

# VINCENT'S NEWS

The 'Van-Go' Gallery



*"Wherever you see a 'Vincent's Van Go' you know the job will be a work of art."*

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**Did you know...**

**...that if you want to review information from a previous newsletter – like October's "How to Make Sure Your Furnace is Safe – Part 1", that all the past issues are available on our website at [www.VHPinc.com](http://www.VHPinc.com)? Just click on the 'Van Go' Gallery tab for PDF versions.**



OWNER'S CORNER

**THROUGH MY EYES**

The Thanksgiving season is here and I have an inspirational story to share: In August I saw a piece of history when my mother's brother, Paul Dye, and his son Larry flew their small single-engine plane into St Clair County airport for an overnight visit. In October 1985, my uncle Paul – a missionary pilot in Columbia, South America – was captured along with

his plane by the Revolutionary Armed Forces of Colombia (FARC), as he brought a medical aide to a sick missionary. They forced him at gunpoint to fly his plane to a remote airstrip. The plane was pushed off the runway into the jungle to hide it from Colombian



Here I am with Paul Dye and his son Larry in front of the Plane

authorities. They marched him to their camp and told him he was their prisoner. But if they intended to use him and his plane to fly

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**How to Make Sure Your Furnace Is Safe  
Part 2 Testing Furnace Exhaust for Too Much Carbon Monoxide**

Part 1 covered why it is important not to take your furnace or boiler for granted. Manufacturers have engineered very safe products, but still every year news stories tell of furnace related tragedies, so it is important to understand the risks – regardless of the furnace age - in order to avoid them.

Like a car, every furnace or boiler makes carbon monoxide. And just like a car, it's critical that the exhaust

does not contaminate the air you breathe.

In 'Part 1' we covered the importance of making certain that a furnace or boiler heat exchanger is not cracked or in any other way permits the exhaust products containing carbon monoxide to mix with the air you breathe. You may have already been aware of this. But there is also another carbon monoxide related danger that is less common but just as serious: a furnace

that produces excessive levels of carbon monoxide – even when the heat exchanger is okay and no carbon monoxide is detected in the house. Here is why:

There is an inverse (or opposite) relationship between the amount of CO and the amount of time that a person could be overcome by the poison gas. The higher the

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## How to Make Sure Your Furnace Is Safe P.2

*"...running a furnace or a boiler producing life threatening levels of CO in the exhaust is like driving a car with no brakes - you could do it, but would you want to?"*

level of carbon monoxide a person is exposed to, the less time they have before they will be poisoned and potentially be overcome by the deadly gas.

Because furnaces or boilers do not have any safeties to shut it off should the vent become plugged, disconnected, or if the heat exchanger fails safety experts have 'drawn a line' as to the maximum level of carbon monoxide that the unit can produce and still be allowed to operate and be considered safe. Beyond this level poisoning would occur very rapidly.

Therefore to protect the public, safety experts have set maximum allowable carbon monoxide limits below CO levels that would be immediately life threatening should a vent become plugged or disconnected or should the heat exchanger fail. (For more technical details visit the

section on carbon monoxide dangers on our website.)

These safety experts that have set this standard include the Consumer Products Safety Commission (CPSC), the American Gas Association (AGA), the Environmental Protection Agency (EPA), among others.

To continue the comparison with a car from above, running a furnace or a boiler producing life threatening levels of CO in the exhaust is like driving a car with no brakes - you could do it, but would you want to?

When we check the combustion for a boiler or furnace the highest concentration of the undiluted sample of carbon monoxide we allow is 100 parts per million (ppm). This is the concentration allowed by the National Comfort Institute standard that we adhere to. If the amount exceeds 100 ppm

we try to correct it, but if we can't we notify the owner of an unsafe condition and shut the unit off. In our experience, we have encountered amounts of carbon monoxide in furnace or boiler flue products that would kill within minutes should the deadly gas escape in the house.

Making sure that your furnace or boiler is not creating excessive levels of carbon monoxide is another important step in making sure your furnace is safe. Testing for excessive levels of CO in furnaces or boilers is a standard feature of our Combustion Optimization & Safety Inspection. And because this is an annual benefit of the VHP Club as a member you have the assurance that your furnace is not making too much CO and putting you at risk.

In the next issue we will continue this series.

### A LETTER FROM A VINCENT'S CLIENT

*[They] did a most thorough job, checked to make sure we are ready for the winter to come and the summer after. We trust Vincent's, and have worked with them for many years.*

*Fred, Port Huron*

## THROUGH MY EYES (CONT' D FROM PAGE1)

cocaine to finance their activities they never got the chance: three days later, Paul made a hair-raising escape with his plane in the dead of night.

As he described it, his initial despair at being held captive was replaced by divine hope. In the middle of the night God prompted him to escape. He piled firewood under his blanket on his cot to fool the guards when they shone their light on him during their rounds. Thanking God with each step, he crept from the camp into the jungle and incredibly he found his plane in the absolute darkness.

The string of miracles continued as he improbably muscled the plane out of the jungle and back unto the airstrip over the uneven, root covered ground. He pulled the undiscovered spare key he had hidden in his shoe at his capture and inserted it. Knowing the noise from the plane's engine would alert his captors he spoke a quick prayer, turned the key over and the engine roared to life. Quickly he taxied to the end of the runway, spun the plane

around and took off – safely clearing the trees at the end of the runway. All in pitch black darkness and never seeing or hearing any of his captors.

His elation was short lived. Once away from the camp he dismayed to see the fuel gauge on empty. Desperately he searched for a place to land. God again provided a miracle: the low clouds opened to reveal moonlit stretch of flat grassland. He quickly banked, found the clearing, safely landed - and fell to sleep thanking and praising to God. The light of morning revealed that he had set the plane down parallel to a fence that had not been visible, the other side of which was full of sleeping cows. God had again spared his life as hitting the fence or the cows could have been fatal. His used his radio to call for help and was brought fuel to fly back to safety.

Now 29 years later, Paul and his son Larry had been able to purchase and restore the plane that he had escaped in – the very plane that he had flown to St Clair County

airport. It was a thrill to see and it rekindled the thanks I had felt when I learned of his escape.

One final thought: if you know about flying, you know pilots have checklists and routines that they go through before they fly to make certain they are safe. Even during his escape Paul had hastily checked his plane over before he took off– groping his way around the plane to make certain it had not been damaged. Pilots know that there life depends on the soundness of their aircraft. I thought of this as I watched Paul and Larry prepare to leave the next morning. It reminded me of the maintenance routine we go through to make certain your furnace is safe and ready for the winter. So as Thanksgiving approaches, remember the things you have to be thankful for – but don't forget your winter 'checklist'!

For more information google: American Pilot Escapes From Rebel Kidnappers in Single-Engine Plane

"...So as Thanksgiving approaches, remember the things you have to be thankful for - but don't forget your winter 'checklist'!

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# Football Word Search

E C X V Q K P P B A H T R Y M  
O N R A D A R R I P O P O A D  
S A I H E Z C R O L G Y F W H  
U T A G H G P F I P F G U N A  
G K A X N O I P Z C E P S U R  
D W H C R E F X H S Z L E R Y  
N G I T R X P J O Y P C L K N  
U Y X N I T I P K C O C A E Q  
U G P Z G O Z R K P Y Q G D R  
C O N T R O L T O W E R E U T

Airport  
Engine  
Propeller  
Wing  
Cockpit  
Fuselage  
Radar  
Control Tower  
Pilot  
Runway

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## Humor Section



### **Airplane humor**

A plane was taking off from Kennedy Airport. After it reached a comfortable cruising altitude, the captain made an announcement over the intercom, "Ladies and gentlemen, this is your captain speaking. Welcome to Flight Number 293, nonstop from New York to Los Angeles. The weather ahead is good and therefore we should have a smooth and uneventful flight. Now sit back and relax -- OH NO!"

Silence followed and after a few minutes, the Captain came back on the intercom and said, "Ladies and Gentlemen, I'm so sorry if I scared you earlier, but while I was talking, the flight attendant brought me a cup of coffee and spilt it in my lap. You should see the front of my pants!"

A passenger in coach said, "That's nothing, he should see the back of mine!"