



NATIONAL BUCCANEERS NEWSLETTER

NOVEMBER 2015

The Central Florida Buccaneers

CFB's November 11th Luncheon

We're doing pretty well so far this season. If my counting is accurate we had 33 folks sharing time, lunch and conversation Wednesday! Frank Savino asked if he could have his picture in the newsletter every month. I offered a yes provided he sent me a different selfie, suitable for publication, in time for each printing! What

do you folks think, should we hold him to it?

PLEASE DON'T FORGET that next month, December 9th, we will hold our Yankee Trader event. Our YT guru, Kay Strauss, will direct us through the procedures as she does each year. We ask that you bring a wrapped gift of **no more** than \$10 which will

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GONE WEST

Sad News Department: I received the following from LeRoy who received it from Charlie Cover's son, Randy. Apparently, Charlie's passing was never acknowledged or recorded in the Buccaneer archives. I do not know why. So, I present this to you as I received it.

Captain Charles E. Cover

Charles was born and raised in Zanesville, Ohio; he attended Muskingum College

and Marshall University as a student of Aeronautical Engineering. During WWII, Charles served as Flight Commander on the B-26 during the "Battle of the Bulge." After the war, Charles was assigned to Wright Patterson Flight Engineering Department, Dayton, OH, where he was a Design Engineer for Air Force helicopter instruments and equipment.

In 1953, Charles was hired by National Airlines as the Director of Helicopter Operations on National's Sikorsky S-55 transport helicopters. During his career at National, Charles served as Reserve Squadron Commander, (retired Lt. Col.), at 301st Rescue & Recovery, Homestead AFB. His wife, Wava, was a fashion buyer for Hartley's and Burdine's

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find it's way to the present table en route to it's new owner during the always fun pick and choose process. This is a great way to start the Christmas season!!

The following shared their time and embellishments with us this go around: JACK and SANDI GORDON, JACK and GALE THEISEN, BILL STRELECKI, DAVID BLESSING, JOHN BOWLING, N ROEHNER, BOB MARTIN, DANIEL C. PIERCE 111, BILL GRISCOM, JOE FRICKS, BOB DYKE, RON CHATLOS, BOB THRASHER, CHUCK OLIVEROS, MICHAEL OLIVEROS, JIM and HILDA

O'REILLY, DON and DORIS MORGAN, BOB MURRELL, LeROY and WANDA BROWN, NORTON and PAM ELDER, ALLAN and MARY JANE RODBERG, SHERRY FASSETT BRADLEY, DAVID BRADLEY, FRANK SAVINO, and LINDA and JOHN WENTWORTH.

Due to Dan Pierce's expertise in selling the 50/50 tickets, three winners took home riches. They were Jack Theisen (or maybe Gale), Don Morgan (or maybe Doris), and Bob Martin.

We hope to see you all again next month! Until then, BE WELL!!

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stores in South Florida. Charles retired as DC-10 Captain in 1978. The Covers resided in Canada, West Virginia and Florida.

Charles died after a short stay in Veteran's Hospital in Huntington, WV. He was 78

years old and survived by his wife until her death in 2009, daughters, Valerie Whiten, KY, Gail DiCicco, WI, retired Delta Airlines F/A, son, Randy Cover, FL, retired DC-10 Captain, five grandchildren, and many great grandchildren.

SUITABLE SALUTATIONS of the SEASON

It is, on this lovely fall morning, three days before Thanksgiving. Only moments ago I realized that my procrastinatory tendency once again reared its ugly head and allowed me to fail, in the last issue, to wish each of you happiness and thankfulness on this special holiday. This egregious dereliction is inexcusable and so I seek solice in resorting to my warmest greetings in retrospection (which, of course, is how you will read this). I refrain from suggesting that it will never happen again as I am reasonably certain it will. So,

in mere minutes, I will once more don my worn and tattered conical hat, find a non-descript corner of my office and park myself face too in order to contemplate my latest transgression.

Looking forward, and hopefully learning from this "foo pah" I wish each of you a wonderful and meaningful Christmas, filled with all that makes you happy!!
MERRY CHRISTMAS EVERYBODY!!!

John

EVERY DAY A NEW CHALLENGE

My thanks to Larry Helms for the following article! Not only is it interesting, it also continues the recent run we have had of contributions from our readership. This is, however, the last one that I have from y'all, so if you want this feature to continue, I suggest you smuggle up to your word processor/computer/typewriter/ball point pen/pencil/crayon/ or whatever, and show the way. The ball is in YOUR court!

Every Day a New Challenge

In the Nineteen Seventies I was Manager of Propulsion Engineering at National Air Lines in Miami, Fl. One important duty was the Management and Monitoring of the General Electric CF6-6 and CF-6-50C2 Large Fan Turbojet Engines of our DC-10-10 and DC-10-30 Aircraft Fleet.

Sometimes it was to be a Man-Made Challenge to assure a Safe and Economical fleet operation.

It is sometime middle/late 70's, Monday morning after an unusually quiet week end. No midnight calls, or trips to the hangar.

Entering the office of Engineering on the third floor of the BIG National Hangar, I find an Inspection Supervisor waiting for me. I notice he is holding something in his hand, and he immediately offers the objects to me. It is a set of Polaroid pictures. He relates they are bore-scope pictures taken Friday night of aircraft 82, number two engine Engine S/N 455352. I can immediately see they show the first stage compressor blades of

the high pressure compressor. The blade airfoils are fine, but I see that the blade tips have "rubbed" the outer case, evenly and all 360 degrees of the rotor case.

We immediately review the pilot reports and the performance parameters of the engine and note "no abnormalities" reported or recorded. I discuss this and share the pictures with our General Electric representative. Failing to reach a course of action we make a conference call to Field Engineering of GE in Evandale, Ohio. The call only produces a request to "send*" a copy of the pictures to them as soon as possible. (*before E mail).

It is now a little after 9 AM, when I get a call from Mobile Oil Labs in New Jersey. (We had a program in place where we took engine oil samples on a scheduled basis for "Spectrographic Analysis", which would examine the oil for evidence of microscopic metal particles that would show abnormal wear of oil washed engine systems). They reported they had found extreme metal in an oil sample from ESN 455352. containing Chrome, Nickle, Iron, Titanium, and other trace metals.

This engine "type" had already exhibited problems with the number three bearing spinning on the front hub of the high compressor. This hub is Chrome Plated, and is made out of Titanium, and the Number Three bearing is made of Iron.

THE BEARING WAS SPINNING ON THE HUB, EATING INTO THE BASE MATERIAL AND ALLOWING THE

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SSOR TO ORBIT, BLADE TIPS WEARING INTO THE OUTER CASE.

I immediately went to Aircraft Routing, and found the aircraft was in flight from LAX to Houston, and then to Miami. It was then scheduled the next morning to fly to LON.

Now for the walk across the ramp to the office of the Director Of Line Maintenance. I told the Director of the problem and that the engine had to be changed on arrival in Miami that night. A not too pleasant discussion followed, with the Director's disagreement with me and his invitation to follow him to the office of the VP of Maintenance and Engineering. My analysis and my opinion to change the engine was also not well received by the VP. So an extended conversation ensued. To make a long story short, engine would not be changed, BUT, the A/C would be re-routed to LAX rather than to LON. Conversation over said the VP, and the Director, to the Manager.

It happened that morning that myself, the VP of M&E, the Director of Production Control, and our GE Representative were all traveling to GE in Evendale, OH. for a meeting with GE and our engine MRO agency. We were flying interline on Delta non-stop to CVG. The VP invited me to

sit with him for the 2 1/2 hour flight. Needless to say I heard a lot about my activities on that flight. On arrival in CVG, GE had sent a Limo to pickup the VP. Again I was invited to join him in the Limo. (Hey, I'm doing alright). Another one-sided discussion. At our NAL breakfast meeting the next morning in the Hotel restaurant the discussion was expanded somewhat so the other National participants could benefit.

So we adjourned to our meeting at the General Electric plant.

At about 11AM in the meeting our Resident GE Representative came to my side, and whispered in my ear-----Larry, Ship 82 No. two engine just blew climbing out of LAX through 20K. They are returning to LAX. Do you want to tell (TR)? NO! I don't. Find someone else to perform that task.

About two months later the VP appeared in the doorway of my office----- Larry-----Did you ever confirm what was wrong with that engine? YES,---It was exactly what was suspected. A spinning/wearing of the number three bearing.

"Thanks".

This was "MY FAILURE TO COMMUNICATE" All of our tools worked, except for 'our' Management techniques.



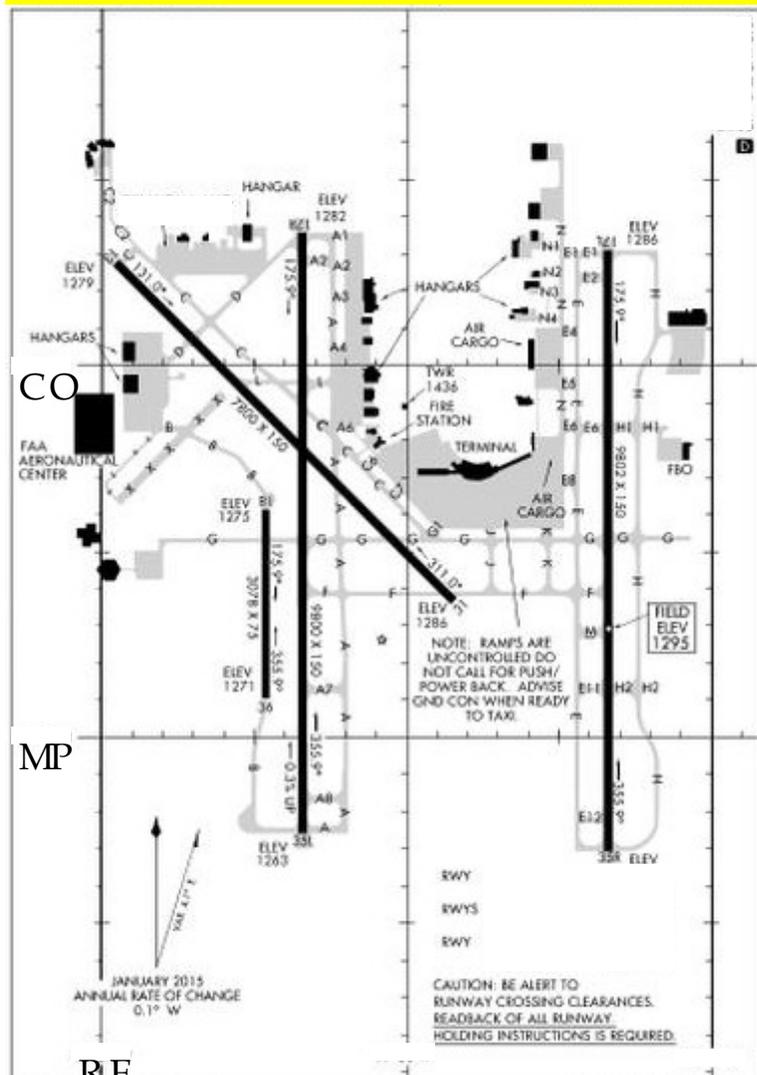
Monthly Mysteries Solved

Jim Gannon got the airplane immediately, followed soon after by Curt Briggs and LeRoy Brown. Because the snail mail lived up to its implications, Bob Wilson didn't get a shot at it until much later. But, of course, he got it. The airplane in question is a Kinner Playboy.
The airport is CVG, Cincinnati. I know,

the picture was poor at best, but that did not deter Jim Gannon, Curt Briggs, Bob Massey, Dusty Rhodes, Larry Helms and Gary Snodgrass from getting it right. Gary also correctly IDed last month's airport, Philadelphia, but I failed to list him with the others. My apologies my friend!



I've run out of National domestic airports. This month's offering is a Pan Am airport that we operated into on the old "See America" flights. It is in the Continental United States. Good luck!



For comments or questions, you can reach John at johnhd500@gmail.com

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