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[www.eaa569.org](http://www.eaa569.org)

# EAA Chapter 569 Newsletter

Lincoln, NE



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## Meeting Announcement

**Date:** Tuesday, April 6<sup>th</sup>

**Time:** 7:30pm

**Program:** "The Blue Angel Experience"

Matt Rye will share his experience riding with one of the Blue Angels at the Offutt Air Show last August.

**Place:** Duncan Aviation Engine Shop  
5000 NW 44<sup>th</sup> St – Lincoln, NE

## President's Message Tom Henry



Cristi has set up the "Free Aviation movie night" at The Joyo Theatre in Lincoln. This will be our first try at this so please come on out, bring your spouse or significant other and invite your friends. It is certain to be great fun!

EAA Chapter Award nominations are now open. EAA headquarters is looking for nominations for (a) Major Achievement (b) Newsletter Editor (c) Web Editor and (d) Young Eagles. See me for forms if you would like to nominate someone or contact EAA directly.

I participated in one of the new "Webinars" put on by EAA. These are one hour programs on a specific topic where you can ask questions over the web during the presentation. I found it pretty awesome to be able to listen to a live presentation happening in Oshkosh from my home and ask questions during the presentation. The webinars are also archived for later viewing but aren't interactive after the fact. Check out this new benefit of EAA membership at [http://www.eaa.org/chapters/resources/articles/1003\\_webinars.asp](http://www.eaa.org/chapters/resources/articles/1003_webinars.asp) !!

We still need to grow our membership and increase the participation of our existing members. If each member volunteers for one task a year, think of how many things our Chapter would get done. What activities would you participate in and volunteer for? Your officers are only here to serve, We want and need your input ideas and suggestions.

Calm winds, clear skies and Winter IS gone!!

Tom Henry

## Another completed RV!

*(Lyle Bender built and is now flying his newly painted RV-10. I asked Lyle to tell us a little bit about his project. – Ed. )*

The scheme is an original by Hill Aero of Lincoln painted in Matterhorn White and Guards Red with Metallic Black accent stripes.

The RV-10 was selected mainly because it offered 4 seats and more than usual cabin/cockpit space. It's an excellent cross-country airplane with good payload and range and as a kit was reasonably priced.

Generally there were 8 to 10 projects going at WC Aircraft Works in Boone IA, where I built the RV-10 so I had a chance to see and compare all models of the RV experimentals. It was great to work in a setting with so many other builders. Special tools, a helping hand and free technical advice were always readily available.

### Technical Particulars

The engine was a core 6 cylinder Lycoming O540 that was converted to a fuel injected IO540 fitted with 14mm car plug ECI cylinders. Its coupled to a constant speed 2 blade Hartzell propeller.

The magnetos were replaced with a Dual LightSpeed Engineering Plasma III electronic ignition system controlled by independent ignition computers that are wired directly to individual batteries.



**Nice paint scheme! Hill Aero had it painted in about a week.**

There are two separate electrical systems with a manual cross tie switch. The primary is a 60-amp system, with an externally regulated alternator, tied to the main buss. The other is a 20-amp system, which features a derated 40-amp, also externally regulated, alternator which is mounted on the vacuum pump drive pad and is connected to a secondary buss. The primary and secondary busses each have a power diode that connects to an essential/endurance buss. This buss automatically draws power from the system with

the highest voltage. The primary system is set ½ volt higher than the secondary thru the external regulators. The secondary system automatically powers the essential/endurance buss should the main system voltage drop below the output of the secondary. The power diodes prevent the primary and secondary busses from backfeeding each other. Over voltage protection is provided by the voltage regulators and current limiters are installed in each B-lead. Individual system

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**No, this isn't the back wall at Best Buy. This is Lyle's instrument panel.**

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performance is monitored and displayed on one of the EFIS boxes, which are powered separately, one off the main and the other off the secondary buss.

Cockpit instrumentation centers around two Advanced Systems 3500 EFIS screens with independent AHRS, magnetometers, and a backup battery for each. They provide the typical altitude, airspeed, attitude, and heading information along with complete engine and fuel systems monitoring. They also have Flight Director, Angle of Attack, and G Load indicators and will display Maps, XM weather, Charts, aircraft weight and CG. Traditional round airspeed, altitude and attitude instruments can be displayed if desired. The screens are connected by Ethernet cable thru a LAN Hub which also connects to the wx receiver.

The center stack consists of a PS Engineering 9000 Audio panel, a Garmin GNS 530W(WAAS) an SL30 NavCom, a Garmin GTX 330 S Mode Transponder and a TruTrac Sorcerer Autopilot, driven by the GNS530 and backed up by a standby ADI containing an internal GPS and battery. A 406 ELT and CO2 monitor are also installed in the airplane.

The Chapter Toolbox has been a great resource. I've used the weighing scales twice now (BTW the paint added 40lbs and moved the empty weight CG slightly aft) and I'm hoping a Dynamic Tracker Balancer and a Pitot Static Tester might be added in the future.

Lyle Bender RV-10 Builder Flyer

### Speaking of Courage

*(Reprinted with Permission of the Author, William Wynne Orange Park, FL 32003)*

I just finished reading Captain Chesley "Sully" Sullenberger's book, "Highest Duty." Most of what I read are biographies, and it is rare that I find one from an aviator that isn't worth reading. Sully's seemed particularly good. He tells his story back to being an airport kid in Texas flying a Champ. Many polished biographies elevate the subject above reality. Reading this book I felt that it did a good job of shedding some light on the life of an aviator who is likely far more than the pages convey.

If you were in the USAF or work in the airline industry, he emerges as a strong advocate of these callings. Sully does a first class job of explaining the mindset and challenges of the professionals that inhabit these parts of aviation. His sudden popularity says something about America, and he touches on this in the book. He has a Face Book site with 675,000 friends. A few weeks back I read in the New York Times that his book has been a modest success, selling 92,000 copies. The difference in the numbers tells me that people out there are looking for a hero, but they care far less to know how their heroes think or what forces shaped their lives.

Sully has a simple message inside his tale: Training pays off, even if it isn't tested, living your life prepared is its own reward. Today, many people want to know the tricks and inside tips on any subject

they encounter. They want the Cliff's Notes on life instead of actually living. Sully, who recounts a lifetime perfecting his craft, offers a strong indictment of so such a mentality.

He is quite clear that the terms "hero" or "miracle" do not apply to himself or to flight 1549. He explains why he feels that the successful outcome was the result of training, team work, judgment and a few factors going their way. He clearly states that he did not expect to die. However, Sully does believe in both heroes and miracles, and part of the book explains this by contrasting his situation with that of Captain Al Haynes and United Flight 232.

We forget a lot quickly these days. America has long forgotten the name and the flight number, but most people in aviation remember the Sioux City accident of 1989. It happened my first year at Embry-Riddle. The crash was examined in great detail. At the University, we had a good idea of how low the odds of survival were, and most people felt the term miracle could very well apply. The crew of UA-232 fought to find any way to regain control of the DC-10. Haynes and crew had little reason to believe they would live. Through astounding skill, composure and leadership, Haynes made the best landing possible. 185 people lived. Many did not.

Captain Haynes came to speak at Embry-Riddle not long after the accident. His face still had the scars of the crash. He had been hailed in

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the media, but I felt being at Riddle had to be different. Here, we had several thousand people who had some real understanding of what he had pulled off. I went to see him up close, to look at a Captain who had just returned from battle.

In "Fate is The Hunter," Earnest Gann's preface states that airline flying is a kind of a war story where "the designated adversary always remains inhuman, frequently marches in mystery, and rarely takes prisoners." I stood five feet away and watched Captain Haynes as he spoke to people. He was kind and direct, but somewhat detached, with a look as if his real thoughts were far away. I was young and impressionable, and clearly before me was a real hero. He had salvaged a victory for a certain disaster. To my eyes, he was now among the pantheon of aviation's eternal stars. Perhaps his distant look in his eyes are appropriate for a man who has proven in a field where all prepare for their battle, but very few are tested.

Fourteen years later, Captain Haynes is the guest speaker at the evening program at the theater in the woods at Oshkosh. Here, at the center of the world of flight, his star has never been diminished. The outside world has forgotten and moved on, but here, inside, the faithful fill every seat. It has been a full day of exciting things, but the people are now settling down as they take their seats. They will soon listen to a serious subject from

a man known for a heroic deed. The last time I saw him I was part of a very young group, just at the start of our time in aviation. I looked around and saw where my classmates would be in another 20 years. The people around me had most of their flying logged away. Their gray hair and modest dress told outsiders nothing of the adventures these people had seen. They had led the strenuous life of challenge, and known its rewards...and perhaps its costs also. I looked around and guessed that half of them had lost a close friend to flight. As soon as I formed that thought, I realized to 14 years later, I too, was in this last group.

The presentation was a technical one. Captain Haynes had made it his duty to frequently speak on behalf of preparation, teamwork, training, and when your test comes, not losing yourself or giving in to fear. He had spent the previous years communicating this, never accepting a fee or any kind of reward. They played the ATC tapes and slowly brought us to the moment of the crash. The audience was moved. Many people near me sat quietly wiping away tears in the dark. Perhaps they were thinking of friends, now long gone, wishing their friends had been luckier and had a man like Al Haynes for an instructor, a mentor or a co-pilot.

At the end of the presentation, a man, looking like he could have come from any EAA chapter in America, stood up. He struggled to gather himself and start a sentence. After a moment, in a choked voice, he got out "I just want to say I think

you're a hero." A round of applause broke out, but it was quickly put down with a wave of Captain Haynes's hand. He addressed the man directly. In an even voice with very little emotion, he said "I am not a hero. 112 people on my flight died. Please sit down."

After the lights come up and the people drift away, I sat with Grace. It was very hard for her. I have little memory of the Burn ICU, but Grace had sat there all day, every day, for weeks. The cost was not abstract to her. Of all the people in the theater, she knew what the last moments of many of the 112 had looked like. After some time, we got up to walk out to the parking lot. As we went past the back of the theater, Captain Haynes was standing there with a few of the people from stage crew. Grace went over to personally thank him for the evening. I stood about five feet away.

The 14 years had not been kind to Al Haynes. Both his son and wife had died. His daughter was terribly ill. I could not hear what he was saying softly to Grace, but he had the same look as he did in 1989. He was there, but detached. His story reminded me of a Greek Tragedy, no matter how noble his actions, fate struck people in his care. A different man might have written it all off. Given up, and assigned the events to bad luck, a curse or even a vengeful God. I don't think it is too much to say that Al Haynes would have none of these outs. He is a man, Naval aviator and Airline Captain. He has a lifetime of being

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in command, evaluating the circumstance, minimizing the risk, and taking responsibility for the outcome. Such a man couldn't easily shrug off or rationalize away the loss. Right or wrong, he is the kind of man that would only see it as his personal responsibility, and this is the reason I will always be able to say he is my hero.

Speaking of Courage is the title of a chapter in Tim O'Brien's 1990 novel "The Things They Carried." The writing is an unflinching look at sorrow, love and personal responsibility in the wake of tragedy. It is a profoundly moving work of philosophy for people who do not trust easy answers to hard questions.

### Minutes of the Club Meeting

The meeting was called to order by President Tom Henry at 7:35 PM on March 2, 2010.

The members were asked to introduce themselves and give a status report on their projects. Mr. Andy Lahr was presented the spark plug award in recognition of his efforts in support of the Chapter.

Following introductions, the program was provided by Lt. Col. Bob Stevenson.

President Henry reported that there were no requests for technical counseling.

Cristi Higgins reported on options for movie night. It was determined



**New breakfast trainee got caught patting the cakes. Obviously he can use more practice on the quality side also.**

that the Joyo Theatre was the preferred option. The first movie night is to be on April 8th at 7:00 PM. Cost of the theatre is \$150.00 and voluntary charitable donations will be accepted to cover that cost.

Mr. Tom Trumble provided the Young Eagle report. The Young Eagles will attempt to do an outing with the Waverly Boy Scouts on March 20th.

No secretary's report or treasurer's report was given.

Nebraska Aviation Art fund was discussed. Jerry Carlson made a motion to support the Art fund at a level of \$100.00 or at the same level as last year. Second was made by Norm Sell. Motion carried.

There was no reportable progress on the Mall Show. Dennis Crispin will continue to pursue.

The chapter was reminded that the 2010 dues are due.

The meeting was adjourned at approximately 9:50 PM.

### Movie Night at the Joyo

Chapter 569 is starting an aviation themed movie night every 2<sup>nd</sup> Thursday of the month. The Joyo Theatre (6102 Havelock Ave.) has graciously allowed us to use their theatre for a fee. A free will offering will help offset this charge. The concessions will be open for popcorn, pop and candy.

The first movie night will be Thursday, April 8<sup>th</sup> at 7pm.

The movie will be the 1965 film "Those Magnificent Men in their Flying Machines". For future movie suggestions, please go to the forum on the Chapter 569 website ([www.eaa569.org](http://www.eaa569.org)) and submit your nominations.

Chapter 80 (Omaha) and 1055 (York) members and spouses or friends are invited to attend as well.

Hope to see you there!

## Events

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

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

**May 1, Airport Open House/Pancake Feed**, Abilene, KS. Annual airport open house and pancake feed. Military, homebuilt, classic have been invited to attend this 16<sup>th</sup> year annual event. Contact James Price. Phone: (785) 263-3970

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

**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>

## Classifieds

### FOR SALE



**1978 Piper Tomahawk**

PA-38-112 2120 TTAF&E  
Very Clean May Annual  
All AD's Current. \$19,500

More Pictures at <http://tbarjne.com>

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