

Newsletter



569

Lincoln, NE

January, 2007

Meeting Announcement

Date: Tuesday, January 2
Time: 1930 hrs
Place: Main Duncan on the East Ramp
Program: Duncan Aviation Tour

We will have the opportunity to tour the Duncan Aviation shops. Special thanks to two of our own, Tom Henry and Erick Corbridge for arranging this. We will meet at the main Duncan Aviation entrance (3701 Aviation Rd) on the East ramp. Although most of the tour is inside, there will be some moving outside between buildings. Hope to see you all there!

President's Message

Dennis Crispin



You will note in the contacts list that we have a new Newsletter Editor. Doug Volkmer has volunteered to contribute his time and computer skills to getting out our monthly publication. John C. Cox will continue to do the job of distribution.

Editing our newsletter is a big job, so we are going to ask the entire club to help. A number of our members are talented writers, so, if you fit this category, how about doing a feature article? Any aviation related subject would be of interest to our members. We collectively read all the aviation periodicals and news sources. When you run across information to share, get it to Doug and

Happy New Year!!!

he will print it if space is available. We are especially interested in aircraft purchases or sales, construction starts, progress, completions, first flights, trips, etc.

The Christmas party was a great success. We had a good turnout and everyone seemed to have a great time. Thanks again to the committee – Andy Lahr, Dwana Henry, and Judy Straw - for the fine organization of the event.

We are getting underway with planning the meetings and events of the coming year. Bring your ideas and suggestions to the next meeting.

My daughter is a physical therapist, practicing in Washington State. In a phone conversation the other day, she related her experience with a new patient. When she asked him about his hobbies, he replied that his primary pastime was maintaining and flying his Piper Cherokee. She replied “I know what that is! My dad used to take me flying in one.” Whereupon the patient had to know all about what I was flying now, where, how she liked it, etc. She concluded “I couldn’t get him to shut up about airplanes and get back to discussing his injury and treatment. I guess I should have known better than to try to make small talk with an airplane nut!” Some things just never change.

"Old aviators and old airplanes never die... they just fly off into eternity."

(Tom Henry sent me this story. This is a story about a vivid memory of a P-51 and its pilot by a fellow when he was 12 years old in Canada in 1967.— Ed.)

It was noon on a Sunday as I recall, the day a Mustang P-51 was to take to the air. They said it had flown in during the night from some US airport, the pilot had been tired so landed here for the night. I marveled at the size of the plane dwarfing the Pipers and Canucks tied down by her. It was much larger than in the movies. She glistened in the sun like a bulwark of security from days gone by.

The pilot arrived by cab, paid the driver, then stepped into the flight lounge. He was an older man, his wavy hair was grey and tossed . . . looked like it might have been combed, say, around the turn of the century. His flight jacket was checked, creased, and worn - it smelled old and genuine. Old Glory was prominently sewn to its shoulders. He projected a quiet air of proficiency and pride devoid of arrogance. He filed a quick flight plan to Montreal (Expo-67, Air Show) then walked across the tarmac.

After taking several minutes to perform his walk-around check the pilot returned to the flight lounge to ask if anyone would be available to stand by with fire extinguishers while he "flashed the old bird up . . . just to be safe." Though only 12 at the time I was allowed to stand by with an extinguisher after brief instruction on its use -- "If you see a fire, point, then pull this lever!" I later became a firefighter, but that's another story.

The air around the exhaust manifolds shimmered like a mirror from fuel fumes as the huge prop started to rotate. One manifold, then another, and yet another barked - I stepped back with the others.

In moments the Packard-built V-12 Merlin engine came to life with a thunderous roar, blue flames knifed from her manifolds. I looked at the others' faces, there was no concern. I lowered the bell of my extinguisher.

One of the guys signaled to walk back to the lounge. We did.

Several minutes later we could hear the pilot doing his pre flight run-up. He'd taxied to the end of runway 19, out of sight. All went quiet for several seconds, we raced from the lounge to the second story deck to see if we could catch a glimpse of the old P-51 as she started down the runway. We could not. There we stood, eyes fixed to a spot half way down 19. Then a roar ripped across the field, much louder than before, like a furious hell spawn set loose---something mighty this way was coming!

"Listen to that thing!" Said the controller. In seconds the Mustang burst into our line of sight. Its tail was already off and it was moving faster than anything I'd ever seen by that point on 19. Two thirds the way down 19 the Mustang was airborne with her gear going up. The prop tips were supersonic; we clasped our ears as the Mustang climbed hellish fast into the circuit to be eaten up by the dog-day haze.

We stood for a few moments in stunned silence trying to digest what we'd just seen. The radio controller rushed by me to the radio. "Kingston tower calling Mustang?" He looked back to us as he waited for an acknowledgment.

The radio crackled, "Go ahead Kingston." "Roger Mustang. Kingston tower would like to advise the circuit is clear for a low level pass." I stood in shock because the controller had, more or less, just asked the pilot to return for an impromptu air show!

The controller looked at us. "What?" He asked. "I can't let that guy go without asking I couldn't forgive myself!" The radio crackled once again, "Kingston, do I have permission for a low level pass, east to west, across the field?" "Roger Mustang, the circuit is clear for an east to west pass." "Roger, Kingston, I'm coming out of 3000 feet, stand by." We rushed back onto the second-story deck, eyes now fixed toward the eastern haze.

The sound was subtle at first, a high-pitched whine, a muffled screech, a distant scream. Moments later the P-51 burst through the haze. Her valiant old airframe straining against positive Gs and gravity, wing tips spilling contrails of condensed air, prop-tips again supersonic as the burnished bird blasted across the

eastern margin of the field shredding and tearing the air.

At about 400 mph and 150 yards from where we stood she passed with an old American pilot saluting imagine ...a salute to us Canadians! I felt like laughing, I felt like crying, she glistened, she screamed, the building shook, my heart pounded . . then the old pilot pulled her up and rolled, and rolled, and rolled out of sight into the broken cloudsand indelibly into my memory.

I've never wanted to be an American more than on that day. It was a time when many nations in the world looked to America as their big brother, a steady and even-handed beacon of security who navigated difficult political water with grace and style; not unlike the pilot who'd just flown into my memory. He was proud, not arrogant, humble, not a braggart, old and honest, projecting an aura of America at its best. That America will return one day, I know it will.

Minutes of the December Meeting

The EAA Chapter 569 December 2006 Meeting was our annual Christmas party. The event was held at the Knolls Restaurant on Sunday, December 3, 2006.

The banquet hall was decorated in a holiday theme. A fine dinner was enjoyed by a good turnout of members and guests.

Comedienne T. Marni Vos had them rolling in the aisles with her hilarious stand up comedy routine.

Certificates of appreciation were presented to the 2006 officers, Young Eagle Coordinators, and others who made significant contributions in the last year.

Thank you certificates for Duncan Aviation and Crete Aviation were available but no representatives of those businesses were available to accept them. A special award was presented to Don and Yvonne Shoemaker as a thank you for years of hosting the summer picnic.

Tom Henry was presented the *2006 Spark Plug Award*.

No club business was conducted at this meeting.



Pleasant surroundings and a fine meal highlighted the Christmas party.



The comedy of T. Marni Vos entertained everyone at the party.

Happy Holidays!

Things to Do

Jan 2 - EAA Chapter 569 Meeting – Main Duncan Entrance, East Ramp, 7:30pm

Jan 6 – Chapter 1055 Breakfast - York, NE

Jan 20 – Chapter 569 Breakfast – Crete, NE

(I must admit, this is a really good breakfast. Roger makes a pretty mean omelet. Kevin, Charlotte and Norm serve up some great scrambled eggs and hash browns. Where else can you do some serious hanger talkin' and have breakfast next to a Cessna 170? – Ed.)

Tom Henry receives Spark Plug Award

Roger Aspegren presented this year's *Spark Plug Award* to Tom Henry. The award is given annually to someone who has made outstanding contributions of time and talent to our club.

In making the award Roger cited Tom's years of service as a technical counselor and the many hours he has spent helping and advising members with the construction and maintenance of their aircraft. Tom is one of the mainstay volunteers at the repair barn at AirVenture. In addition he has done a great job as our club treasurer.

The *Spark Plug Award* trophy, featuring a small airplane made from an aircraft sparkplug, exhibits the craftsmanship of Andy Lahr.



Tom Henry received the Spark Plug Award from Roger Aspegren.



The Spark Plug Award was handcrafted by fellow member Andy Lahr.

What really matters ...

(President Crispin sent me this Email he received. It is a letter to the Flight Department Hotline from Flight Officer Gary Blied after completing his duties on American Airlines #1904, ORD to MIA, on December 3. This is Gary's letter. – Ed.)

"We were informed at the gate that the remains of MSgt Shawn Richardson would shortly be loaded on our flight for the trip to Miami. He was a 17 year veteran of the United States Air Force and had been killed in the service of our country. I went down onto the ramp and found the long box appropriately stationed off to the side in a luggage cart. The curtains on the cart were pulled. I spent a few moments in prayer with him.

"The Captain and I finished our preflight duties and then went down onto the ramp, checked in with the crew chiefs to observe the loading of MSgt. Richardson. We departed almost an hour late due to our late arrival into Chicago.

"We called for push and it was immediately granted. Normally, there's a wait. We called ground for taxi and again - immediately granted. Normally, there's a wait. We were cleared onto the runway and for an immediate take off. Passing through about twenty five thousand feet, we were further cleared direct OMN (Ormand Beach) which is the first fix on the arrival into Miami. That's basically a thousand mile straight line and the most direct clearance I've ever received to Miami. Not a word was ever said - but people were watching out for us.

"The flight to and landing in Miami were uneventful, until we went to turn off the runway. The tower asked us to proceed a little further down where an escort was waiting for us. We did as instructed and a Miami Dade Police cruiser met us on the taxiway. He escorted our American Airlines Boeing 757 to the D terminal. The entire north ramp had been cleared of all aircraft.

"As we approached the ramp we noticed the lights. There were at least a half dozen fire trucks, no less than 15 police cars and countless other

vehicles. They were all parked in rows with their lights flashing. As we taxied our aircraft to the gate, the fire trucks saluted our arrival with crossed streams of water shooting over the aircraft.

"We parked the aircraft and shut down. After our checklists, Captain Jeff Wallace and I went down to the ramp level and observed the unpacking of the casket, then the dressing with a flag. It was accepted by the honor guard, which was comprised of members of the Miami Dade Police Department, and Air Force Honor Guard.

"After the "present arms" order (when all military and former military render salutes and civilians put their hands over their hearts) and the "order arms" order, when the salutes were finished, I noticed our jet. As I looked up from the ramp level, I saw a face in every window. Not one of our passengers had moved until our fallen soldier had departed the aircraft.

"When the procession left the airport, there were two cruisers in front of the hearse and I have no idea how many behind. It was worthy of a presidential motorcade and a fitting and probably all too uncommon show of love and respect for one of our fallen.

"And in case I haven't mentioned this previously - it was 1:30 a.m. on a Saturday morning and I would bet that most of the people on our ramp were not on the clock.

"Every now and then you see it: the silent majority that makes this country the best in the world. I was so proud that night. Proud that my fellow citizens on every level worked to get MSgt. Richardson to his final repose. Proud of all the people who showed up on the ramp early that Saturday morning to show their respect. Proud of our passengers that they recognized a greater purpose than getting off the jet. And proud that my company, American Airlines knows how to handle this situation with humility and honor.

"As you go through your day, remember that there are thousands of men and women overseas in the service of our country, far from home and in danger's way. Please remember that they have families back here who live every day in fear of the phone call or visit with the news that their worst nightmare has come true.

"Be thankful for their efforts and if you know someone who is in the service - get their address from their family and write them and thank them. It's the least you can do."

Thanks, Gary. That's all for today.

An Engineer and a Programmer ...

A programmer and an engineer are sitting next to each other on a long flight from Los Angeles to New York. The programmer leans over to the engineer and asks if he would like to play a fun game. The engineer just wants to take a nap, so he politely declines and rolls over to the window to catch a few winks. The programmer persists and explains that the game is real easy and is a lot of fun. He explains "I ask you a question, and if you don't know the answer, you pay me \$5. Then you ask me a question, and if I don't know the answer, I'll pay you \$5." Again, the engineer politely declines and tries to get to sleep. The programmer, now somewhat agitated, says, "OK, if you don't know the answer you pay me \$5, and if I don't know the answer, I'll pay you \$100!" This catches the engineer's attention, and he sees no end to this torment unless he plays, so he agrees to the game.

The programmer asks the first question. "What's the distance from the earth to the moon?" The engineer doesn't say a word, but reaches into his wallet, pulls out a five dollar bill and hands it to the programmer. Now, it's the engineer's turn. He asks the programmer "What goes up a hill with three legs, and comes down on four?"

The programmer looks up at him with a puzzled look. He takes out his laptop computer and searches all of his references. He taps into the Airphone with his modem and searches the net and the Library of Congress. Frustrated, he sends

e-mail to his co-workers--all to no avail. After about an hour, he wakes the Engineer and hands him \$100. The engineer politely takes the \$100 and turns away to try to get back to sleep. The programmer, more than a little miffed, shakes the engineer and asks "Well, so what's the answer?" Without a word, the engineer reaches into his wallet, hands the programmer \$5, and turns away to get back to sleep.

Minutes of the Executive Meeting December 19, 2006

1. Annual report to EAA
 - Liability Insurance
 - \$177/year +\$50 for renewal
 - If no money charged for use of private property then the owner has no liability.
2. Program for January Shane Osborn or John Zimmer
 - ***** updated since meeting*****
 - Jan 2 - Duncan Aviation Tour
 - Feb 6 - Alaska trip by John Zimmer
 - April 3 - B1, T6, and others by Mark Novak
 - Sept 4 - ANG tour - Mark Novak
 - *****
3. Aircraft construction projects
 - Family picnic night
 - Builder's tour
 - Suggested programs for 2007
 - Zimmer trip to Alaska
 - Carryovers from last year
 - Ask some of the old timers about history of Pester airfield (NE59)
- 4 \$300 cash from breakfast
 - Possible gift to Crete aviation may be appropriate
5. Newsletter, Doug Volkmer is the new newspaper editor
 - Format (Editors preference)
 - Contributions we need articles from members or other sources.
 - Printing discussed
 - Mailing discussed
 - Membership / mailing list was reviewed.
 - The mailing list has been updated.

Rich Boelts, Secretary

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Accident Report

Accident occurred Friday, August 04, 2006 in Plattsmouth, NE

Aircraft: Spittler Rans S-16, registration: N116GS

Injuries: 2 Uninjured.

The airplane collided with rough terrain during a forced landing following a loss of engine power. The pilot reported that they were practicing touch and go landings when the engine power decreased by 100 to 150 rpm during takeoff. The pilot confirmed the boost pump position, the mixture setting, and the fuel quantity. He reported that at an altitude of about 500 feet above the ground the engine power decreased smoothly to zero. The pilot reported there were crop fields on both sides of his path with a slew in the middle so he elected to land straight ahead in the slew. The airplane touched down in the four-foot-tall grass at which time the nose and right main landing gears collapsed resulting in structural damage to the airplane. The fuel servo was removed from the airplane and bench tested. The test revealed the servo had a tendency to stick when transitioning between high and low pressure settings.

The National Transportation Safety Board determines the probable cause(s) of this accident as follows:

A loss of engine power due to fuel starvation which resulted from a binding within the fuel servo. A factor associated with the accident was the high vegetation that was encountered during the forced landing.

Questions from the Private Pilot Test Exam

1. Where may an aircraft's operating limitations be found if the aircraft has an Experimental or Special lightsport airworthiness certificate?
 - A. Attached to the Airworthiness Certificate.
 - B. In the current, FAA-approved flight manual.
 - C. In the aircraft airframe and engine logbooks.
2. If the engine oil temperature and cylinder head temperature gauges have exceeded their normal operating range, the pilot may have been operating with
 - A. the mixture set too rich.
 - B. higher than normal oil pressure.
 - C. too much power and with the mixture set too lean.
3. Which would most likely cause the cylinder head temperature and engine oil temperature gauges to exceed their normal operating ranges?
 - A. Using fuel that has a lower-than-specified fuel rating.
 - B. Using fuel that has a higher-than-specified fuel rating.
 - C. Operating with higher-than-normal oil pressure.
4. Under what condition is indicated altitude the same as true altitude?
 - A. If the altimeter has no mechanical error.
 - B. When at sea level under standard conditions.
 - C. When at 18,000 feet MSL with the altimeter set at 29.92.

Answers: 1. (A) 2.(C) 3.(A) 4.(B)



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