

# CORBEN COURIER

## **Chapter Meeting July 14 at Wisconsin Aviation and Pat O'Malley's Jet Room**



Our July Chapter Meeting will be combined with the Safety Training Program for HBW. Both will be held on Thursday, July 14.

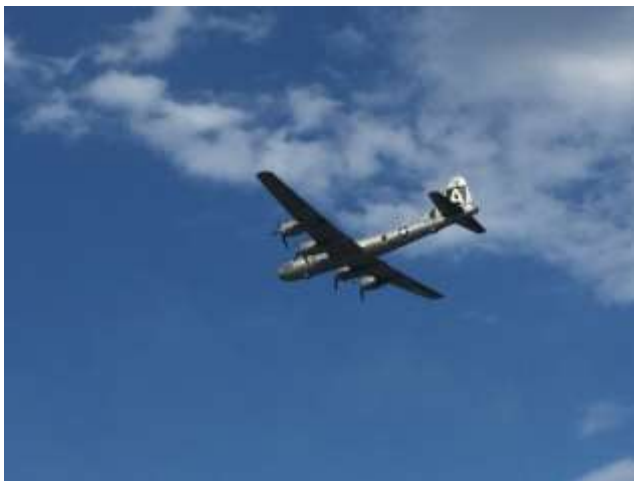
The Safety Training Program will be held in the conference room at Wisconsin Aviation starting at 6:30 pm. When concluded, we will walk down the hallway to Pat O'Malley's Jet Room for our short Chapter meeting.

Wisconsin Aviation is located on the Dane County Regional Airport/Truax Field at: 3606 Corben Court, Madison, WI 53704



- Dean Zakos

## **Countdown to HBW Has Begun!**



Our Heavy Bombers Weekend is now just over a week away. All of our months of preparations will soon pay off in what I'm sure will be our biggest and best event ever! For this month's newsletter article I would first like to thank all of our volunteers in advance for the great support that you provide for HBW, many of you year after year. I also would especially like to thank Pete Buffington and our Chapter 93 board for their tireless efforts in sweating the many details to ensure this huge event is successful. As I've highlighted often, this is all about

uniting our brave veterans with the aircraft that served them faithfully. We also look forward to providing an opportunity for all of our HBW attendees to learn about the role these aircraft

played in protecting and preserving our nation's freedom. Opportunities like this are few and far between...let's go for it!

As we begin our final countdown to HBW 2016 I thought I would give everyone of glimpse of what we have in store for the event this year. We have lots of new touches and new aircraft to enjoy. Tips for our volunteers are also included.

### **Largest, most diverse collection of aircraft ever to appear at HBW**

This year we will enjoy Fifi's return, along with the EAA's B-17. In addition you can expect to find a B-25, C-45, AT-11, OV-1, L-29 jet, P-51, Stearman, AC-47, several TBMs, and a few T-6 examples as well. Look for a collection of experimental aircraft on the ramp too. Our visitors will also have the opportunity to take a ride in a classic Bell 47 helicopter. We are also excited to welcome a KC-135 tanker from the 128th Air Refueling Wing in Milwaukee.

### **Warbirds Under the Stars**

This will be the first time that we will be hosting a major hospitality event on Saturday evening as a way to thank our many HBW sponsors. All volunteers and flight crews are welcome to attend. Expect a variety of tasty food items, beer, and wine and live big band era music for entertainment. Join the fun! The event is scheduled for 7-10 PM.

### **Tim Gillian, announcer extraordinaire**

During this year's event we will have a dedicated announcer with a professional sound system. We met Tim Gillian, a T-6 pilot, at the TBM reunion fly-in in Peru, Illinois where he served as an announcer for the show. Tim did a great job describing the aircraft, pilots and organizations. We are excited that he has agreed to perform this service for our event. Be sure to say hello to Tim and give him some material to highlight during the event.

### **HBW Beer Garden**

Visitors to HBW 2016 will be able to enjoy a variety of beer and wine for the first time, thanks to our friends at VetsRoll. We will have a 40 x 40 foot tent on the ramp, staffed with VetsRoll volunteers tending to our thirsty HBW attendees.

## **Volunteer Tips for HBW**

### **Directions to Southern Wisconsin Regional Airport (JVL)**

Take I-39 south to Janesville, exit right (west) on WI-11. Travel west on WI-11 2.4 miles to US Hwy. 51. Turn left (south) on US Hwy 51. Proceed on US-51 1.7 miles to West Airport Rd. Turn right on West Airport Road and follow this road into the airport parking area. Please park in the Blackhawk Technical College parking lot.

### **Safety Briefings**

Please plan to meet in the lobby at the start of your shift for a brief safety briefing. Plan to arrive a few minutes early so these briefings can be conducted on time. Shifts begin at 9:00 AM and 1:00 PM. Work assignments will also be determined at this time. Thanks!

**Friday Morning Breakfast**

Everyone is invited to a breakfast Friday morning at 7:00 AM (Dutch treat) at the Glen Erin Golf Club. Come out for breakfast and meet your fellow volunteers and flight crews.

**Stay Hydrated!**

Water will be provided for volunteers and it is important that everyone stay hydrated. Long exposure in the hot summer sun out on the ramp can take its toll. Please take care of yourselves and drink plenty of water!

**Recruit a Friend**

We seem to always need volunteers, especially on Sunday. Please feel free to invite a friend or two to join you and work a shift. It's a great way to gain free admission to HBW and serve an important role to boot. The more the merrier, begin your recruiting efforts now!

Thanks, everyone, for your support of our HBW event. Won't be long now - see you there!!

- Rob Tweed

## **Heavy Bomber Weekend News**

Please see the attached PDF document included as a supplement to this newsletter. There is a lot of aviation history taking place on Media Day, the kick-off to HBW 2016. I encourage Chapter 93 members to attend Media Day on Thursday, July 21 not only for the historical significance, but also the need for volunteers to help with the afternoon's activities.

- Pete Buffington

## **Handling In-Flight Emergencies – Broken or Jammed Throttle Cable**

*By Dean Zakos*

*Definition of an “Excellent” pilot – “A pilot who, when confronted with an emergency or abnormal situation, knows exactly what to do.” – AOPA Air Safety Foundation*

Last week I went to pick up my airplane at the conclusion of the annual. I did a very thorough pre-flight and then settled into the cockpit to start the engine for my trip home. The throttle seemed to be extremely stiff – nowhere near as smooth and silky as I remembered it to be at the time I dropped it off the prior week.

Upon start up, the engine immediately jumped to about 1800 RPM (normal RPM at idle is around 800 - 1000). I attempted to move the throttle aft but it would not budge despite considerable force. It was frozen in its current position. I sat for a moment contemplating my options. I quickly checked the throttle friction lock as I thought it might have been inadvertently

tightened. It was not engaged so that was not the cause of the problem. It was clear there was something very wrong with the throttle lever or cable. I shut the engine down by slowly closing the mixture control until the engine came to a smooth stop.

I contacted the mechanic who did the annual and after a short wait he was able to take a look under the cowl and troubleshoot the problem. In only a few moments he saw what had happened. At some point during the oil change he accidentally dinged the throttle cable (even the best mechanics are still human). The ding was sufficient to cause a crimp or indentation in the cable at a point very close to where it passed by the drain plug on the engine oil sump and about four or five inches from where it entered the carburetor, completely impeding the cable from moving in either direction.

A week later, with my new throttle cable installed, I had an uneventful flight home to KMSN. The incident did prompt me to think about what my options might have been if the throttle had stuck not on startup (which presented little risk other than the surprise factor) but in flight. As we all know (or should know), in a typical single engine (normally aspirated) GA airplane, the throttle control is linked by means of a simple cable (outer layer or sleeve and inner cable) that runs from the cockpit knob or lever, through the firewall, into the engine compartment, and then to the carburetor.

A broken or jammed throttle cable does not necessarily mean you are up the proverbial creek without a proverbial paddle. There are actions you can and should take. Here is what the experts suggest if you find yourself in the air with a throttle problem:

If a throttle cable breaks while the engine is producing full power, such as on take-off, continue your climb, but increase your climb airspeed, i.e., lower the nose, so as to protect against a stall if the power were to suddenly diminish or quit while the attitude of the airplane is nose-high. Fly to a landing site (the airport you just left may be a good one) and prepare for a forced landing.

If a throttle cable breaks in flight, you are no longer going to be able to control the power setting – unless and until you choose to shut the engine down. If you do not have enough power to maintain altitude, you will be looking at a forced landing. But, by now, you have practiced those and will be ready for it. Right?

If the engine is still producing some power, you have options because you may be able to maintain altitude and buy time. However, since you can no longer rely on a given power setting you can control, you will still want to land as soon as possible.

One technique that you can use to maintain some degree of altitude control is to move the mixture control toward idle cut-off on an intermittent basis. That action will lean the mixture sufficiently so the engine will start to quit, power will drop, and you will descend. However, to a certain extent, this is a game of “chicken,” as you will want to lean enough to obtain a desirable loss of power but not lean so much as to kill your engine at an inopportune time. The “lean-restore-lean-restore” technique can work. However, it will take concentration, practice and some luck.

The same techniques apply when dealing with a jammed as opposed to broken throttle cable. A broken throttle cable may produce more unpredictable power variations from the engine since somewhere along the line it is no longer connected whereas a jammed cable likely will result in the power setting in place at the time of the jam. If the throttle knob or lever is loose with excessive play and seemingly feels like it is not connected to anything, it probably isn't. A jammed cable, on the other hand, will be stuck and unmovable.

When a throttle cable breaks or jams, you likely will have to live with that current power setting. Experts suggest that you do not try to do things with the airplane at that point that it can't do at that fixed power setting, such as climbs or steep turns at a low power setting. These maneuvers could easily result in an inadvertent stall.

To sum up:

**1. Pre-flight**

- a. Cockpit – check throttle for full travel and smoothness. Look for excessive play or looseness, or excessive stiffness, or being stuck or sticky. If any abnormal condition is detected, defer flight and investigate.
- b. Engine - if you are able, visibly inspect the throttle cable in the engine compartment, making sure the cable is attached to the actuating arm of the carburetor. Look for nicks, indentations or kinks in the cable.

**2. Break or Jam of Cable at Full Power**

- a. Immediately reduce flight attitude by lowering nose.
- b. Prepare for forced landing.

**3. Break or Jam of Cable in Cruise Flight**

- a. If sufficient power remains, maintain altitude as long as necessary.
- b. Do not attempt a climb or steep turn if at a low power setting.
- c. Prepare for forced landing.

**4. Controlling Altitude after Break or Jam**

- a. Consider use of “lean-restore-lean-restore” technique.

**5. Forced Landing**

- a. Follow same procedure as if engine out (Aviate – Navigate – Communicate).
- b. If time and altitude permit, declare an Emergency. If you can attempt a landing at an airport, choose a long runway with minimal approach obstructions.
- c. Pick landing spot; fly normal pattern to extent practicable; mixture to idle cut-off at appropriate time; mags off; master off; fuel off; glide to a landing at slowest possible airspeed and maintain control until stopped.

## **Thank You**

Thanks to Rob Tweed, Dean Zakos, Pete Buffington, and Fred Leidel for contributing to this month's newsletter. Please send articles for future newsletters to [a.kurth@sbcglobal.net](mailto:a.kurth@sbcglobal.net).

- Al Kurth

## Calendar

Thursday, July 14, 2016, 6:30 p.m., Chapter Meeting and Safety Training Program for HBW at Wisconsin Aviation and Pat O'Malley's Jet Room, 3606 Corben Court, Madison.

Friday, July 22, 2016, 7:00 a.m. to 8:30 a.m. HBW Volunteer Breakfast, Glen Erin Golf Club, 1417 W. Airport Rd., Janesville

Friday, July 22 to Sunday, July 24, 2016 Heavy Bomber Weekend, Southern Wisconsin Regional Airport, Janesville

July 25–31, 2016 – EAA AirVenture Oshkosh 2016

Thursday, August 18, 2016, 5:00 p.m., Sugar River Airport Fly-In hosted by Tom Kretschman

Thursday, September 15, 2016, 6:30 p.m., Chapter Meeting – Hangar Hangout hosted by Rob Tweed

Sunday, October 2, 2016, 1:00 p.m. to 4:00 p.m., Chapter 93 Banquet at Rex's Innkeeper, 301 N. Century Road, Waunakee. Speaker: John Dorcey, Wisconsin Aviation Hall of Fame

Thursday, October 20, 2016, 6:30 p.m. Chapter Meeting – Hangar Hangout hosted by Frank Smidler

Thursday, November 17, 2016, 6:30 p.m. Chapter Meeting at Bill Rewey's hangar Topic: Zenith Aircraft Build Project by Bill Rewey

Thursday, December 15, 2016, 6:30 p.m. Chapter Meeting at Pat O'Malley's Jet Room.

## Chapter Officers & Committee Chairs

Rob Tweed, President, 608-213-8271, [rbtweed@charter.net](mailto:rbtweed@charter.net)

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Jim Lins, Treasurer, 608-271-8079, [jwlins@facstaff.wisc.edu](mailto:jwlins@facstaff.wisc.edu)

Earl Martin, Secretary, [martine@splpharma.com](mailto:martine@splpharma.com)

Scott Nolinske, Board Member at Large, 608-273-2586, [scott.nolinske@gmail.com](mailto:scott.nolinske@gmail.com)

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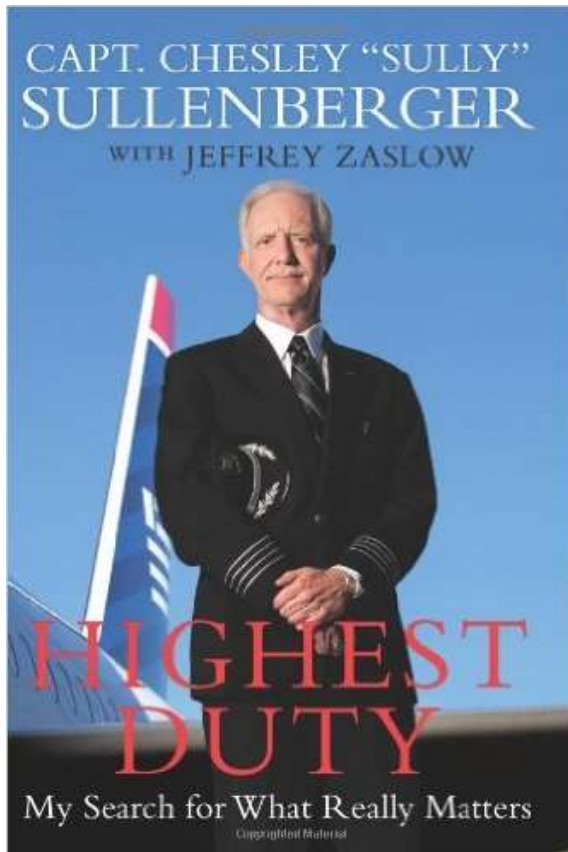


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## Book Review

*by Fred Leidel*



“Highest Duty – My Search for What Really Matters” by Capt. Chesley “Sully” Sullenberger, 2009, Harper Collins Publisher, 321 p. hardbound. There are 28 pages of photos, half in color. The final page of text consists of the second by second recording of the accident that inspired the writing of the book.

Basically, the book is the story of the “Miracle on the Hudson,” in which the jet

engines of the Airbus A320 were ingested with a flock of flying geese. The Airbus had just taken off from La Guardia Airport, New York City. The pilot was the author of the book and lived in California. The copilot was Jeff Skiles of Wisconsin. I consider Jeff a friend.

With both engines of the Airbus gone, landing was imperative, and with the Airbus’ altitude and location, the only choice was to land on the Hudson River. There were 155 souls on board, passengers and crew. There was quick action by the nearby ferry crew, and the crews of other boats, and all were saved. There were many lives affected, more than just the 155 on board, but also their families, relatives, and friends, and their stories are in the book.

The book follows Sully’s life from age 5 to the present. At age 5 he knew he was going to spend his life flying. There is a photo of him with a model of a P-51 Mustang he got for Christmas. There are also photos of his wife Lorrie and daughters Kelly and Kate. A very important part of the book is his “search for what really matters.”

It is a very good book. My friend Peg Ottum loaned it to me at church on a Sunday and I finished reading it Tuesday morning.