

Newsletter



569

www.eaa569.org

Lincoln, NE

April, 2008

Meeting Announcement

Date: Tuesday, April 1

Time: 1930 hrs

Program: Guest speaker: Shane Osborn

On April 1, 2001, Shane gained international recognition when his EP-3 experienced a mid-air collision with a Chinese fighter jet over international airspace. The impact severely damaged Shane's aircraft, causing it to lose over 8000 feet in an inverted dive. Shane regained control of his crippled plane and was able to safely land it on the Chinese island of Hainan.

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

A Birthday Party

President's Message

Don Shoemaker



(Contributed by Roger Aspegren. – Ed.)

The Breakfast Committee had a surprise birthday party for Kevin Rock at the last breakfast. He turned 50 and is now one of the elite "old" fellers. The morning started out pretty slow but picked up steam as the morning went on. We even let Kevin

"pat" a couple of pancakes. A new member, Cristi Higgins, came to the breakfast and paid her dues. Look for her at the next meeting and welcome her.



Emergency AD issued for fuel injected engines

DATE: March 12, 2008 **AD #:** 2008-06-51

This emergency airworthiness directive (AD) 2008-06-51 was sent to all owners and operators of Lycoming Engines IO, (L)IO, TIO, (L)TIO, AEIO, AIO, IGO, IVO, and HIO series reciprocating engines, Teledyne Continental Motors (TCM) TSIO-360-RB reciprocating engines, and Superior Air Parts, Inc. IO-360 series reciprocating engines with certain Precision Airmotive LLC RSA-5 and RSA-10 series fuel injection servos.

For a complete copy of the AD, go to http://www.eaa569.org/2008-06-1_Emergency.pdf

Meet an EAA 569 Member



John C. Cox was chosen for this month's "Meet an EAA 569 Member". Here's what he had to say:

"My name is John, my wife is Lori, and our daughter Jayme is already 12. Jayme wants to start flying lessons which I think we'll do soon, but she has to be 16 to solo and then wait another year for the private ticket, so we're not in too big of a hurry.

I teach 11th grade physics full time at Pius X High School in Lincoln. Living on a farm south of Dewitt, I drive one hour each way to work. The front of my car is scratched and dented from near daily attacks by deer. They have formed criminal gangs from which new members must dart out in front of my car each morning. The stretch of highway east out of DeWitt is called meat-maker-mile by the locals, and I help to contribute to its reputation.

My dad took me to the North Platte airport back in the late 70's and got me started with lessons. My first lesson was the first time I had been in an airplane so instead of paying attention to learning to fly, I couldn't get over the view from above. Trego Aviation had a little Piper Tomahawk which flew great. It would spin like a top if you wanted it to, and on occasion when you didn't want it to. I worked for the FBO during high school to finance lessons. It's the only place I've worked that every payday I wrote them a check for the balance of my rental account. Closing time was 11pm so a friend and I would take the Tomahawk out and shoot touch and goes for 30 minutes. There was a ½ hour minimum rental so we'd see how many circuits we could do in 30 minutes. Needless to say, we got really good at night landings. I remember an old Aero Commander swooping in one night hauling mail on the Platte River run. He touched down at nearly full throttle and taxied in with about 3

inches of ice on the nose and wings. The pilot jumped out and beat the ice off with a length of garden hose, jumped back in and blasted off into the fog and rain. No GPS or radar on board either. Another day a big tail dragger taxied in ignoring my parking directions and hit a steel sign sending shards of metal over the hanger. Other than that it was pretty boring. I did fuel an MU-2 once. It's a little high-wing turboprop with tip tanks like an early Learjet. You could only fill about 50 gallons at a time on each side or it would tip over. Every minute or so the tank would drop a few inches as you filled and then you take your ladder to the other side and work back and forth. So I filled and filled waiting for the strut to move down signaling when to switch sides and it never came down. After a few hundred gallons of jet fuel I figured I had better switch anyway but couldn't move my ladder because the tank had pinned it to the ground. Oops.

Friday Feb 29, I passed the Flight Instructor check ride. It had been delayed 3 times for wind, snow or low ceilings. Being a teacher and a pilot, it seemed like a natural fit to combine the two. Prospective flight students are popping up every day. It's either much harder to convert prospects into students or there is not going to be any trouble keeping busy. Hopefully April and May will be spent giving first flight lessons and lining up students. Then when school lets out for the summer we can really take off. J Pun intended. I have access to a nice little Cessna 152 in Beatrice, and a Cherokee 180 and C-150 in Lincoln for primary training. If you know of somebody that would like to learn to fly, send them my way."

How To Get In the Pattern

(This article was written by Dan Petersen and reprinted with his permission. Dan is a Supervisory Aviation Safety Inspector with the Lincoln FSDO.)

Beginning in spring through the fall, I fly to quite a few fly-ins and flight breakfasts. What is most noticeable is all the different ways pilots enter the traffic pattern at non-controlled fields. One such memorable occasion was at a flight breakfast in Iowa. This airport had left traffic and everybody

was landing to the north. The traffic pattern was full of aircraft of varying performance and one poor soul was entering the pattern from the east and trying to enter on a right base. He continued to make 360 degree turns for spacing with the traffic that was flying the correct left pattern, only to find himself head on with traffic on a left base. He continued with his 360s and I think my kids and I were already eating our flapjacks before he made it to final.

We all know that §91.103 states that, “Each pilot in command shall, before beginning a flight, become familiar with all available information concerning that flight.” This information should include the traffic pattern altitude and direction. You can find this information in the Airport Facility Directory (AFD). The absence of this information means that the traffic pattern is left turns and the traffic pattern altitude for light aircraft is 1,000 feet above ground level (AGL), or for large aircraft, over 12,500 pounds, or for turbine aircraft 1,500 feet AGL. The Sectional Chart should also show an “RP” for right pattern if the traffic pattern is right turns. Additionally, §91.126 spells out the direction of turns for a non-controlled airport which states, “Each pilot of an airplane must make all turns of that airplane to the left unless the airport displays approved light signals or visual markings indicating that turns should be made to the right, in which case the pilot must make all turns to the right.”

So how should we enter the pattern? Let me preface this next statement with: There are exceptions. This article is geared towards airplanes, not other kinds of aircraft, and at non-controlled airports. The goal is to enter the pattern in a safe and orderly fashion that gives everyone a better chance to avoid a midair collision.

The Aeronautical Information Manual (AIM) **only** recommends one way to enter the pattern. The AIM **only** recommends a 45 degree entry to the downwind leg of the pattern. It does not recommend a long straight-in entry to final, entry on crosswind, or an entry on base leg.

If you are approaching the airport from the opposite side of the downwind leg, you can fly over the field above pattern altitude, which would be at least 1,000 feet above pattern altitude. The reason for 1,000 feet is that the pattern altitude for

large aircraft is already 500 feet above pattern altitude for light aircraft. Also, by entering this way, you can look at the windsock and, if any, the traffic pattern indicator. Be sure to fly far enough away from the traffic pattern before descending to the traffic pattern altitude and turn for your 45 degree entry to the downwind leg. For collision avoidance, you want to enter the pattern at pattern altitude and not be descending while in the pattern. Since the FAA’s Airplane Flying Handbook states to fly your downwind leg one-half to one mile from the runway, depending on aircraft performance, you should be able to consider yourself out of the pattern when you are more than a mile from the runway, even better two to three miles out.

If you are approaching the airport from the downwind side, you can fly just wide enough to enter the 45 degree entry leg. Most Global Positioning Systems (GPS) have an Omni Bearing Selector mode (OBS), like a VOR, that you can set your course on a 45 degree line to the Airport Reference Point, center of the field, to give you a pictorial display of the 45 degree leg.

What are the legal aspects of a traffic pattern entry at a non-controlled airport? We have already discussed §91.126, about flying left turns in an airplane at a non-controlled airport. You may be thinking, if I fly a long straight-in final, I’m not making any turns, so that should be legal. This is legal but not necessarily safe, and definitely not courteous if other planes are in the pattern. It is possible that §91.13, *careless or reckless*, could enter the equation for a pilot that enters on a long straight-in final or any other non-recommended pattern entry if a near midair collision or collision occurred. The FAA is required to investigate any complaints that come to their attention.

Now, for the previously mentioned exceptions. We should use common sense with this topic as well as in everything else we do. There are airports in this country, most notably in the mountains, which cannot possibly allow a normal traffic pattern. A lot of them are one way runways or are so close to a mountain that you have to be quite inventive in getting in and out of them. Another exception happened to me not too long ago. I was flying into an airport where the downwind leg would put me over the town. The

weather was legal VFR, but the ceiling was low enough that if I were to maintain legal cloud clearances, it would have forced me to fly too low over the town for minimum safe altitude. I entered the pattern on a left base avoiding the town. Airspace can also encroach upon traffic patterns either above you or to the side. Agricultural aircraft also are exempted, under certain conditions, by §137.45 allowing a pilot to deviate from a normal traffic pattern.

Several sources were used for this article. The Federal Aviation Regulations and the AIM were the primary sources, plus three Advisory Circulars, 90-42F, 90-48C, and 90-66A, all pertaining to traffic patterns or collision avoidance. The FAA's Airplane Flying Handbook is also a good source to review from time to time. Do your best to enter your patterns on a 45 degree to a downwind and avoid entering it any other way if possible. Most of all, use common sense, be courteous, be legal, and keep your eyes out of the cockpit and look for traffic.

EAA 569 Online Forums

If you've visited the EAA 569 Website, you may or may not be familiar with the forums. The forums are a great way to communicate and have a discussion with other members about a variety of topics. The first step to using the forums is registering.

To register on the forums:

1. Log on to <http://www.eaa569.org> like you normally would to visit the chapter website
2. On the blue sidebar, located on the left side of the page, click on Forum
3. Up towards the top of the page, near the right side, click on Register
4. You will need to confirm your birthday, simply by clicking on the first option
5. Agree to the terms by clicking on the first option (I agree)
6. You then will be asked to fill out a short form. You need to choose a username,

enter and confirm your email address, and enter and confirm a password. When you're finished, click on Submit.

7. After you've submitted the form, your account needs to be activated by an administrator before you can login and post anything on the forum. Your account should be activated within less than 24 hours though.

After your account has been activated, which should happen within about 24 hours, you will be sent an email notifying you that you can now login to your account and post on the Forum. To login to your account, simply go to the forum by logging onto <http://www.eaa569.org> and clicking on Forum on the left side of the page. Once you're there, just go up to the top and click on Login on the right side of the page and type in your username and password that you chose. After you've done that, you're all set to post on the forum.

If you're not sure how to use the forum, or what all you can do, you can always visit the main forum screen at <http://www.eaa569.org/forums/> and click on the "Welcome" section (it's the first forum listed). Click on the General Forum Information link, and it will tell you more about how forums work and should answer some of your questions.

Interested in becoming a member ?

If you are interested in becoming an EAA 569 member or just simply attending a meeting, please contact President Don Shoemaker at 402-797-7200 (home) or 402-475-4800 (work).

Chapter Member Earns Flight Instructor Rating



John C. Cox of rural DeWitt recently became a Certified Flight Instructor. Cox has been a pilot since his teens but started training for the instructor certificate in July 2007. He also teaches physics full time at Pius X High School in Lincoln. “A number of students and staff members have expressed interest in learning to fly” said Cox. “Some view flying as an exciting challenge, while others cite the peace and beauty of flight as their motivation.” John’s checkride was on Feb 29 but said, “It was more than a leap-year event for me, it was a once-in-a-lifetime dream come true”. If you need a Biennial Flight Review or know someone that would like to get started learning to fly, call John at 239-3953.

Minutes of the Club Meeting March 4, 2008

Meeting called to order by Don Shoemaker at 19:30

Roger Aspegren is our new membership chairman.

Congratulations to our breakfast volunteers. You guys raised \$300.00 to pay for the new grill and the cooking couldn't be better!

YOUNG EAGLES: Tom Trumble will again take the helm for YE 569. Next time you see Tom give him a big hand shake for all the hard work he and others have committed to the YE 569 effort. (Youth is the key to EAA 569 longevity folks!)

All YE flights will be conducted under EAA national guidelines. There are three major YE events planned so far. Tom will need **pilot and ground crew volunteers** for all events. Please contact him at 402 464-3089.

B-17 Is Coming July 1st and 2nd: Contact veterans groups, American Legion, VFW to get these guys out to take flights or ground tours. Contact Dennis Crispin 402 862-2892 for more information.

EAA Memorial Wall: Andy Lahr motioned to put Richard Miller's name on the wall at Oshkosh and Dennis Crispin seconded. Tom Henry will head this up.

Meeting Program: Roger Aspegren put on a real nice and informative PowerPoint presentation on his many trips to Airventure; if you are planning to go this year go to the web site www.airventure.org for more information and if you are piloting there

Be sure to study the Oshkosh NOTAMS!

Meeting Adjourned 21:25

Notes by Z-MAN aka Dave Zichek

Things to Do

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

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

The B-17 is coming!

You have probably heard that we are going to host the EAA's historic B-17, Aluminum Overcast, on Tuesday & Wednesday, July 1 & 2. Omaha Chapter 80 will host the airplane on Friday – Sunday June 27 – 29.

This will be the fourth time the B-17 has been to Lincoln. Those of us who have helped display the airplane on past occasions know that it will be a fun and educational event for all who participate.

I will act as Event Chairman and Andy Lahr will serve as Equipment and Personnel Chairman. We will need an Advertising and Promotions Chairman. Here is your chance to step up and volunteer for an important and satisfying job.

One of the key areas of promotion will be to market the event to veteran's groups. If anyone has contacts with the American Legion, VFW or other groups please let us know.

Just as with the TriMotor Tour, we will need a crew to help display the plane when it is on the ground. Mark your calendar and start deciding on what shifts you would like to work. We will start building the work schedule in April.

There are three ways for the public to experience the B-17.

1. Walk around the airplane and take a close up look at a fully restored example of one of the most significant weapons of WW2. There is no charge for a walk around.

2. Take a tour through the inside of the aircraft. It only costs \$5.00 with deeply discounted charges for families, kids and groups. WW2 Veterans and active duty military may tour as our guests. Inside the airplane you can see the flight deck, navigator's station, radio room, bomb bays, gun turrets etc. while your imagination fills in the details of the fear and exhilaration of being on a bomb run over Germany in 1944. A knowledgeable volunteer will be available to answer your questions about the B-17 and its role in history.

3. Fly a mission. The twenty minute flights are rather pricey, but we have yet to meet anyone who has flown in the airplane that didn't think that it was worth every cent. On takeoff you will thrill to the experience of the immense power and unforgettable sound of the four huge radial engines. Once the B-17 is airborne, you can unbuckle and move around inside the airplane. Tap out a coded message on the key at the radio console. Swing the fifty caliber machine guns to fire some imaginary bullets at an imaginary Messerschmitt Me109. Sit at the bombardier's station in the Plexiglas nose bowl. The view may make it the most awesome seat you will ever find in an airplane. Stand behind the pilots chairs on the flight deck and note that flying this airplane, built long before the development of power assists and electronic instrumentation, is just plain hard work. Think what it would have been like in bitter cold and rough air while dodging attacking enemy fighters and anti-aircraft artillery fire.

Whatever your level of experience with Aluminum Overcast, you will be left with a deeper appreciation and a profound sense of gratitude for those brave men who, long ago, sacrificed their youth and often their lives while preserving the way of life that we enjoy today.

Aluminum Overcast makes its annual tour as a living memorial to those men and women of the Greatest Generation, both on the battlefield and on the home front. Their courage and dedication determined the outcome of the biggest and most significant of human conflicts.

For detailed information, or to book your adventure in living history, go to www.b17.org. You may e-mail b17reservations@eaa.org or call 1-800-359-6217. We will be posting added information on our chapter web site www.eaa569.org.

If you have any questions, or to volunteer, you may contact me at any time.

Dennis Crispin
402-274-7070
ldovel@neb.rr.com

P.S. As I was writing this, I received a message from new members Christopher Bruner and Doug Elting, the first to volunteer their services for the B-17 event. A note to the old timers: Don't let the new guys get in ahead of you!

Minutes of the Executive Meeting March 12, 2008

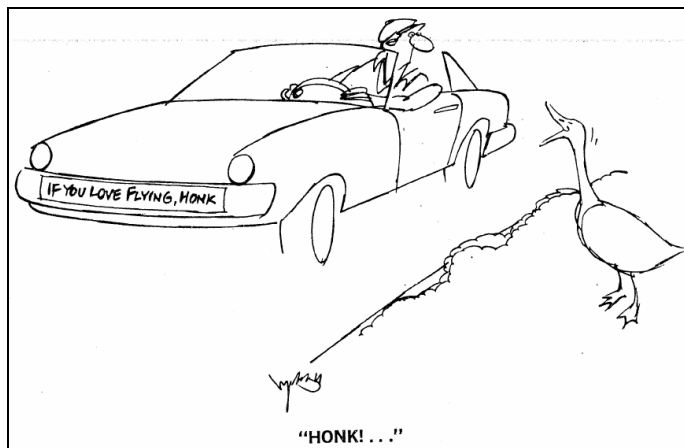
Meeting was attended by: Don Shoemaker, Erick Corbridge, Tom Henry and Doug Volkmer.

Topics Covered:

Erick suggested obtaining a trailer for our new grill. Possible alternative storage places were also mentioned.

A spring Chapter picnic was discussed. Tom Henry will look into a possible location.

Ideas for future programs were presented.



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