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EAA Chapter 569 Newsletter

Lincoln, NE



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Meeting Announcement

Date: Sunday, December 4th

Time: Social Hour – 6:00pm

Buffet Dinner – 7:00pm

Program: Christmas Party

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



President's Message Harold Bickford

I trust everyone is finding ways to enjoy what we know as the holiday season. That is to say offering of thanks in our many circumstances and looking forward to joyous times with family and friends.

2017 looks to have many opportunities in learning, building and flying, EAA style. We will have lots of activities to look forward to and consider on through to Oshkosh and beyond.

Certainly want to thank our inspired volunteers who put on our monthly fly-in breakfast at Crete airport. We build it and they come.

Remember we close out 2016 with our Christmas dinner on December 4 and our fly-in breakfast on December 17.

See you then and yes, a Merry Christmas and Happy New Year to all who are members and friends of EAA569!

Harold Bickford,
Chapter President

Chapter Officers Named for 2017

The Chapter Officers were voted on at the November meeting. When you see them, please congratulate and take a selfie with them. They are:

President: Harold Bickford
Vice President: Jacob Smith
Secretary: Doug Elting
Treasurer: Mark Werth

2017 Dues

Get a jump on your Chapter 2017 dues. The amount remains \$20. Whether you are a new member or renewing your membership we are encouraging members to go to the Chapter website (www.eaa569.org) and fill out the online form. To get to the form, select "Join" on the Chapter website home page and follow the instructions on the page.

ADS-B Compliance Note

Owners of older aircraft need to make sure their shop sets up "the box" to emit the N-number on the registration and NOT the NC number painted on the airplane.



Al Spaulding prefights his **Tailwind** for a late October flight. Al built his Tailwind 30 years ago.

plane talk by *Lauran Paine, Jr*

A yearly condition inspection is more than a requirement; it's a personal journey between you and your airplane.

I start at the spinner. Under it I see the prop attach bolts and their safety wire. My mind wanders back to when I put them on. They were a "close fit," and it took some pounding to get them started. It seems like a long time ago that I did that, and yet again, it doesn't. It was a big day to finally put the propeller on.

With the spinner off, the bolts and wire all looked good. Next I remove the engine cowl, revealing a gold mine of stuff to check. I found one exhaust hanging bracket that had slipped a little. It was, I suspected, the work of vibration. I took it apart and slipped a new piece of hanging hose on it and cinched it tight—then I made a red mark on the bracket so I could see if it slipped again. That all felt pretty good.

Then I found a reddish, seeping stain on the firewall. I followed it up to the brake fluid reservoir, wiped it clean, and checked the brake system fittings. They all seemed to be fine. I reasoned that I had filled the reservoir in early spring and during the hot days of summer the fluid had expanded and leaked through the top of the cap. But did I know for sure, or was I just talking myself into something? I applied a little reasoned knowledge and trusted in myself...and made a note to keep an eye on it.

Then I got to do something new. I had purchased a compression tester because, well, I had an excuse to

buy a new tool! The local "hangar rats" like compression testers:

They have wires and hoses and gauges and such. You look good when using one, like you know what you're doing.

The instructions that came with the tester were pretty skimpy. Jack, my original flight advisor, had told me, "Stay out of the prop arc when you put the air in." That was good advice. About this time Dan, a reader from Flatonia, Texas, and his wife came into my hangar. They were on vacation in Oregon. Dan knows things mechanical, so he showed me the finer points of compression testing. Nice to have him stop by.

Next I looked at the gascolator. You have to lie on your back on the ground, gas runs down your arm, and the safety wires are in tight spots. That's a tough duty. After a stern talking to myself, I took it apart. There was fuzz on the screen, like very fine lint or something. Glad I looked. Now I knew the gascolator screen was clean.

Still in the engine compartment, I checked the spark plug wire connectors, and all checked snug... except one. I put my fingers on the nut of the right front top nut, and it was only finger tight! Disbelief! I am religious about putting masking tape on nuts I leave loose for later tightening. Well, I'd missed one. I scolded myself, snugged the nut, and continued my inspection with newfound vigor: if something was loose or wrong, I was going to find it.

On to the wings. This was fun and familiar territory because I remember the wings being sort of

magical to build. I took all the access panels and fairings off and looked at bell cranks, rod-end bearings, and fittings and all were in good order. Flight control connections are, of course, important, so it was nice to see that not one nut had moved. I knew this because I put Torque-Seal on everything. But, there was one rivet on the rear tank baffle that had a blue stain around it. Fuel leak? But it was only one rivet, and there were no streaks coming from it. Maybe a remnant from a small fuel spill. I wiped it clean, and long story short, it's never reappeared.

While I was under the wings, I moved on to the landing gear, wheels, and brakes. Take off the wheelpads and you can see it all: tire, wheel, brakes, and connections. Good stuff to pay attention to. The company that makes my brakes sent me a key chain with a small plastic rectangle. That little rectangle piece is exactly the thickness at which you should replace your brake pads. Pretty clever, huh? I held it next to my brake pads and determined I had plenty of wear left on them.

Then I moved to the empennage and took off the fairings and checked the attach bolts. I found where I attached the horizontal stabilizer to the fuselage. I had marked the position of the nuts with a stripe of red paint. (Okay, it was fingernail polish, but don't tell anyone.) That was before I knew what Torque-Seal was. That find took me back to the beginning: So much to learn and so far to go.

On to the canopy in search of cracks. I'd worked hard on the canopy, two weeks alone just

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trimming it. I didn't expect cracks, but you never know. I thought I found one, but no, it was a blemish. That's my story and I'm sticking to it. I check it every time I preflight. It's still a blemish.

In the cockpit I replaced an errant amp gauge that had been acting up. Removing the instrument panel allowed me to look at all the wires and connections. I don't remember how I did it, but all the connections were connected and they all still work. From the instrument panel I looked down at the wing attach bolts. Funny, while flying, I don't really think about them. I just trust them.

The condition inspection was also the impetus I needed to do some of the things I said I'd get to later but never did. I never quite got around to putting on the gear leg/wheelpan intersection fairings. Until now. And the cowling needed a little "touch up." I flew the airplane for a year with but a coat of primer and, as is my custom, a coat of Krylon rattle-can red. What can I say? I am what I am; my airplane is what it is. No apologies.

I wanted to touch up the cowling—smooth it, so to speak, but not too much. If I got it too smooth and shiny, it would ruin my reputation for cosmetic mediocrity. So I sanded a little, re-primed, and put a couple more coats of Krylon red on. It looked better.

Then the coup de grâce; I opened my aircraft log to a new page and wrote, "I certify that this aircraft has been inspected on (date) in accordance with the scope and detail of Appendix D to Part 43, and was found to be in a condition for safe operation." Then I walked over

to my workbench, where I keep my checklist for due dates, and changed the due date for the next inspection. Very satisfying. Cost for parts? \$26 (new air filter). Cost for labor? \$0. That's what I'm talkin' about!

All that was left to do was fly. So I did, and it felt good. I was flying an airplane that I'd just given my best "preflight" ever. Then the electric clock stopped. I reached behind the instrument panel and wiggled the connection. It started working again. I must have inadvertently loosened it while checking other connections.

The next day I was back at my hangar, preflighting for another flight. While looking underneath the left wing root I noticed several smudgy blue streaks...fuel leak-like. I'd just looked there during the condition inspection! No matter. I took off the wing root fairing and there were blue fuel streaks and smudges all over, coming from the fitting between the fuel tank and the fuel line going into the fuselage. Visions of taking the fuel tank off danced through my head. There was no Torque-Seal on the fitting. Did it fall off as the nut loosened, or did I forget to mark it? I took the wing root fairing off the right wing. The nut there was nicely marked with Torque-Seal. Back to the left side. I gave the nut a little tug or two, cleaned up the streaks and smudges, and rocked the wings to slosh the fuel around. Then I started the engine and taxied the plane around. No immediate leaks presented themselves, so I put Torque-Seal on the nut.

The fitting was dry as a bone the next morning, so I flew. Airplane flew fine, clock worked fine, and

all, once again, was right with the world. And, 40 hours later, it's all still right and dry. Isn't it wonderful how, sometimes, one small tug on a nut can fix a vexing problem? I love experimental aviation.

(This article originally appeared in the February, 2009 issue of EAA Sport Aviation.)

Accident Report

Accident occurred Tuesday, October 23, 2007 in Browerville, MN

Probable Cause Approval Date: 12/28/2008

Aircraft: PIPER PA-44-180, registration: N327ND

Injuries: 2 Fatal.

NTSB investigators either traveled in support of this investigation or conducted a significant amount of investigative work without any travel, and used data obtained from various sources to prepare this aircraft accident report.

The accident flight was the third of a three-leg dual instructional night cross-country flight. The airplane was established in normal cruise flight at 4,500 feet mean sea level (msl) when the airplane abruptly departed controlled flight and impacted a bog. The bog was about 15 to 20 feet deep, with a thin layer of vegetation floating on the surface. The airplane came to rest inverted, and damage to the airframe was consistent with an inverted impact to the surface of the bog. Data recovered from the airplane's flight display system indicated that the airplane was in

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stable flight on a 320-degree magnetic heading, at 4,500 feet msl, and approximately 160 knots true airspeed prior to the accident, when it abruptly departed from controlled flight. The airplane rolled approximately 20 degrees left wing down, yawed to the left about 30 degrees, and simultaneously pitched nose-down about 40 degrees. It then reversed and immediately entered a descending, right roll for the duration of the flight. The airplane impacted the bog within 30 seconds of the upset. The post-accident examination noted that the left half of the horizontal stabilator was bent upward approximately 90 degrees, inconsistent with the damage to the remainder of the airframe. This damage was consistent with the initial left yaw and nose down pitch recorded during the upset. In addition, a depression and tear were observed on the upper wing skin near the left wing tip. Microscopic examination and DNA testing of material on the inside surface of the wing skin was identified as remains of a Canada goose. The natural history of this species was consistent with the location, time, and date of the accident.

The National Transportation Safety Board determines the probable cause(s) of this accident as follows:

An in-flight collision with at least one Canada goose, and the resulting damage to the left stabilator that caused the airplane to become uncontrollable. Contributing to the accident was the night lighting condition, which precluded any possibility of the flight crew seeing the bird(s) prior to impact.

Minutes of the Club Meeting November 1, 2016

The meeting was called to order at 7:31 PM by President Harold Bickford.

The speaker for the evening was aviation water color artist, Phil Schmidt. Phil, pilot himself, explained that he used many of the same skills that he used in flying his airplane that he uses in creating his paintings. Those skills include planning, preparation and attention to detail.

Phil makes use of 3D software to stage the scene he is attempting to create. As example, he showed the membership a painting of an A-10 cutting in front of his Cessna 150. He was able to recreate that encounter as if the viewer was inside his cabin. He also talked about a commission where he was able to paint an image of a B-17 by using the information gathered from the serial number of the aircraft. A black and white sketch is created first, followed by a small color proof and finally the finished product.

Phil has applied for membership in the prestigious and select American Society of Aviation Artists.

It was reported that tickets to the Christmas party are available. Information is available in the newsletter. Tickets cost \$25.00 per person. There will be a cash bar and entertainment. The party will be held on December 4th at Misty's in Havelock.

Tom Winter made a presentation on the Grand Opening of the new concrete runway at the Auburn, NE airport.

Dennis Crispin reported that our own Mark Novak, one of the pilots of "Fi Fi", the only operational B-29 will also fly in the right seat of "Doc" the second B-29 to come on line.

Harold Bickford agreed to extend his term as President of the chapter for an additional year. Buddy Smith agreed to serve as Vice President with Mark Werth as Treasurer and yours truly continuing to stumble along as Secretary. A motion was made to approve the above listed slate of officers. The motion carried.

A motion was made to pay an honorarium of \$100.00 to cover expenses for our speaker for the evening. The motion was approved.

Our prayers and best wishes were extended to Dwana Henry recovering from a recent medical encounter. A motion to send flowers was approved.

The meeting was adjourned at 9:30 PM.

Respectfully Submitted
Doug Elting, Secretary, Chapter 569

Classifieds

New! Nebraska Memorial Stadium 3D Puzzle

Each puzzle box contains 133 individual pieces on 6 puzzle boards, one battery box, one sheet of stickers and one small piece of sandpaper along with printed assembly instructions.

Two LED lights illuminate the playing field. Requires 2 AAA batteries (not included).

When completed measures approximately 10" x 12" x 3 1/2" high.

A great gift idea for that Husker fan or an addition to your personal Nebraska collection.

Each puzzle is \$29.95.

Contact Doug Prange at (402) 432-0774 if interested.



Two LED lights illuminate the playing field.

Avionics

Dynon EFIS-D10A p/n 100321-000 rev A, s/n 003926 with panel mount, magnetometer p/n 100323 s/n 003600 and mount, blind encoder converter p/n 100362 and p/n 100433-001 OAT probe. D10A new \$2200.00 asking \$1200.00 Mag. new \$100.00 included with D10A Conv. new \$80.00 included with D10A Mount new \$20.00 included with D10A Oat probe new \$65.00 included with D10A. This D10A is the correct part number to be installed under the EAA STC in certified airplanes.

Dynon HS34 expansion module p/n 100790-000 NEW never used in original packing. HS34 new \$650.00 asking \$325.00.

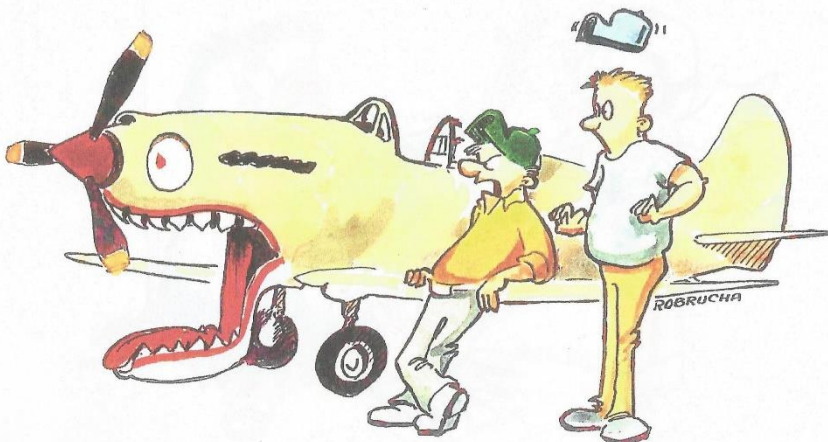
Bendix/King KT-76A p/n 066-1062-00 s/n 133089 mode A/C transponder with rack & connector. 91.411, 91.413 cert. August 2016. Removed for ADS-B installation. Asking \$500.00.

TruTrak flight systems DigiTrak s/n 1321 with model DSB-B servo s/n 1826. No brackets for servo. Asking \$500.00.

2 Vans Aircraft fuel quantity gauges, no senders. New \$37.00 ea, asking \$15.00 ea.

Whelen model A500A-V-14, p/n 01-0770024-00 white tail light assy. with strobe tube. No strobe power supply unless you want the bad one. New \$229.00, asking \$100.00.

Contact Tom Henry – (402) 417-8558



It happens every time an F-16 taxis by!

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.

Jan 25-28, NE Aviation Symposium and Maintenance Seminar, Kearney Holiday Inn, Kearney, NE



Jerry Mulliken and his Young Eagles at an event in Seward on November 5.

(Photos courtesy of Cristi Higgins)



Jerry Clinch and his Young Eagles at an event in Lincoln on October 21. Thanks to all the pilots who gave Young Eagle rides this year.

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