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EAA Chapter 569 Newsletter

Lincoln, NE

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Meeting Announcement

No meeting in April.

Also, the April 18th Chapter breakfast is cancelled. ☹

Check www.eaa569.org for the latest information regarding cancellations due to the COVID-19 virus. Together, we'll get through this!!

President's Message
Tom Winter

NORMAL LIFE IS CANCELLED. THIS INCLUDES OUR APRIL MEETING

Old Greek saying: Mortals make plans. The gods laugh. And here we are in the midst of such laughter. As I once told my Greek Mythology classes: "Zeus does not love you." Well. Nothing like being a VFR pilot to teach you that life is uncertain. It came with my second flying lesson, January 26,1999. There was an overcast. I did what I was told to do. Takeoff was normal, then the crosswind climbing turn. Suddenly, the windshield was all white. We had flown right into the cloud base! I was too dumb to be nervous. CFI Ted, as calm as if he were reading a phone book said "We can't fly in this." I descended, without being told. Ted got on the radio and did a PIREP on what the ceiling really was, and we did the downwind, the turn on base, and the landing. Ted suggested some taxi practice, and it went in my logbook as 0.4 of instruction!

Actual lesson: be ready to change plans from one second to the next.

As you know, Doug Volkmer's work is the only thing we haven't had to cancel. We were going to have an April meeting. The pandemic took care of that. The officers and committee heads were going to have a meeting. Fewer than 10 people involved, so it seemed likely. Then the City of Lincoln's DHM (Directed Health Measures) this week even killed that. Such a meeting is not okay if participants can't stay six feet apart. Maybe we can all meet in May. We don't know.

I am aware that there are cynical doubts, often expressed with "do you actually KNOW anyone with Covid-19?"

Yes, I do. My niece, an until-now healthy and fit 50-year-old, has it. At present, it looks like she is going to live. She has in fact recovered enough to tell me what she went through. I spare you the details, except this: you don't want to come down with it.

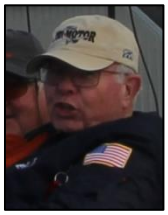
Planning ahead (!): This virus is "novel:" Nobody had it before, nobody has immunity from past cycles. Everyone is susceptible. This is going to last, and beyond Easter: many of the adjustments we make because of this pandemic are going to stay with us. Things may never be the same.

At present, we are hoping for a May meeting. May the gods restrain their laughter.

Meanwhile, get up and fly when you can.

Another Way to Fly

By
Harold Bickford



Weather and the current covid19 issues have impacted flying activities to start 2020. So what to do?

One approach is to use a simulator program. In my case that means using X-plane 11 with a control column and rudder pedals. Though the system does not precisely mimic control pressures (there is some mechanical resistance from the equipment) it does provide good visual presentation on a video monitor. Engine noise, wind noise and flight communications play through the sound system. Such computer-based systems are quite affordable (compared to actual aircraft) and typically straightforward to set up.

Being able to fly anytime and at minimum cost (OK, close to zero) is a huge benefit. Flight can range from local pattern work on to cross country flight in a variety of modes and weather conditions. Many aircraft are available so it is entirely possible to "fly" in equipment that might otherwise not be possible or to locations that you may never fly to. In the past few weeks, the Cirrus jet and ASK-21 glider have seen some "air time". The caveat here is that while these personal or home systems cannot be used for logged or training time, they do provide a visual picture which is a big part of flying. One key part of using a simulator is to do maneuvers as they would be done in the real world in an effort to minimize the introduction of erroneous habits. We are talking here of a useful representation of flying. Full motion simulators and structured training are well beyond what we experience at this level.

Using the software interface in X plane it is also possible to create a virtual design and gain some insight to flight behavior. This feature is certainly of interest for a homebuilder. Like building an airplane, there is a learning curve. Think of it as a cyber journey in airplane design. As in any process your mileage may vary relative to progress.

The question arises; is a simulator for you? That depends on several factors. The cost of the software and peripherals in my case was about three hundred fifty dollars. I already had the desktop computer (PC based) with sufficient processor speed, video card and storage. If you would need a new computer then the system requirements of the simulator would drive cost and choice.

Additional concerns center around the type of flying done and level of sophistication which also drive cost. As in all aviation decisions we end up by defining the mission and then looking for equipment which allows us to accomplish that mission.

In my case the mission is flying day VFR under sport pilot rules. The purchase of the X plane sim seemed reasonable at the price point being offered. Also, the matter of being able to "fly" regardless of weather was a big consideration. Of course, X plane is not the only sim available. Anyone considering this route can research available systems and determine a way forward. One final thought is that having a sim system to use sure beats just thinking about or reading about flying. Have fun!

Minutes of the Club Meeting

The March 3, 2020 meeting program was presented by EAA 569 and FAA safety team member Mark Gaffney. Some General Aviation (GA) accident cases were reviewed in a presentation that provided WINGS credit.

Many accidents are investigated solely by the FAA even though the NTSB has final authority. Nationally there are 5000 FAA personnel, but only 500 NTSB.

This scribe took away a few important points, listed below.

- 18% of pilots involved in fatal GA accidents had Benadryl in their system. There may be a connection.
- 1.4 Vs will allow 30 degrees of bank without stall. This could be good to know if you lose power on departure at pattern altitude.
- The fuel lines in a Baron twin are not designed to feed both engines from one tank.
- If you need to fly on a ferry permit, notify your insurance carrier. You may need a separate binder.

Very few enforcements are going out of the FAA. The emphasis is on proficiency through training and education.

The business meeting commenced at 2110 CDT.

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Paige Higgins was recognized for her valuable work with the breakfast and Young Eagle events.

VP Tom Trumble reported that the April program would be a tour of the Duncan engine test cell. *(Note-this has since been canceled due to Covid19).*

Treasurer Cristi Higgins reported moving $3000 from the main account to a CD with new value of 10,000, paying 2.09% annually. The current value of the main account is $633.18. The breakfast account balance is $1213.59. The Lincoln FSDO thanked the chapter for its donation to the Aviation Art Contest.

Young Eagle coordinator Cristi Higgins has scheduled a Young Eagle event at Seward for March 26. *(Note-this event has since been canceled due to Covid19)*. Waverly public schools would like a ground presentation. No date was proposed.

The chapter Christmas party date is to be Dec 5. Three caterers were considered. Various venues including park facilities were proposed. Dennis Crispin offered to request favorable terms for use of the SAC museum. The party committee will formulate a plan.

Tom Trumble moved, Harold Bickford seconded a motion that the chapter purchase a refrigerator for the breakfast crew. Supplies are being repositioned to the hangar first floor.

The motion to change our meeting time to 1900 was taken from the table and passed by voice vote.

Tom Trumble will obtain an estimate for permanent name tags for members.

Discussion followed about a Flying Start event promoted by the national organization. A PowerPoint presentation will be available. Flight instructors will be needed to answer questions. Volunteer pilots to fly Eagles and Young Eagles will be needed. All of this will occur at the May 16 Crete breakfast.

Tom Winter reported suggesting to Robert Mundie, president of Chapter 80, that they too, hold a monthly fly in breakfast, which would make Eastern Nebraska the fly in breakfast capital of the world. Mundie replied that he would propose it to his chapter.

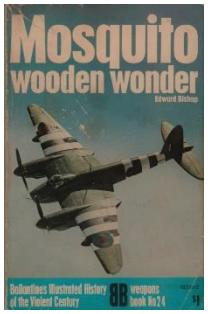
The meeting was adjourned 2140 hrs.

Respectfully submitted,

Jerry Mulliken, Secretary

Events

Apr-May, EAA Webinars. Click here for more information.
Jun 25-28, Midwest Aerobatic Championship, Seward, NE (KSWT); If you would like to volunteer, call or text Tom Trumble @ 402-540-6089.
Jul 19, Nebraska State Fly-in, O'Neill, NE (KONL) Click here for more information.
Jul 20 - 26, AirVenture, Oshkosh, WI http://www.airventure.org/



Book Review –

Mosquito wooden wonder – Edward Bishop

By Dennis Crispin

Mosquito – Wooden Wonder is a paperback volume, from the Balantine's Illustrated History of the Violent Century series. Extensively illustrated, the photos take up a good bit of the 160 pages making it a quick read, even with its rather small type face. The work was first published in 1971.

As Britain prepared for the coming war in the late 1930s, de Haviland proposed a high speed, high altitude light bomber crewed by two and powered with two Rolls Royce Merlin engines. It was totally rejected by the Royal Air Force high command who were enamored by much bigger four engine bombers and were leery of the de Haviland's "old fashioned" wooden construction. The de Haviland company continued the initial design work without governmental assistance.

Eventually, the design found enough official support to produce a prototype which was built, under total secrecy, in an old English manor house mansion. The new plane was named the Mosquito.

An American general saw the prototype fly and was impressed – it was faster than any other military plane of its time. Nothing came of a proposal to build the craft in the United States.

The British ordered a small production run – in part because its wooden structure would not impact critical metal supplies. The manufacturers were able to use resources that were otherwise underutilized in the war effort. Cabinet makers and furniture factories were ready sources for subassemblies. Coffin

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makers were particularly adept in producing the laminated wood parts.

When the first Mosquitos entered service, they quickly won over their opponents. They were the "do anything" weapon. It could switch quickly from a high-altitude bomber, to a low altitude bomber, to a defensive interceptor and were equally effective on day or night missions. The altitude and speed capabilities made it an extremely effective photo-recon mount.

On bomb runs, the daring crews often crossed their targets at treetop level – or less; so low that the planes were sometimes damaged by their own bomb blasts. Mosquitos were known to return to base trailing lengths of telegraph wire. One plane came back with a chimney pot embedded in the nose. When bombing out of a low-level shallow dive, the highly maneuverable aircraft could achieve excellent accuracy. One squadron liked to brag that they could "put a bomb on a postage stamp."

The "Mossie" came into its own as the "pathfinders" that lead the heavy bombers to their targets. They were so effective at this duty that a couple squadrons were exclusively assigned the task.

A group of Mosquitos were given to BOAC. Painted in the airline's markings and flown by civilian airline crews, they became the transports that flew critical ball bearings from Sweden to Scotland. Flying through enemy held skies, unarmed and lightened for maximum performance, the planes' speed and altitude capabilities were their only defense.

Demand for the plane became so great that they ran out of the supplies of Canadian spruce and Central American balsa and had to switch to other woods like fir. Auxiliary manufacturing efforts were set up in Australia and Canada where the plane was equipped with the American built Packard Merlin engine.

The Mosquito was found to be able to absorb a great amount of battle damage and continue to fly. It proved to be easier to repair in field conditions than metal aircraft. The plane had its faults. The pilot's legs were particularly vulnerable in a crash landing and, should a bailout be necessary, the craft was difficult to exit in flight.

The American forces received just a few Mosquitos and used them very effectively in the photo-recon role.

Several specialty versions of the plane were produced. One was able to get off the ground with a single 4,000-pound bomb. Another, used for offshore patrol, mounted a modified naval cannon that could penetrate a submarine' s hull.

It was found that extra power and speed could be obtained for a short time by injecting nitrous oxide into the engines. The technique resurfaced several decades later on the American drag racing scene.

When deployed to the Burma theater, it was discovered that the plane could literally become unglued in the heat and humidity. With a change in the assembly adhesives, it again became a formidable weapon.

Near the end of the war, a naval version of the Mossie was built with folding wings, a strengthened fuselage and tail hook arresting gear. It was intended that they carry a large spherical bomb, like those used in the dam busting operations, for use against major ships. A squadron was dispatched to the Pacific on two aircraft carriers. The war was over before they could see action.

After the war, the then obsolete Mosquitos survived for a few years in the inglorious task of target tugs for the new jet fighters.

The book can become a bit tedious at times with extensive anecdotes of individual aircraft and missions. But, overall, it is a fascinating look at one of the finest weapons of World War II.

Foot note: Information derived from other sources.

7781 Mosquitos were produced including Canadian production of 1032 and 178 built in Australia.

The yellow birch plywood used on the aircraft's skin was manufactured in Mansfield, Wisconsin, USA.

The USDA Forest Products Laboratory developed the special adhesives used in the plywood.

The BOAC effort of flying the route from Lachurars, Scotland to Stockholm, Sweden was one of the most important chapters in the Mosquito story. In addition to the valuable ball bearings, they hauled critical freight and often British diplomats and repatriated prisoners of war. The passengers, riding in the confined, windowless bomb bay with only their heavy flight suit and a bottle of oxygen, enjoyed anything but VIP accommodations. One crew made two round trips in one night, logging nine and a half hours flight time while hand flying on instruments in heavy weather! On another occasion a flight was jumped by two Messerschmidt 163 rocket fighters. Escape was accomplished by diving from 30,000 feet to 12,000 feet while exceeding an IAS of 480 MPH! The pilot received a Distinguished Flying Cross for his effort. Such exploits caused a later historian to note that it was an era of wooden ships and iron men.

Thirty non-flying Mossies are now held in museums, mostly in Britain. Four are still in airworthy condition, one in Canada and three in the USA.

A beautifully maintained Mosquito is in the EAA Museum. It is owned by the Weeks Wings Over Miami Museum, but kept in the climate-controlled Oshkosh facility to aid in the preservation of its wooden structure.

News from

EAA Headquarters

Looking Ahead to AirVenture 2020

By Jack J. Pelton, EAA CEO and Chairman of the Board

My fellow EAAers, I'm writing this to address the status of AirVenture Oshkosh 2020. Today (March 26) we are still planning on having the event beginning July 20, 2020. In that context, I wanted to let people know how we're approaching the planning process for AirVenture, and to help people understand the timetable as we sort through the ever-changing world events.

Certainly, the world has changed dramatically in recent weeks with the global COVID-19 pandemic, beginning internationally and now at extremely concerning levels within the United States. Most of you reading this are impacted by state-by-state orders to stay home and follow specific CDC guidelines on social distancing, hygiene, and other precautions to slow the spread of the virus. The circumstances have changed rapidly here as well, with Wisconsin enacting a stay-at-home mandate until April 24. We are supportive of those restrictions, and at EAA we have closed our headquarters, with all staff working from home and adhering to the most stringent standards possible. But thankfully, due to the technology infrastructure investments we have made, a majority of our employees continue to focus on their daily tasks, which include production of your monthly magazine, digital offerings, and of course AirVenture planning.

On a daily basis over the past several weeks, I have had countless calls, emails, and teleconferences with EAA members, volunteers, AirVenture exhibitors, sponsors, aviation manufacturers, our board of directors, and EAA employees. This is in addition to assessing the daily influx of CDC data and daily health guidance recommendations from local, state, and federal government.

We are also closely following and assessing many of the larger closures of world events. In the case of the Olympics, the world's athletes have already lost crucial training time because of restrictions imposed in response to the viral outbreak. It also is a completely international event. This meant the organizers were forced to make their "go/no go/go later" decision early on. The same holds true with the Democratic National Convention being held in Milwaukee, as they too look at every contingency, including allowing time for preparations to host the proceedings online if need be.

As we look at AirVenture, with our own similarly complex but also radically different set of circumstances, we have the rare luxury of making our decisions just a little bit later. While AirVenture 2020 planning began in earnest at the end of AirVenture 2019, the real onsite preparation work for our annual convention doesn't happen until May. That is when many of our dedicated volunteer work parties arrive in force and start the serious work to prepare the convention grounds. We have already identified those tasks that could be deferred until June, while still enabling us to have a safe and successful event in late July.

Currently our timetable for our next major decision point is not until May. In the meantime, we are continually preparing and in planning mode, which includes a variety of "what-if" scenarios. The choices are stay the course, delay, or cancel. Of course, the ability to delay would be dependent on volunteer support and exhibitor commitment and probably could not be later than late August. Again, it is important to consider all options, but it is also possible that even as I gather and digest incoming relevant information, I may not have any significant updates over the next couple of weeks. We will understand a lot more when we get to the end of April. That is the time most stay-at-home mandates could expire.

I want to ensure you that as our AirVenture planning continues, I will keep you posted. I want to thank everyone for their patience as we weather the "storm before the calm." Frustrating as it is, we're in a holding pattern right now. The best thing we can do is keep a watchful eye on the conditions and make the best decisions as factual information comes in, to ensure the health and safety of everyone attending our event. As aviators, we know that this, like all storms, will pass, and whatever transpires over the next couple of months, EAAers will see it through with the mutual support and fellowship that have been the cornerstone of our organization for the past 67 years.

FAA Policy Extends Certain Medical Certificates in Response to COVID-19

On Thursday, March 26, the FAA released a policy statement that allows any pilot who holds a first-, second-, or third-class medical certificate that is valid on March 31, 2020, to continue operating under the privileges of that certificate until June 30, 2020. The unprecedented policy is in response to the COVID-19 pandemic, allowing certificate holders to continue flying during a period when the nation's health care system is coming under strain and routine appointments such as AME visits are being deprioritized.

And finally … **“Barbara Jean”**

Harry Barr’s P-51 sitting proudly on the ramp at KLNK. Of more than 15,000 Mustangs produced, only around 250 are believed to exist today. If you have a photo you’d like to share, please send it to your newsletter editor.

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