

June, 2010

Volume 35, Issue 6

www.eaa569.org

EAA Chapter 569 Newsletter

Lincoln, NE



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Meeting Announcement

Date: Tuesday, June 1st

Time: 7:30pm

Program: "Muhle Aviation Works"

Paul Muhle of Muhle Aviation Works in Columbus, NE will be the guest speaker. Paul has won 3 Grand Champion Gold Lindy Awards at Oshkosh and was featured in the April, 2010 issue of Kitplanes.

Place: Duncan Aviation Engine Shop
5000 NW 44th St – Lincoln, NE

President's Message Tom Henry



Thank you to Kermit Wenger for conducting the meeting last month. I was under the weather for a few weeks and finally was just well enough on Thursday to go to the movie night with a pocket full of cough drops. And NO I don't have wireless internet on my PPC. There turns out to be too much vibration for streaming video and it wouldn't qualify as an ultralight with all the hardware!

A few of us watched "Air America" at our "Free Aviation

movie night" at The Joyo Theatre in Lincoln on Thursday May 13th. We missed most of you. Attendance was rather low. If we are to continue this activity please help by suggesting movies or changes and participating. It's all about having fun with it.

We still need to grow our membership and increase the participation of our existing members. Thank you to those who have recruited new members. Now that they are new members, call them each month and remind them of our meeting night. Offer to give them a ride to the meeting. The biggest complaint of new chapter members EAA wide is that even after they join a chapter they don't feel like a part of "the group". Many drop out. Lets make sure our new friends feel welcome and wanted any way we can!

Calm winds and clear skies,
Tom Henry



Glass

Making the transition from round gauges to square ones

(This article originally appeared in the June, 2001 issue of EAA Sport Aviation.)

By LAURAN PAINE, JR

OKAY, MY FRIENDS, IT'S TIME FOR ME TO vent. Friends let friends do that from time to time, don't they? And y'all are my friends.

There I was, intent on riding my current airliner into retirement sunset, old "round dials" (as they say in the trade) and all. I like round dials. I grew up with round dials. But then the announcement came, "We're getting rid of the older airplanes."

And they were getting rid of them before I would reach mandatory retirement age. I was left with little choice—I still have a son in college, and I still have to buy my Lycoming for the RV-8. I had to bid a new airplane. And guess what? All the newfangled, highfalutin' airplanes now have "glass" cockpits.

Glass! Don't know nothin' about no glass. Glass is for TV screens; dang sure it ain't for airplane cockpits.

Left with precious few options, I bid the new airplane. Then I did what I've had to do before in my airline career: cinch my belt a notch tighter, bow my neck, and walk forward— not looking back— toward my new challenge.

I sat in the new cockpit, and here's

what I saw: TV screens. Six of them, to be exact! One had an instrument that looked a lot like an attitude indicator. I asked if it was. "That's what it is," I was told, and I was relieved to have recognized something. Then the instructor said, "But if you don't like it where it is, you can move it to this screen." Oh, great! The instruments move. I'm in big trouble.

I rifled off an e-mail to my friendly editor: "Scott, I'll be in training hibernation for the next seven weeks. See ya on the back side." As he always is, Scott was very understanding and replied, "Good luck!"

Yeah, I'd need a truckload of that, too.

Okay, jump ahead seven weeks. (I don't want to bore you with the long hours of study and sleepless nights.) I made it. I passed the orals and the checkride and now have my seventh type rating. And what a journey of discovery it was.

This gee-whiz stuff is pretty darn incredible—pretty colors, a veritable plethora of information presented to you. Depending on what you want, the screens can call up a multitude of different displays, and a "nice" computer-man says, "Config flaps!" if your flaps aren't properly configured for takeoff and you bring the "thrust levers" up for takeoff (nope, can't call them "throttles" any more; you get your hand slapped if you do).

Computer-man is capable of saying a lot of other things, too. He talked to me a lot during training. "Main landing gear bay overheat!" "Engine fire!" "Terrain! Terrain!" "Traffic! Traffic!"

You work to keep him quiet

because he never has anything good to say. The guy's about as politically correct as a longhorn bull in a glass factory.

Right in the middle of the screens is another small screen. It's called the ISI (integrated standby instrument). Flying an ILS on it is like walking a tightrope across the Grand Canyon wearing a backpack full of wildcats. We began calling it the ESI (evil standby instrument).

Flying the new airplane is still flying, of course, but it's different. Just different. Before, all I needed was a bearing pointer and distance-measuring equipment, and I knew where I was. Now I must surrender my antiquated positional awareness philosophy to a screen that has a little airplane on it.

That little airplane is "me," and it tells me where I am. But with this caveat: only if I've programmed everything correctly. Yeah, "programmed." The airline uses PF to designate the "pilot flying" and PNF to designate the "pilot not flying." While in training we students changed from pilots to programmers. You program the thing, and then you watch to see if it does what you think you told it to do.

And messages! The engineers are so proud of their handiwork that they write you messages on the screens. Things like ENG FIRE, HYD PRESS LO, and GEN FAIL. It ain't enough that you can look elsewhere to find that information; they want you to read about it.

Lose all AC electrical power and the dad-gum screen looks like the *Reader's Digest* condensed version

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of *War and Peace*. There's about a jillion messages presented. And it's up to the poor, confused pilot to sort out which ones are important. Good luck.

If that's not enough, they have to tell you about the good stuff, too. The instructor asks me, "Is the seat belt sign on?"

"Yeah."

"How do you know?" he asks.

"Because here's the switch, and it's in the on position."

"Not good enough. That's rumor. This is fact," he says, pointing to a message on the screen that says SEAT BELT ON. Whatever.

And acronyms! Holy guacamole! Let's go on a short flight. You're nearing destination.

Here's what you do: Use the ARP above the RCP to select BARO, MDA, and VSPDS on the EFIS PFD and the DCP to set the MFD and program the FMS for the APPR, using VNAV, use VS on the AFCS and push ALT so you'll get ALT SEL in the FMA, select TCAS BLO on the RTU, check the EICAS, select flaps (aha! a recognizable aeronautical term at last)—the handle of which is connected to nothing but wires that talk to the AHRS and the ADC through the IAPS to decide if you can have what you ask for—then select gear down so computer-man doesn't yell at you with "TOO LOW! GEAR! TOO LOW! GEAR!"

Here's what you just did: You descended to land.

Let me describe the same maneuver as above in a Stearman: carb heat on, pull the power off a bit, trim the nose to glide speed, prop and mixture forward, and land. No acronyms. No computers. No fuss. No muss. Now, which of the two

scenarios above is the more fun flying?

Okay, I'm through. I've vented. Thank you for listening. I appreciate your understanding. I feel better now.

That said, let me say this: The technology stuff really is quite incredible. The dang thing (airplane, correctly programmed) will leave a fix, go to the arc, intercept the arc to the inbound approach radial, fly the approach, and, if directed, fly the missed approach and enter the hold—all by itself! And, ya know, some late night after a long day, that's gonna be nice.

The thing is a great big video game with wings. Which brings me to my next point: The kids (to me, anyone under 30) take to this new airplane technology like ducks to water. They've been flying computers at home for years.

I don't have to apologize for being born into a different aviation era; it's just that it's different for me. Not bad. Not wrong. Just different. In retrospect, I'm glad I got to experience this last (for me) hurdle. From DC-3s to glass. It's been quite a journey, and since aviation is the profession I chose, I'm thankful for it all.

The question remains: I conquered glass—could the new kids conquer the DC-3?

Could they preflight it without getting a quart of 90W oil on them? Start the engine without backfiring it? Tame the taildragger in a crosswind? Learn to love the sound of the big radials in cruise? Fly without an FMS, a PFD, an MFD, EICAS, TCAS, and EGPWS?

And, this being the key question, would they want to? That's for them to answer. I will offer this—experience much, regret little.

Again, thanks for listening and, speaking of experiencing much, see ya at OSH!

Accident Report

Incident occurred Monday, June 08, 2009 in Elkin, NC

Probable Cause Approval Date: 5/6/2010

Aircraft: CIRRUS DESIGN CORP SR22, registration: N34TG
Injuries: 1 Uninjured.

The pilot stated that he was at a cruise altitude of 6,000 feet mean sea level when he heard a loud bang. Oil began to flow over the windshield and the pilot decided to activate the Cirrus Airframe Parachute System. The airplane descended under the parachute into a cornfield. Examination of the engine revealed the No. 2 piston had failed. Metallurgical examination of the No. 2 piston showed it had failed due to a fatigue crack that originated adjacent to the piston pin in the pin boss area. The exact location of the fatigue crack and the cause of fatigue crack initiation could not be determined due to extensive damage in the area of origin. Damage to the other components submitted for examination likely occurred as a result of the failure of the piston once the fatigue crack reached a critical size. While the pin boss is an area under high stress and it is possible that operational factors, such as improper timing, could initiate a fatigue crack, the investigation could not determine the cause of the fatigue crack.

The National Transportation Safety Board determines the probable cause(s) of this incident as follows: A total loss of engine power due to the failure of the No. 2 piston as a result of a fatigue crack of undetermined origin.

Meet an EAA 569 Member



Cristi Higgins

I was born and raised in Lincoln. My husband, 2 kids and I live in Cortland now. Spent a lot of time as my Grandfather's side kick. He was handling all the security for the Lincoln Municipal Airport most of my life so I grew up watching commercial airplanes come and go and the people who used them or why they did interested me. I saw tears for goodbyes and returns of passengers. I knew instantly these airplanes were special and important. Though I had access to many neat places in the airport like riding the baggage belt as if I were a bag or roller skating in the basement that was once just a parking garage, the airplanes and the Pilot Lounge were OFF LIMITS. So I could only wonder and dream of flying. I studied the Arrow that hangs in there and any pilot that walked by. I never did get any closer until years later I was told by my Grandmother opposite side that I talk about flying a lot and she asked me if I intended to just talk about it. I went to the first airport that was taking students that afternoon and signed up. An instructor called me soon after and my first lesson and ride in a small airplane would end

up my 31st birthday. First lesson I thought I must have lost my mind I will never be able to do this myself but since I enjoyed the ride so much and had no other pilot friends or family it would have to be me if I wanted to fly again. I don't have to explain why I enjoy flying so much to you folks.... you already know. I want to tell you that I had signed up for Project Pilot through AOPA for a mentor right away. I never heard from any of them (pilots) I contacted so I thought I should change my name or shorten it at least to Cris making them think I was male and I would just charm them when they called into helping me. Well our own Tom Winter e-mailed me with an invitation to a Crete breakfast before I did. He said come hang out with some pilots. I was thrilled and it was the start of everything I needed. Then he invited me to a meeting which he didn't show up to for 4 or 5 months and I did. Turns out I did fine on my own anyway and nobody has ever made me feel uncomfortable. In fact I consider many of you friends now so thank you for being an awesome group of folks. Many of you have totally taken me under your wings and made me a part of something I have always wanted. An EAA event led to meeting a 99s female pilot and joining that group as well so really we are all connected with a common interest and the support for each other is impressive. I had many of the same struggles to reach the Private Pilot goal that all of us talk about. Kept at it and finished June 2009. At this date I rent an

aircraft out of KLNK. I have many more aviation goals I want to achieve like IFR, tail wheels, Air Race Classic and even aerobatics. Oh don't forget the Jets!! The sky is the limit is just part of the beauty of flying.

Minutes of the Club Meeting

May 4, 2010

The meeting was called to order by Vice President Kermit Wenger at 7:30 PM.

The members were asked to introduce themselves and give a status report on their projects. Several visitors and new members were present. New members included Dick McConnell. Visitors were made to feel welcome.

Following introductions, the program was provided by Mark Gaffney who gave us an interesting and educational review of several accidents that have occurred in the area.

Cristi Higgins reported the movie "Air America" would be shown at 7:00PM the second Thursday of the month at the Joyo Theatre.

The dates of June 4th and 5th were available for the Mall show. Dennis Crispin will pursue a contract with the mall people. Dennis will put together a number of exhibits and solicit volunteers for the event.

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Mr. Tom Trumble provided the Young Eagle report. Saturday will be Young Eagles day with 15 to 20 scouts expected to show up at Crete after the breakfast for flights. Approximately 60 ROTC cadets from Northeast High are expected on Saturday the 22nd at Seward. Approximately 75 to 100 kids are expected to fly at Beatrice on June 19th.

No secretary's report or treasurer's report was given. Roger Aspegren placed \$200.00 into the Chapter's treasury from the hard work of the breakfast crew.

It was noted that May 15th has been designated as International "Learn to Fly" day.

Butch Lottman discussed the prop balancing equipment with the chapter. A decision on the purchase was put on hold until we can determine which machine will best perform on engines with gearboxes.

The meeting was adjourned at approximately 9:20 PM.

Doug Elting,
Secretary

Movie Night

By Doug Volkmer

The turnout for the May movie 'Air America' wasn't too good. We are going to try it one more time. This may be something we put on hold until this fall or winter. However, get your movie suggestions to Cristi at higginschristi@msn.com. Movie night will be June 10, 7pm at the Joyo.

Young Eagles Event

By Doug Volkmer

Not only was May 15th the day for the Chapter 569 breakfast it was also International Learn to Fly Day. It is the perfect excuse to take someone flying and that's what happened at the Crete Airport. Tom Trumble had several Waverly scouts looking for a Young Eagle ride.



Young Eagles waiting for their turn.

Thanks to Dean Hoy (Velocity), Matt Olson and Ed Printz (Cherokee 140) for helping Tom Trumble with this event. Also thanks to Cristi Higgins for ground support.



Dean Hoy preparing for take off.

Tom has another Young Eagle event scheduled for June 15th (ACE camp). The event normally draws around 30 kids and will take place at the Lincoln Airport. Start time is

tentatively scheduled for 9:30am. If you can help Tom out, please contact him prior to the event to confirm the details. Tom's number is 464-3089.

Meet us at the Mall

By Dennis Crispin

On Saturday and Sunday, June 5 & 6, 2010 EAA Chapter 569 will have a "mall show" at Westfield Gateway Mall.

We will have a number of homebuilt aircraft projects, in various stages of completion, on display.

We would like to have a complete, flyable aircraft to show. If you have one or know of one, please let us know. It would have to be an aircraft with readily removable wings that would fit through the eight foot wide door.

Also if you have a display or demonstration that you would like to show you are encouraged to bring it. The more the merrier.

The last time we did this we had a great time telling the public about the joys of sport aviation. Time after time we heard "you mean you can actually BUILD your own airplane!"

We will need a small crew to set up the display on Friday evening and to take it down on Sunday evening. In addition, we will need four hosts for three shifts on Saturday and two shifts on Sunday. If you haven't signed up yet, call Dennis Crispin and get on the volunteer list.

We will see you at the mall.

Events

York Airport (JYR), EAA Chapter 1055 Fly-in breakfast on the 1st Saturday of every month. 0800-1000. Free will donation.

Crete Airport (CEK), EAA Chapter 569 Fly-in breakfast on the 3rd Saturday of every month. 0800-1000.

June 4 – 5, National Biplane Fly-in, Junction City, KS. Contact Jim Clark. Phone: (785) 210-7500

June 10, Chapter 569 Movie Night, 7:00pm Joyo Theatre, 6102 Havelock Ave, Lincoln, NE.

July 4 – Free Airshow, Seward, NE (KSWT) 11:00am. Fly-ins welcome. Airport closes promptly at 11:00am and will reopen immediately after the show (usually around 12:00 – 12:30). Any questions call Seward Airport at (402) 643-2125.

July 18 – EAA Chapter 918 Fly-in Breakfast Norfolk, NE (KOFK) 7:30 – 11:00. Pancakes, sausage, coffee, juice. Pilots eat free, nominal fee for others. Check NOTAMS! Some airport construction taking place.

July 26 – August 1, AirVenture, Oshkosh, WI <http://www.airventure.org/>

August 28 – 29, Defenders of Freedom, Offutt AFB, Bellevue, NE. Performances by AirPros, Greg Poe Airshows. Contact Maj. Eric Nelson. Phone: (402) 294-8800 <http://www.offuttairshow.com>

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

Classifieds

FOR SALE



1962 Cessna 182E

1545TT

Last compression check was 70/80, 70/80, 64/80, 70/80, 70/80, 69/80.

Needs paint. Glass and interior are still great.

Cleveland 's and new tires a few years ago.

Rebuilt carb in 2006 and have not used auto fuel since. \$35,000

Jim Chambers

Cell: (402) 440-5270

Home: (402)488-8814

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