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EAA Chapter 569 Newsletter

Lincoln, NE



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Meeting Announcement

Date: Sunday, December 1st

Time: Social Hour – 6:00pm
Buffet Dinner – 6:30pm

Program: Christmas Party

Place: The Knoll's Restaurant
2201 Old Cheney Road
Lincoln, NE

President's Message Cristi Higgins



Happy Holidays! I love this time of year. If you can get your engine started there is usually some really smooth flying air. Bundle up and go see Christmas lights from above.

Have you seen it is hip now to have blue Christmas lights on your house? Beautiful lighting such as that is available all year long for us aviators but while landing I'd stay with classic white.

The Christmas Party elves have been hard at work each doing their job well. Lots of fun is planned so please join us.

I am so thankful for 569. You all have given me many of opportunity and friends throughout the years. I am thankful you accept me simply based on the love of flight.

Sadly we lost another very involved member of many years. George Myers has been given a new set of wings and I will miss his big smile. He was 569's first

Young Eagle Coordinator and a great volunteer.

Merry Christmas! I hope Santa (another great aviator) brings you all Christmas magic and peace!

Happy Landings, Cristi

Builder's Report

By Harold Bickford

Below is a pic of the blanks for the landing gear struts. Each strut uses four laminations of 1/4" Douglas Fir. The finished product will be in the format of a Bowers Fly Baby. Kyle Bradford used it on his side by side Piet with good results. It is simple, it works and has been tested.

The layout provides for a 28.75" distance center to center at the top of the "V" while the axle will end up between 2 and 3 inches (C of G) from the wing L.E. Fuselage to axle distance is 19.5" and axle to ground is about 9" using 8.00-6 tires/wheels. It just isn't a big airplane.

The plan is to have the fuselage on the gear in January.



HOW TO TURN A 150 INTO A GLIDER

By Tom Winter

No, it's not as exciting as all that the title may suggest. It is instead a practical application of sailplane landings to Cessna 150 landings. Everybody in aviation has heard that instrument training will make you a better pilot. What I want to do here is spell out the very real way that glider training will do it. As tower says on the radio, stand by.

The first time I landed the Cessna 150 after 29 glider flights at the Estrella Sailport near Maricopa, Arizona, I was shocked. Turning base, I could not see the runway. I guess I had gotten used to it, but the left wing, being banked into the turn, blocked the view. Another (smart alec) pilot, hearing this, said "Why do you need to see the runway? Did it move?" I replied, "Once you get used to seeing the runway, you miss it when you can't." Of course, in a glider, you, not the engine, balance the front of the plane, so your visibility all around is almost as good as helicopter visibility.

An essential of this visibility is being able to see your chosen aiming point all the way from downwind entry to base; in fact, that is how you judge when to make the turn to base. I told my instructors I'm not flexible enough to see it; my neck doesn't twist that far. I had one of two choices: get more flexible, or widen the pattern.

I'd better back up here and spell

out some sailplane musts. You must fly over and check the windsock. Based on what it tells you, you must choose your landing speed and runway aiming point. You must keep the aiming point in view throughout the downwind ("Otherwise your choice of downwind turn is just a dice throw"). You must know what pitch angle equals what speed; you must keep the pitch angle constant down final: The aiming point must neither go up, nor down. A cross-check is your angle with the horizon.

I solved the my aiming-point-in-view problem by using a wider downwind: this made the angle back toward the aiming point less sharp.

This brings me to the meat of this little report. With no engine, they do not teach you a distance; instead, they emphasize angles. Once, just a few hundred feet above the Estrella Sierra ("Little Star Mountain range," in Spanish) I asked an essential question, namely, how do you know you make the airport? "I'll show you. There's our field; you can make it easily. Now look at the Mobile airstrip. You could just make that, straight in." I looked. Our strip was about 70° down; the Mobile strip was perhaps 15° down. Doable, but risky, the risk being intervening downers.

Back to the Cessna 150. About the fifth landing after getting back from Arizona, I also widened my pattern. Keeping an angle where I knew I could make the field, I

made a gentle turn to base. How gentle a turn? So gentle the left wing wasn't low enough to be a blind: At the very top left of the windshield I could see the runway! And my aiming point! While turning base! Instead of one continuous swooping turn, downwind-base-final, I had a straight-line actual base leg. Another gentle turn to final.

The final approach in a glider versus final approach in a power plane is the next big difference. In my 150, I always made a gradual transition from approach to round-out. In a glider, you go down final straight as a string at the constant speed that you decided on back when you checked out the windsock. This was typically between 60 and 65 mph. Finally, at a man's height, you switch to level flight, and hold it off. This gives you control authority all the way till you have got the landing made. It also controls the float. My gentle transition a la the Cessna 150 round-out once meant we pushed the Schweizer 2-33 sailplane back a longish way.

Back now one more time to the angles. Your descent angle is your speed. Remember high school geometry? Opposite interior angles are equal? It applies! One angle is you, your aiming point, and the line of the runway. This angle equals the angle from the horizon to you to your aiming point. Yes, I love geometry, and when Jason Stephens pointed this out to me, I was thrilled, grabbed on to it, and I now use it every landing I make. Try it. You'll love it.

**Minutes of the Club Meeting
November 5th, 2013**

The meeting was called to order promptly at 7:30 PM by President Higgins.

President Higgins shared some sad news with the Chapter. Long time member George Myers passed away on 10/31/2013. He was 82 years old.

Vice President Gomon introduced our guest speaker, Rod de Zafra. Rod is a retired Marine AV-8B Harrier pilot and shared with us facts, figures and his experience flying the Harrier.

President Higgins reported our Chapter gave 146 Young Eagles rides this year.

Andy Lahr will be out of town and won't be able to help with the November breakfast. If anyone could help with the breakfast, he would really appreciate it.

The Christmas Party will be December 1st at the Knoll's. Everything seems to be all ready to go.

The current officers have agreed to retain their positions for 2014. They are:

President – Cristi Higgins
Vice President – Keith Gomon
Secretary – Doug Elting
Treasurer – Mark Werth

Dean Hoy motioned to retain the officers for another year. The motion was seconded by Jerry Carlson. The motion was carried by the vote of the membership.

The meeting was adjourned by President Higgins at 9:31 PM.

Respectfully Submitted by
Doug Volkmer for
Doug Elting, Secretary, Chapter 569

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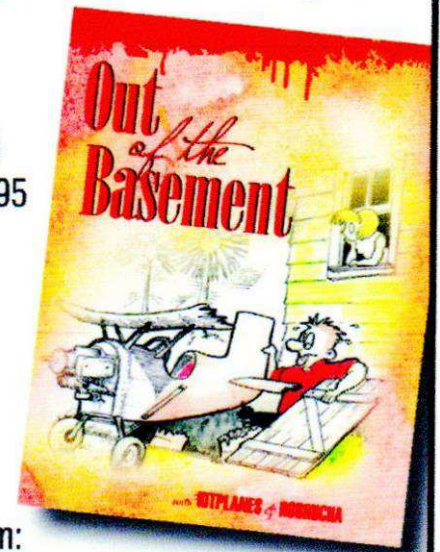
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Classifieds

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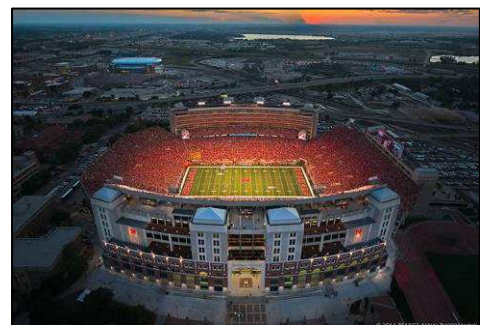
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Prange Photography



Check out Doug Prange's Aerial Photography work at www.prangephotography.com.

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.

EAA Chapter 569 Membership / 2014 Renewal Form

Include your \$20 check made out to EAA Chapter 569

Mail to: Mark Werth, 2110 Spring Meadow Circle, Lincoln, NE 68521

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Spouse

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