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EAA Chapter 569 Newsletter

Lincoln, NE

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Meeting Announcement

Date: Tuesday, November 1st

Time: 7:30pm

Program: Phil Schmidt

Phil Schmidt is a private pilot and award winning artist. More on Phil at www.philschmidtwatercolors.com.

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

President's Message
Harold Bickford

Two items for this month-elections for club officers and our upcoming December Christmas party-will occupy our business portion of the meeting. The year is coming to a close and these annual activities mark that for us.

Our monthly fly-in/breakfast on the third Saturday at Crete always brings folks in. Often there are new people to meet and talk with, perhaps even a prospective new member. On top of that it is just plain fun and at a great price too.

In our travels over the last month we went to the 25th Zenith Open House. Quite an accomplishment for a company in the aviation world with lots more to come. They certainly, along with many other companies, exemplify the EAA motto of "learn, build, fly".

Looking forward to seeing everybody at our November 1st meeting, 7:30pm.

Harold Bickford,
Chapter President

How we celebrated the Grand Opening of the Auburn Airport

By Tom Winter

Participant tops being a spectator, so (surprise!) it wasn't the speeches, it wasn't the aerobatical performances of Harry Barr in the P51, Doug Roth in the Staudacher, or even Jessie Panzer in the one-seater Pitts. For your faithful correspondent, the hit of the Grand opening of the 3750 x 60 paved runway at Auburn (K01) came afterwards, when Greg Rudebusch introduced me to Josh Mederes.

Always looking after my plane — which was parked in the VIP parking next to the twin turbojet of the NPPD and the twin turbojet of Olsson Associates, and Barbara Jean, the P51 — I noticed a guy studying not the P51, not the big twin jobs, but the little PIREPS Press Plane, the Cessna 150.

And later here is Greg, introducing me to him: Tom, this is Josh Mederes, Josh, this is Tom Winter.

Then:

"What would you say if I told you Josh has never flown in a small plane before?"

Me: "I can fix that."

Josh and I strolled across up to the main apron, where Mark Kuzara was preparing to fly the Olsson Associates team back home in the King Air.

"It's surprising how affordable these planes are. One afternoon a student came into my office and exclaimed "Doc, I just bought me a Harley!"

"You silly goose, you could have bought a Cessna!"

Josh confessed to owning a Harley!

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I walked with Josh up to the right side of the plane, moved the seat all the way back and explained "There ARE planes with a wider cabin, so it's official policy: me and anybody sitting in the right seat are best friends!" I introduced the shoulder straps and the safety belt and the headset.

"With my 160 pounds, and full fuel I can take off under gross with a 190-pound passenger. Now I burned five gallons getting here, at 6 pounds a gallon, that's 30 pounds. Okay, now I can take off with a 220 pound passenger and still be under gross."

"210."

"We're going!"

We waited for the Big Iron to take off, and then, narrating everything, I primed, pulled the starter ("This T-handle on the starter came off a Studebaker! Oh yeah, this is how I started my 1951 Studebaker!") did a mag check, taxied over to the runway, and did the radio call. We rolled. I pointed to the ASI. "60. We can leave the ground now." I pulled back the yoke and by golly we did leave the ground. Got up to 400+ feet a minute on the VSI. My door opened. I ignored it for the moment. Soon we were over a winding stream.

"This is really cool," he said. Later: "What's the hardest part about flying?"

Pause.

"The landing." We flew on. Beautiful fall landscape below us, with a little river doing S turns all through it.

"What's that river?" I asked.

"The Missouri!"

I'm some idiot, but you know, it does look smaller up here.

"What's that town over there?"

"That's Nemaha."

We were in steady cruise in smooth air.

"Here is your first flying lesson. When we were on climbout, my door popped open. See what I did about it? Fly the plane! General George Patton's principle was that if you want the men to remember what you tell them, put in some profanity, so that's how I expressed it. "Fly the …….. plane." [Fill in at discretion.]

Later, in cruise in smooth air, I did open my door further, pushing out against the slipstream. Slammed it hard shut.

We overflew Nemaha. "I've never flown over Nemaha before. It looks better from up here," he said. It looked, in fact, like a neat and squared-away town.

Finally, we turned gently to the northwest. "Somewhere over the nose is Auburn." He soon pointed it out.

"There's a standard pattern for landing: 45º to downwind, left turn to base leg, left turn again to final approach. Gives you lots of chances to look right and left for other traffic."

We landed and taxied up to where Greg and the Bickfords, Harold and Edie, awaited us.

"I've got to get rid of my Harley," he said to the Bickfords as he got out of my plane. This young man, it turns out, is a veteran, and working currently as a deputy.

Edi, Harold, and I assured him that the best, most efficient start to becoming a pilot is to join the local EAA Chapter. It's how you plug into the grapevine.

And that's how I celebrated the Grand Opening of the Auburn Airport.

Josh Mederes, after first flight in a small plane, with Tom.

Minutes of the Club Meeting
October 4th, 2016

Jerry Carlson introduced the speaker for the evening, Mr. Mark Musick. Mr. Musick is the author of the second book in the series related to the secret life of Howard Hughes.

The last known picture of Howard Hughes was taken in 1954. The later part of Howard Hughes life was extremely strange and full of eccentric behaviors. This book outlines the theory of two different men, one a robust, strong man and the other an emaciated man with long hair and fingernails. The book portends that the man projected in the media to be Howard Hughes was actually a stand in and the real Howard Hughes lived several years longer in a rundown cabin in Alabama with his wife Eva.

The book outlines several events and political manipulations said to happen at the hand of Howard Hughes, including the 1973 oil crisis. It also makes the case that Jack Kennedy's assassination was at the hand of the Mafia.

The book contains passages from a Troy University student who befriended Howard Hughes (AKA "Nik") and his wife Eva and acted as a courier.

There being no formal business meeting, discussion ensued concerning the election of officers for the upcoming year. The chapter is looking for someone to step up and assume the role of President. Officers will be installed at the December Christmas gathering.

Tom Trumble stated that the Young Eagles have an outing scheduled for Friday the 21st at the Department of Aeronautics. There will be 14 students from the 8th grade class of St. Patrick's School.

Respectfully Submitted
Doug Elting,
Secretary, Chapter 569

Accident Report

Accident occurred Monday, October 28, 2013 in Castle Rock, CO
Probable Cause Approval Date: 10/30/2014
Aircraft: GLASAIR AVIATION USA LLC SPORTSMAN GS-2, registration: N535SP
Injuries: 1 Serious.

A review of air traffic control (ATC) recordings indicated that, after the airplane crossed over the mountains, the pilot checked in with the Denver terminal radar approach controller and expressed concern about the weather at her destination airport. After receiving weather for a closer airport, which included visibility 1.5 miles in mist with a 400-foot overcast ceiling, the pilot changed her destination to that airport. About 3 minutes later, the pilot asked the controller if other pilots had reported icing during descent, and the controller responded that other pilots had reported icing in cloud tops about 9,000 feet mean sea level (msl). The pilot advised that she wanted to change back to her original destination, and, shortly later, the controller cleared the approach. About 20 minutes later, the pilot advised the controller that the airplane was "picking up rime ice," and, about 3 minutes later, she again asked for clearance to the intermediate airport; the controller cleared that approach. During the approach, the controller issued three low altitude alerts because the airplane was not maintaining the assigned altitudes, and he provided the pilot with the weather information for the destination airport, which included visibility 2 miles in mist, 400 feet overcast, and temperature and dew point below freezing at -1° C. The pilot reported being established on the approach about 3 miles from the final approach fix shortly before the controller issued the third low altitude alert. After this alert, the pilot responded that the airplane was climbing and maintaining altitude and was established on the approach. Shortly later, the controller asked the pilot to indicate the airplane's altitude, but the pilot did not respond. Radar track data indicated that the airplane was about 6,800 feet msl before radar and radio contact were lost. The airplane subsequently descended and impacted terrain. The airplane likely accumulated ice when the pilot continued flight into known icing conditions, which adversely affected its performance and resulted in a loss of airplane control. ATC services were adequate, and no deficiencies were noted.
The National Transportation Safety Board determines the probable cause(s) of this accident as follows:
The pilot's improper decision to continue flight into known icing conditions, which adversely affected the airplane's performance and resulted in a loss of airplane control.

Some Random thoughts from AirVenture 2016

By Richard VanGrunsven
C.E.O Van's Aircraft

Fly in, Fly out.

I had the privilege of flying to and from Oshkosh in our "old" RV-10 along with our Lead Engineer Rian Johnson and passenger/office lady Anne Bobbitt. With good weather, this was a non-event; mostly. Our first leg eastbound was from Aurora, OR to Bozeman, MT, about 600 sm using just over half of our fuel. The next leg was planned to stop at Aberdeen, SD, another 600 miles or so. About 100 miles out we contacted the kids flying the two TeenFlight RV-12s who were en-route from Aberdeen to Owatonna, MN. (just south of Minneapolis). So, we re-set the GPS to that destination, as we were enjoying moderate tail winds and figured that a couple of hundred more miles would be OK. It resulted in a 880 mile leg, which left us with "only" 17.6 gals. of fuel on arrival. With this unplanned overnight stop, we had to scramble to find accommodations and transportation. It all worked out OK.

The next morning, we found that the remaining short (240 mile) leg into Oshkosh would be delayed because of enroute and destination weather. While we were waiting, we were treated to an airshow of sorts. The annual "Somewhere to Oshkosh" air race was to use Owatonna as a turn point, but because of the weather ahead, all racers had to stop there to wait-it-out. So, we watched as 80+ airplanes, from Cubs to Turbine Lancairs sped across the timing line, landed, and parked. We left before they resumed the race, so we didn't get to see their departure, which must have been interesting. As usual, many RVs were racing in several classes. One of interest was Norman Hendersin's RV-12 which won the Light Sport class at 157.36 mph (stat.). That's pretty amazing, even allowing for a tailwind! Maybe Norman can write something for us to explain how he accomplished all this.

THE PERFECT STORM

It was "Arrival day", Sunday, Airventure 2016 minus 1. Pilots from everywhere were converging on Oshkosh, but had had their arrival delayed by IMC at their destination. When ceilings finally lifted to just above minimums, the floodgates opened and planes pounced on Ripon in great numbers. It was not ideal! Everyone wanted in, but there were too many of us, flying too close together with our tails practically in the clouds. The arrival pattern was opened and closed repeatedly to try to moderate the incoming flow. Planes were sent into a holding pattern around Rush Lake. On our third attempt we managed to find a barely open enough gap in the line and were able to "arrive" but not without witnessing several irregularities. Our wing mates Adam Burch, with shipping lead Jessica Volbrecht, in the RV-14A, tried a few times to get in, then opted to divert to a satellite airport and relax for a couple of hours until the traffic settled down a bit. It's somewhat like freeway congestion in that it takes a long time to clear out even after the causal factors have been removed. The FISK arrival procedure is about the best possible means of handling a high volume of incoming traffic,

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Van's RV-14A, the latest addition to their kit collection, enroute to AirVenture 2016.

but does have its limitations under circumstances such as these. The only partial solution I can think of is for all pilots to prepare well, fly professionally, and if necessary, divert to alternate airports to wait it out. A tall order, I admit. We all suffer from destinationitis!

The established arrival procedure is a good one and works well up to a point. I don't have a Silver Bullet solution to offer, other than to encourage all participating pilots to be as proficient, courteous, and professional as possible.

RV Season!
Number of RVs in attendance! Just plain, Wow! I understand that the final count was 629. I know that when I finally got over to register our RV-10 the count was 578. That is a staggering number when you consider that I never saw more than a dozen or so of any other type homebuilts parked together. Many times during the week I could look out from our booth and see numerous RVs taxiing to and from the "West 40" parking area. It got me thinking: If all of the RVs took off at one minute intervals, it would take over10 hours to get them all in the air. If they were all headed west towards Van's home in Oregon and were flying at 180 mph (no winds or fuel stops) the first would have landed there before the last departed Oshkosh. The remainder would be spaced at 3 mile intervals over 6 large states. I hope that this puts into perspective the significance of the attendance numbers.

Congratulations to all!

FORMATION FLY-OVERS
Since I didn't get the opportunity while on site, I'd now like to offer my thanks to all of the pilots who participated in the RV formation fly-overs. I did see most of these, and they were super impressive. Again, no pilots of other homebuilts have ever approached this level of exhibition skill. Though I know it isn't, you make it look so easy. Your formations are so perfect. There just aren't adequate superlatives to describe these. You make us proud! I know that there are countless hours of practice plus the cross country flying, staging, etc. that are necessary to make these few minutes of fly-over time possible. Our hats are off to all of you.

Van's Crew.
I hope that you all enjoyed stopping by the Van's booth and talking to the Van's folks manning it. Gus Funnell, Jessica Volbrecht, Sterling Langrel, Adam Burch, Rian Johnson, Anne Bobbitt, Ed Chesney, Georganna Seager, Mike Seager, Mitch Locke, and Daryl Sahnow. I'm justly proud of these folks along with all other Van's employees.

CAVEATS
I wasn't able to look at display RVs and talk with their builders. There are many demands on my time other than RV activities. As a member of the EAA Board, I had mandatory meetings and social events that collectively took up about a full day. Related to the BOD position, I'm on the Safety Committee which met on Sunday (before) and also participated in the TCC (Type Club Coalition) meeting. Then there was the Founders Innovation Prize competition, plus a speaking engagement at the Homebuilders Banquet, and the annual AKIA meeting I also moderated a panel discussion on Teen Built Aircraft projects, as well as helping set up the Teen Aircraft display area which hosted 12 airplanes (nearly all RV-12s) this year.

That's a thumbnail description of my "Oshkosh". I wish that I had more time (and energy) to visit with and learn from all of you.

Not complaining, just explaining.

FOUNDERS INNOVATION PRIZE (FIP) and Van's Banquet.
Both were scheduled for the same time on Tuesday evening, so I had to eat-and-run, skipping our after-banquet program.

The Founders Innovation Prize; $25,000 for the best idea to solve the problem of Loss of Control (LOC) accidents. I had the honor/challenge of being one of five judges selected to determine the winners. There had been around 140 entries, from which we (judges) had beforehand narrowed the field to the five finalists who made their 10-minute presentation on stage at the Theater in The Woods. They all made interesting and well delivered presentations, after which we deliberated and announced the winner.

Backing up a bit, I didn't expect any earth shaking results of this competition; no Silver Bullet solutions. And, that's the way that it evolved. Most of the final 5 entries included good and innovative

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features, but none (yet) really ready for prime time. Most were proposed instruments or systems to aid the pilot in recognizing the onset of LOC, though one was a proposed Virtual Reality approach to improve training. Of the remaining 135 entries, many were simplistic and had little real potential. Others included very good ideas, but offered only partial solution and were not evolved or tested enough to be considered serious contenders. What we judges did note was that if one were to take a "cafeteria" approach and pick, choose, and combine ideas from various proposals, a very good system could result. That's what it is all about. It will be most interesting to see what shows up next year.

One downside of improved warning systems and stability or control systems augmentation is that of possibly inducing pilot complacency. It's unlikely that we will soon see systems that completely negate the need for pilot skill and proficiency. Mantra: "The higher the level of pilot skill and awareness, the less is the change of losing it".

HOMEBUILDERS BANQUET

Because of other interest and priorities, I don't usually attend the Homebuilders Banquet. I did so this year because I had been invited (because of the RV-6 30th Anniversary) to give a talk. I had the pleasant opportunity to talk with a number of builders, and I hope that some enjoyed my semi-prepared talk.

SPORT AVIATION:
Competition Aerobatic article.

Most of you have probably seen the Competition Aerobatics article in the August issue of Sport Aviation. I wrote this at the request of James Clark and Ron Schreck (Oreo cookies & Milk aerobatic video). I think that this updates Van's position regarding flying RVs in IAC Aerobatic competitions. This is yet another activity in which to enjoy the versatility of the aerobatic RV models.

BOB HOOVER

Though by no means the first time, Bob Hoover was a guest at Oshkosh again this year. Justly so, he was the subject of many interviews, etc. I had the good fortune to see him at the President's BarBQ on Friday evening. He arrived in a wheel chair, which didn't surprise me as I knew that at age 95 he had become frail. In addition to the usual perils of that many years, Bob's body had endured numerous occupation injuries. All things considered, we're fortunate that he is still with us.

I am normally hesitant to approach notables such as Bob because I don't consider myself a natural conversationalist and try to avoid small talk, whether giving or receiving. Besides, many other guests were keeping him busy in conversation. However, Mitch Locke, who was with me at this event, very much wanted to meet Bob. So, when Bob had a free moment we approached him and bent down to aid his impaired hearing. After Mitch's introduction and comments had run their course, and as there were no others waiting in line, it was my turn. I introduced myself, my connection to Van's Aircraft, and the fact that I had flown in several airshows with him many years before. Then, remembering that Ken Scott's father had worked with Bob many, many years ago at North American Aviation, I thought that this reminisce might be better than other small talk banter. As soon as I mentioned the name "Neil Scott", Bob's eyes brightened and his face became animated. "Neil Scott was the best flight test engineer I ever worked with" he offered with great enthusiasm. Then he related a story about a time many years after both of them had left North American. It seems that someone had given him a surplus F-86 to fly and it had become inoperable because of a problem no one knew how fix. He remembered Neil and was able to contact him, resulting in a solution to the problem. I had previously heard a prideful recounting of this event from Ken, so already knew the ending. I mention it here for two reasons. One, that I was able to find a subject that Bob obviously enjoyed talking about. Second, it confirmed that Bob is genuinely modest and openly willing to offer praise and credit to others. Whether or not this is the last time I will get to see Bob, I will always remember his sharp mind and his willingness to speak with mere mortals. A great pilot and a great person!

Headwinds, forest fires, big air/big sky westbound from Oshkosh usually means headwinds, and this year was no exception. That said,

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even with an 8:35 AM Oshkosh departure, we were able to land at 6:30 PM at home in Aurora. It still amazes me that we are able to do this with planes we build ourselves.

Over western Montana our course took us near a new forest fire. New, because its smoke plume was only 40-50 miles long, but none the less impressive. Though there had not yet been a TFR assigned, we remained far enough away that we would not interfere with any possible aerial fire suppression efforts. Yet, we were close enough to appreciate the grandeur of it all.

The state of Montana bills itself as "Big Sky Country". It is big, just look at a map, or fly over it pushing into a headwind. The stretch from Billings, MT to Mobridge, SD is about 400 miles of relatively flat, sparsely populated boredom. The air there is almost always turbulent. In the soaring community we have a term called "Big Air" to describe large masses of air moving vertically at high velocities. (thermals and down drafts). Sometimes the air is rising for several miles, and then descending for similar stretches. When in the windward lee of large mountains, this is understandable. But over relatively level ground, I still don't understand what causes air to behave thusly; to gather from miles around into a large masses going up or down. I can understand nice civilized Western Oregon thermals that are measured in hundreds of yards, not miles. The result is, that when flying on autopilot (who doesn't?) your cruise altitude remains the same, but the airspeed varies by as much as 30-40 mph as the airplane claws it way out of a sink hole, or surfs along on a nice fat thermal. Also, thermals and sink are not always configured as text book perfect cylinders of air. There are often lines of lift or sink. Soaring pilots strive to identify these and maneuver in and out to their advantage. The autopilot is not as clever; it just flies a heading and suffers the consequences. When flying through "blue" air over featureless terrain, you just take what comes your way. However, at one point over western Montana a few small cumulus clouds appeared, marking the "green" air. I disabled the autopilot for a few minutes as I attempted to deviate into what I thought would be good air. Bingo! We started climbing nicely, and maintained this trend for a couple minutes. At the time I had the plane trimmed for about a 300 fpm climb. The accompanying photo (below) shows about 120 IAS (about 150 true) and nearly 2000 fpm climb. It didn't take long to reach our target 12,500 ft. altitude desired to comfortably clear some 10,000 ft. terrain. Still bumpy at twelve-five, but cooler and more tolerable.

The further west we went, the smoother it got. Though not a perfectly clear day, Mt. Hood (OR) came into view at about 100 miles distant, so we knew that we'd soon be able to command a descent and speed over the lush green forests of the western Cascade Mts. within minutes of "home". Though I can't imagine ever not attending Oshkosh, It's always great to return to the sanity of home.

(This was reprinted with permission from Van's Aircraft.)

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.

Christmas Party!

EAA Chapter 569
Annual Christmas Party

Misty's Restaurant & Lounge
6235 Havelock Ave
Lincoln, NE 68507

Sunday December 4th, 2016

Social Gathering 6:00pm
Appetizers 6:30pm
Dinner 7:00 pm
Music Program 8:00pm

Door Prizes!!

Mail Below Portion with Payment

EAA Chapter 569 Christmas Party Reservation

Enclose payment of $25.00 per meal with your reservation

Make checks payable to: EAA Chapter 569

Dinner Reservation for #_____

Total Enclosed $_____

Send your reservation & payment to:

Mark Werth
2110 Spring Meadow Circle
Lincoln, NE 68521

Make name tags for:

1) _____

2) _____

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