

San Juan

January 2008

The Monthly Newsletter of
The San Juan Pilots Assn
P.O. Box 874
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Juan

Pilots

Mark Your Calendar

Monthly Luncheon – Friday, January 25, 1:00, Jimmies Paradise (Bowling Alley).

Board Meeting – Tuesday, February 5, 5:15, Whidbey Island Bank Conference Room.

Annual Meeting – Tuesday, February 12, 5:30, Fire Station on Mullis.

San Juan Aviation Museum Opening – Sunday, February 24, 3-5pm, Roy Franklin Terminal, KFHR.

It is said that flying is defined by hours of boredom, punctuated by moments of panic. The two things most pilots fear are mid-air collisions, and emergency landings. This month we look at one of ours, who has lost a crankshaft in flight, twice!

When the Big Fan Stops, The Pilot Starts Sweating

What's it like when the fire goes out? We asked one of our members who has lost two crankshafts in the same airplane. **Bob Schotz** has a 1978 Turbo 206 that transports he and Peg regularly from Friday Harbor to Bishop and San Luis Obispo, CA.

Crankshaft #1 –

It's a beautiful February day, with the Sierra Mountains covered in pure white powder. After flying a load of wood up to Mammoth, Bob was set to return to San Luis Obispo, an easy hour-or-so West, and about 7,000 feet down. As he departed, he considered making a short stop at Bishop, about 25 miles Southeast, to check on his airport car. Once airborne he made the decision to let his son do it the next day. He would just go direct San Luis Obispo.

Climbing through Mammoth Pass to 13,500 feet MSL, Bob was on flight following with Oakland Center, and settling back for a routine trip. As he watched the white mountains give way to the central valley's endless flat farmland, East of Fresno, a sudden explosion and a windscreen full of oil conspired to ruin his entire day.



Bob Schotz, with his 1978 Turbo 206

A Crank-y Problem

Instinctively, he shut off the fuel and pulled the nose up to stop the prop from windmilling. But, as the prop slowed, the vibration threatened to pull the engine from its mounts. He lowered the nose and set up best glide. As the rpm increased, the vibration was less, but the sound of grinding engine pieces was, at best, a distraction. Very nervous, and grateful to be without passengers, he focused on the big job at hand. He was also glad about his decision against going to Bishop. That extra 20 minutes would have put the engine failure over the mountains.



Bob, shown with one of his many restoration projects, a 1938 Buick convertible, one of just 350 built.

His position, near the Friant VOR, was about 25 miles Northeast of Fresno Airport (FAT). With its elevation of 280 feet, and his descending out of 13.5, Fresno looked like a good bet. Oakland Center verified his position on radar and communicated intentions to Fresno tower. Nearing Fresno, he switched to Fresno tower, who cleared him to land anywhere he chose.

Positioning for 29, he still had a couple of thousand of feet of altitude to spend. He slipped it onto the 8,000 foot runway, and taxied off the high-speed taxiway (Eat your heart out Bob Hoover).

Stepping out, he was met by the police, fire department, and two representatives from the FAA. The first comment from the FAA was to admonish his painting of his pitot tube.

Crankshaft #2 -

In August of 2002, Bob was on his way from Bishop to Friday Harbor, hoping to arrive in time to make the Yacht Club's voyage over to Genoa Bay. Refueling in Redmond, he had a mechanical and left the airplane there for maintenance. Two weeks later, with the repairs complete, John Owen flew Bob to Seattle, where he'd left the rental car, for the return to Redmond.

Departing Redmond and climbing through 8,500 feet, over Madras, OR, it happened again. But, according to Bob, "This time it was just a little 'pop', and the engine quit", with the same characteristic sound of engine parts eating each other. Over Oregon's high country, with only 4,000 AGL, his options were limited. Seattle Center gave him distance and heading to Madras Airport, but it was clear that it wasn't going to happen.

Picking out a dirt road, he signed off with ATC, shut off the fuel and electrical, maneuvered between power poles and lines, rolling out near a farm house. It wasn't long before Bob was surrounded by farm workers and families. At once, he became aware of a military helicopter overhead, using a loudspeaker to ask him if he was ok. He got back into the airplane, turned on the radio, asking him how they had located him. They replied that ATC had sent them. ATC had also contacted the Sheriff's Dept, who arrived on scene shortly thereafter.

If that level of service isn't enough, the Sheriff brought the local FBO out, who towed the airplane eight miles to the Madras airport, with police escort. Bob said, "At a bridge, corner pylons were too

high for the wings to cross. The police broke them off, saying, 'We'll let the highway department take care of that'."

And, it gets better, the FBO, who said he and his wife hadn't been anywhere it a while, decided to fly Bob all the way back to Bishop.

Lessons Learned – Bob's experiences taught him:

1. **Always fly with ATC.** If you have to climb to get Reception, do it.
2. **Fly as high as you can.** You can't believe how fast you lose altitude. There is nothing you can do with an instructor that is like that. You run out of time so fast, you can't imagine.
3. **Maintain your airplane.**

"....and maybe you'll get lucky!"



What's in your hangar? Bob's 206 shares a hangar with a motor home, three vintage cars, some pieces of a B-10, and these interesting gas pumps, all restored by Bob.

As a post-script, Bob learned that crankshafts are recycled through many rebuilds, as long as they meet tolerances. Each has a serial number and may be trackable to determine the total hours of use.

We contacted Kim Huntington, at the Cessna Pilots Assn. She said, "If the crankshaft is in a Continental overhauled engine, they should have the information on it provided you provide the serial number of the engine. If the crank is in an engine that is field overhauled or overhauled at a non-OEM repair station, then the only way to determine the hours is to go through the all the engine records for that particular engine. If the crank was replaced at some point in time documenting it 'back to birth' may be very difficult. If you have the crankshaft serial number, TCM might be able to help out with when the crank was manufactured."

'Keeping track of the hours on components is not a requirement for part 91 operations, therefore you may find it difficult if the engine is not original or if the crankshaft was not replaced with a new one at some point in time. The first place to start will be to go through your records and see if the engine was replaced and or the crankshaft was replaced. If anything was done at a repair station more than 2 years ago, you may have difficult time finding information. Repair Stations are only required to maintain records for 2 years.'

San Juan Aviation Museum Celebrates Opening

Aviation pioneer Roy Franklin honored

It's the spring of 1948. Roy (23), wife Margaret Ann (19) and son Steve move to Friday Harbor to begin flying with Island Sky Ferries. This was the new name for Orcas Island Air Service, an Eastsound-based flying service established by Bob Schoen shortly after the end of World War II. In the next decades, Roy's airplanes will become the air connection for the San Juan Islands, including countless missions for expectant mothers and critically ill patients, in the worst of weather and darkest of nights, often landing on beaches, whose residents summoned him with flags. Sixty years later, as we routinely arrive and depart in comfort, we recognize the pioneering flights of Roy Franklin, and others, who served our islands without improved airports or navigation aids.

On February 24, the San Juan Aviation Museum will be dedicated in the Roy Franklin Terminal at Friday Harbor Airport. The Museum has been a joint project of the San Juan Pilots Association and the Port of Friday Harbor. For the Pilots Association, **Dr. John Geyman** and **Ray Bigler** have spearheaded the project, while **Barbara Marrett** has served as the lead Port Commissioner during development of the Museum.



The Museum has been established to portray the history of aviation in the San Juan Islands since the 1940s. Through the efforts and leadership of Roy Franklin, scheduled air service between the Islands and the mainland was started in the late 1940s, flying at first from a grass farm strip in San Juan Valley. What is now Friday Harbor Airport was carved out of the wooded area in its present location about 10 years later. Roy maintained a continuous air service with a perfect safety record until turning the Airport over to the Port of Friday Harbor in 1980.



The Museum illustrates the progress of aviation in the San Juans over the years and its many contributions to our Island communities with many pictures and descriptions of the times and selected memorabilia on display. It is a living work in progress intended to be of interest to the community it serves.

The opening ceremony will be held from 3:00 to 5:00 p.m. on Sunday, February 24, 2008, at the airport's Roy Franklin Terminal. Roy will attend, along with other aviators of the past and present, plus Port Commissioner Barbara Marrett, and San Juan Pilots Assn President, Tom Schramm. The public is invited and refreshments will be served, compliments of the Port of Friday Harbor

Activities

Flyout to Blaine becomes Washout to Blaine

The year's first flyout has gone awry. We sent this invitation to everyone, hoping for a perfect, crisp winter's day.

Our new year is scheduled to start out on a proper note: By flying out for lunch! John Geyman and Jonathan Taylor are planning to fly from FHR to Blaine on New Years Day and would like to invite other airplanes and pilots to join up. Longtime member Carlo Franciosi, who has recently re-located to Blaine, will meet the inbounds at the Blaine airport and arrange transportation out to lunch somewhere. If you are interested, just show up at the FHR fuel pump area at 11am on Tuesday.

In his post-mission briefing, **Jonathan Taylor** reported, "Well that was a bust. I am embarrassed to admit that I chickened out due to the increasing and forecast-to-increase-more winds today.

I did actually open the hangar door and look at the Vagabond, **John Geyman** allowed himself to be influenced by my cowardice and stayed home. **Brian McGlynn**, at least taxied his 150 to the pumps for gas.

The only flying accomplished was **Chris Blaine** (no relation?) who brought his really slick Meyers 200



all the way from Roche Harbor to FHR before we bagged it. I should have taken a picture of his passenger whose name I have forgotten (sorry!) who manfully stood in the freezing cold grasping the Meyers's starboard aileron against the gusts while we chatted about how crummy the weather was.

Anyway, Carlo has reiterated the invitation so the next nice day we should plan a fly-out to Blaine again.

The attached picture (taken at Ernie's at the hour of our intended departure) shows just how strong the winds were.

When was the last time you saw a cup torn off an anemometer rotor by the howling gale?

Cheers, JPT



Our Annual Meeting Set for February 12

While it's not completely about the food, this big annual meeting and pot luck always gets great culinary reviews. Don't forget to bring your favorite dish, to share, plus your own plates, silverware, and favorite beverage.

It will be at the Fire Station on Mullis, across from the airport, starting at 5:30. If you have been spending more time analyzing the weather than getting up into it, you'll be able to share your tales with some others who have been similarly occupied.



An annual business item will be to elect the next year's SJPA Board. **Frank Brame** (left) and **Don Craddock** (above in the white shirt), have set the nominees. Incumbents are Bob Brunkow, Dan DeShon, Tom Eades, Fred Schumacher, Tom Schramm, and Mike Taylor. Former board member, Jonathan Taylor is back in the USA, and has agreed to run again. New to the list are Stuart Hansen, and Bob Miller.

Watch your mail box - for a letter from President **Tom Schramm**. Included will be an invitation to renew your membership for 2008 (\$20), a notice about the annual meeting, and a membership questionnaire.

New Member

Board member **Mike Taylor** introduces his brother in law, **Macgregor Miller**, to the SJPA. Gregor and wife Candace have a place on Brown Island, live in Kirkland and fly a 1975 Cessna 185, based at Kenmore. They have been visiting, boating, and flying in the islands since childhood. Mike Taylor, when asked for a comment, replied, "What can one say, or hope to expect, about sharing the same airspace with a guy who went to the UW but recently repainted his plane with WSU Cougar Crimson & Gray."

Always Learning

SJPA Board Member **Dick Babbit** passes on two good pieces of information.

- The Museum of Flight, at Boeing Field, hosts the AOPA program, "The Most Common Mistakes Pilots Make". It will be presented on February 21, from 7-9pm, in the William Allen Theatre.

- AOPA has an on-line tutorial titled, "Test Your Approach Expertise, at <http://flash.aopa.org/asf/chartchallengernav/swf/flash.cfm>?

Fuel Update – The latest local pump prices as of January

Friday Harbor	5.20	Orcas	5.00
Anacortes	4.89	Skagit – Viajet	4.63
Bellingham - Texaco	4.63	Blaine	4.92
Boeing- Wings Aloft	5.17	Arlington - Fliteline	4.68
Everett – Fliteline or Jet Center	4.71	Port Townsend	4.77



Dave Ross at Aeronautical adds that private card holders save an additional 10 cents at KFHR and KORS.

Classifieds

New Garmin 496 GPS

Erik Nelson got one when he bought new amphib floats from Wipaire, on their Oshkosh special. He doesn't need it, and it's new and in the box. The retail price today on Sportys.com is \$2395. He will take \$2200 for it. He's at enelson@lynnwoodhonda.com or call his cell phone, 206.498.5608.

172's For Sale

Stuart Hansen called to mention that there is a double-handful of 172's for sale, at Friday Harbor Airport. In case you are looking for one, here are two.

1. 1962 Cessna 172D Skyhawk



180HP Lycoming Constant Speed Prop
STOL equipped Manual Flaps
Dual Kings Fly-Buddy GPS
New Paint Good glass

CLEAN! CLEAN! CLEAN!

Marilyn Nasman, krabbe@rockisland.com

2. No Picture or Price Yet ... Greg Gerhardstein and Bob Tripp have their 1966 172 for sale. Greg's email is windance@rockisland.com



San Juan Pilots Association 2007 board : President – Tom Schramm, Vice President -John Geyman, Secretary –Tom Eades, Treasurer – Bob Brunkow, Richard Babbit, Fred Schumacher, Pat Mayo, Mike Taylor, Art Miller and Dan DeShon.