletter is published and mailed to all members. The President may appoint a volunteer as Newsletter Editor/Publisher.
- Article 5. Several SNAG sponsored fly-in events are held each year. The President is responsible for soliciting volunteers to choose locations, serve as hosts and to organize the events. The first of these fly-ins is normally held in late February or early March. The second is normally held at Cannon Creek Airpark at Lake City, Florida the weekend immediately before the Sun 'n Fun Fly-In at Lakeland. The third and fourth fly-ins are normally held on the Memorial Day and Labor Day weekends. The final fly-in is held in October or early November.
- Article 6. The official colors of SNAG are red, white and blue. The original colors of yellow and black were chosen during the term of Bob Allen, WWII P- 38 and B-25 pilot and will continue to be honored.
- Article 7. The official emblem of SNAG is the Southwest Thunderbird. The emblem is used on jackets, emblazoned on member's airplanes and other appropriate locations.
- Article 8. Annual dues are currently fixed at \$20.00 per year and are payable between November 1st and March 1st. The amount may be changed only by majority vote of members present at the fall fly-in.

ANS ANNUAL CONVENTION ANNOUNCED!

This year's Annual convention is going to be right in our SNAG backyard! We will be in Boerne, Texas from June 24-29. Check out the latest Navioneer for details and the registration form. If you are not an ANS member, join today and come play with neat folks from all over the USA and Canada. The website is www.navionsociety.org or email at weflynavion@gmail.com.



FIRST 2018 FLY-IN SCHEDULED

SHADETREE March 9-11, 2018

Call Brianna at Hampton Inn Group Sales 228 537 0601 to reserve yours.

Friday night is potluck dinner. Bring something to share. Traditionally, we break it down by alpha, but if you have something special to bring (Wanda!)

Last name beginning with A-H bring CHIPS AND DIP
Last name beginning with I-P bring NUTS, FRUIT, VEGGIES
Last name beginning with Q-Z bring SWEETS

Ladies shopping in Ocean Springs, MS on Saturday.
Saturday night dinner to be catered at the airport.

Hosted by Wayne & Ellen Whitaker and Lee & Susan Holmes

Mark your calendars now!

FLY-IN CALENDAR 2018

- Shade Tree: March 9-11, 2018 co-hosted by Whittakers & Holmes'
- Pre Sun-N-Fun: Cannon Creek
- May 2018 – *open*
- June 2018: ANS Convention, location & details TBA
- Aug/Sept 2018 – *open*
- October 2018: North Little Rock, AK hosted by Steve Ware

If you are willing to possibly host a fly-in for the 2018 year, please contact Wayne Whittaker @ 850 248-0336

SNAG NEWSLETTER/JANUARY 2018

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SNAG