

Newsletter



569

Lincoln, NE

August, 2007

Meeting Announcement

Date: Saturday, August 4
Time: 1800 hrs
Place: Denton Airfield (NE40)
Don Shoemaker's hanger
Program: Chapter 569 Picnic

This is a "pot luck" affair so bring a covered dish. The club will furnish the meat, buns and soft drinks.

Off to Oshkosh

President's Message

Dennis Crispin



I'm writing this a week early as I will be leaving for Oshkosh shortly. I always go a week early and help at Camp ground registration.

Those of you who don't do your part by volunteering at AirVenture are missing about half the fun. It takes 2000 volunteers to get the convention up and running and to keep everything running smoothly through the week. Whatever your skills or interests are, there is a volunteer slot that is just for you.

Volunteers range from our own Tom Henry who is a long time regular at the repair barn to Judy the diaper lady who stocks and maintains

the diaper changing stations. Others park airplanes, teach classes, judge airplanes, mow grass, cook at the volunteer kitchen, perform in the air show, put up snow fence, work with security, or deliver drinks and sandwiches to other hard working volunteers. Whatever the job, the volunteer knows that their small part is an important link in the overall success of the world's greatest aviation event.

Our next meeting is our annual family picnic, always one of the highlights of the year. Remember that there is a clean up party at 0930 Saturday, August 4, to get the hanger ready. Rich Bolts has arranged with one of his buddies from the RC world to give us a flight demonstration.

We are making some great progress toward getting organized for the Ford Tour. With luck we will have a sponsor lined up soon, and then things should start falling into place. We will need a good bit of manpower to keep the TriMotor flying passengers. Get in contact with Andy Lahr and get on the work sheet. The sooner you call, the better your chance of getting the shift that you want.

We have sent TriMotor posters and mini-flyers to all of our members. We hope that you have been distributing them throughout your sphere of influence. Remember to talk it up among your friends and business associates. Most people from outside the aviation world are fascinated to hear the historical details of the Ford TriMotor Airliner and how it influenced life as we know it today. Who could resist, upon learning the story, the adventure of a ride in such a rare historical artifact?

Navigational Aid for Picnic Goers

If you are driving to the Chapter 569 Picnic on Saturday, August 4:

1. Drive to the village of Denton.
2. Go west on W 3RD St – 0.4 miles to SW 98th ST
3. Turn left onto SW 98th. ST – 0.7 miles to W. Yankee Hill Rd.
4. Turn right onto W. Yankee Hill Rd – 0.9 miles to 11115 W. Yankee Hill Rd.
5. Turn left on a lane that runs south approximately ½ mile to Shoemaker Field.

Don Shoemaker says that he will guarantee two hotdogs to any one who flies into the picnic.

Dennis Crispin
President EAA Chapter 569

Forced Landings– Guidance from a Flight Advisor

by Jack Briggs, FA #1172

One day at lunch with a group of pilots, the talk got onto the subject of forced landings. Almost everyone in the group had experienced one or more and survived. The pilots ranged from students to airline veterans, military and civilian, young and old. The oldest had flown Jennies in the late twenties or early thirties! By adding the accumulated hours and counting the number of forced landings, the results were quite surprising. It is possible to fly a lot of hours without having to get it down quickly.

In case of an emergency, what is the preparation and technique to handle it successfully? Successfully may mean any landing that you can walk away from. There is an inherent desire to save the plane first; your neck second. Don't buy it! Planes are repairable and replaceable.

Air speed and angle of attack are the ingredients for a good and safe forced landing. Every plane has a best glide speed and attitude, knowing yours is imperative.

Altitude is the other factor in an emergency. Under 500 AGL leaves little room to maneuver. Many forced landings occur below that altitude. During takeoff or landing, fuel starvation and carburetor ice are frequent culprits. Do not turn back if under 500 feet, and even 500 feet might not be enough, 1000 feet is better yet. If an emergency occurs during a climb out, immediate reaction is required. Without a prop blast over the tail, the elevators lose effectiveness. Quick, precise forward stick must be the reflex. A shallow climb angle with speed is preferable over steep and slow. Not as impressive but more survivable. The sooner the pitch attitude for maximum glide is established, the better. Maintain air speed and proceed according to altitude.

Wind and terrain are the next consideration. Into the wind reduces ground speed. Downwind and faster ground speeds fool the eye and deceive the pilot and stalls can result. Low altitude reduces the time for analysis. Avoid the temptation, fly the airplane.

A snug seat belt and shoulder harness can reduce injury. If altitude is sufficient, plan approach as normal. Be at the key position, abeam the end of the intended landing spot at 800 to 1000 feet AGL. Shoot for the middle of the landing area, then "S" turn or slip to land in the first third. Maintain a normal glide speed and angle. Practice dead stick landings. Clear the engine occasionally and use carb heat.

Good technique and awareness can make an emergency a non-event.

(source EAA Safety Wire Flight Advisor and Technical Counselor News)



Hans Aero & Vehicle Storage

Dan & Arlene Hans

1201 N. 112th Street, Lincoln, NE 68527

phone: (402) 560-5706 and (402) 560-5280

e-mail: djajhans@yahoo.com

For Pester Airport information, visit

www.airnav.com/airport/NE59 on the web

or contact Lee Pester at (402) 464-3195.

Minutes of the Club Meeting July 10, 2007

1. Clean up for the picnic will be August 4th at 9:30 AM.
2. The picnic will be August 4th at Don's airfield.
3. We are still working on sponsorship for the Ford Trimotor.
4. Posters and mini flyers were given to club members.
5. We need volunteers to help with the Trimotor. Sign up early to get the times you want.
6. We need workers with gate/security passes. You can apply for one at airport security.
7. The program was our annual builders tour.

Rich Boelts, Secretary

Things to Do

- Aug 5** Columbus Fly-in breakfast 7am-noon, in conjunction with Columbus Days.
More info:
Keith – 402.564.7884
- Aug 11-12** Millard Fly'n Aviation Extravaganza for Make-A-Wish Foundation.
More info:
Don Hickman donpathickman@cox.net or
Kris Newcomer kirsnewcomer@cox.net or
call 402.659.7241
- Aug 18** Council Bluffs Fly-in breakfast with the "Pancake Man", 8am to noon, PIC free
More info: Advanced Air – 712.323.2173
- Sep 8** Kearney – Annual Fly-in by Mid-America EAA Chapter 1091, breakfast, lunch, etc.
Breakfast free to Fly Ins. Hamburger, hot dog lunch.
More info: Calvin Kelly – 308.468.5189
Cell – 308.380.1690
- Sep 20-23** EAA Chapter 569 Lincoln, NE will host the EAA's Ford Trimotor tour at Silverhawk Aviation. Rides available each day for \$50.

EAA 569 Contact Information

President

Dennis Crispin
402-862-2892
ldovel@neb.rr.com
531 10th St.
Humboldt, NE 68376-9709

Vice President & Tech Counselor

Erick Corbridge
402-499-1039
Corbe99@Yahoo.com
5641 Harding Dr.
Lincoln, NE 68521

Secretary

Rich Boelts
402-476-4030
rboelts@juno.com
1901 Preamble Lane
Lincoln, NE 68521

Treasurer & Tech Counselor

Tom Henry
H: 402-791-2116
W: 402-479-1540
tom.henry@duncanaviation.com
TomHenry3@aol.com
1360 S 96th Rd.
Firth, NE 68358

Tech Counselor

Doug Hill
H: 402-730-8126
W: 402-474-5074
captdrh@yahoo.com
920 Lakeshore Dr.
Lincoln, NE 68528

Newsletter Editor

Doug Volkmer
H: 402-483-1108
doug_rv7@yahoo.com
3720 Stockwell Circle
Lincoln, NE 68506



569

John Cox
2279 County Road 2425
Dewitt, Nebraska 68541-2518