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# EAA Chapter 569 Newsletter

Lincoln, NE



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## Meeting Announcement

**Date:** Tuesday, February 4<sup>th</sup>

**Time:** 7:30pm

**Program:** Greg Whisler

Greg and his wife Terri operate an aircraft recovery and moving business. Greg will be talking about 1 or 2 of the many interesting aircraft moving projects they have done. Greg and Terri also operate the FBO at the Seward Airport along with being the managers.

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



### President's Message Tom Winter

## GRATITUDE

My “inaugural address” had one word, gratitude. To save meeting time, I did not deliver it, except for the word. But I wasn’t kidding. I am grateful to the chapter, both the old and the current.

Some samples of the old: Ken Ruhnke was our secretary, and came to the meetings on his Harley Davidson. He had a Smith Miniplane at the old Arrow Airport (which is now the Lincoln dump. Even though now covered in grass, it’s more beautiful than ever.) He had delightful stories of Miniplane adventures. Sitting there at Arrow Airport, engine at idle on football game days, waiting for a touchdown (Not such

a long wait in those good old days!) then he would take off and see if he could catch up to and bust the touchdown balloons. Ken is gone now, but I remember! Almost as much fun as doing the Miniplane flying myself. He was 89.

Chuck Oden had been in a flying club centered around a Cessna 210, and ended up sole owner. I said to him once at Capitol Aviation: “Owning a plane is like making car payments.” He smiled and replied “Owning a 210 is like making six car payments.” When his Better Beeper company folded, he had to sell the 210. He was one sweet guy, one of my main pilot mentors, and gave me an essential pilot motto: I had just landed in high wind and was relieved to be on the ground. He invited me to join him in a brief hop to a restaurant in Beatrice. “In this wind?” I asked. “We’re not going to do anything dumb, Tom.” And I learned that the big 210 laughed at winds my inexperienced 150 shied away from. So when I tell myself “Tom, we’re not going to do anything dumb,” I think fondly of Chuck. He passed on age 74, in 2012. One of my headsets is a memento of Chuck: he had spares, and practically gave me one. Took a token \$20 for it.

Then there was Wayne Fisher. Wayne was the CFI in the Flying Club that was formed from EAA 569 in 1998. I had many a lesson with Wayne, and now and again, I can still hear him talking to me in what was then the club plane. Cancer got him, untimely in 2007. The University Flying Club is still live, and still centered on Wayne’s Cherokee 180. (And its right seat is still wobbly! I have several hours in it as IFR Safety Pilot.)

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And Roger. Roger Aspegren and I go way back. Starting in 1970, we were both in the Lincoln Continentals, the barbershop SPBSQSA chapter. Then when I found EAA 569, we reconnected. I was a lifelong modeler then, thinking of nothing but building, and nobody did more to get me going toward the pilot license than Roger. And it would be hard to think of anyone (short of Don Shoemaker!) who did more for the chapter than Roger. He served in every chapter role, official and unofficial, several times over, and in building both a Kitfox and an RV, modeled EAA ideals. He passed on at age 72, in 2011.

Where do you find such people? Where else but in your local EAA Chapter. And that is why, when students ask me how to get to be a pilot, my answer is the same. Join EAA.

Tom Winter,  
Chapter President

## Celebrating The E-6B's 80th Birthday

As the E-6B flight computer turns 80 years old in 2020, we pay our respects to the device that has helped millions of pilots plan their flights for eight decades. With the advent of electronic flight bags, modern navigation equipment, and portable electronic devices, the E-6B flight computer is often regarded as an old-fashioned tool used only for FAA knowledge tests and cross-country flight planning during pilot training. But if you're a pilot, whether you call it an E-6B, whiz wheel, circular slide

rule, or prayer wheel, you probably own at least one flight computer, even if it doesn't ride along on your flights anymore.

### History of the E-6B Flight Computer

The E-6B flight computer was invented by Philip Dalton, an innovator predisposed to practical physics who graduated from Cornell University in 1924. Dalton also held a master's degree in physics from Princeton, worked at Harvard, and was a reserve officer for the Field Artillery unit of the training corps. In 1931, he became a pilot at the Naval Aviation School in Pensacola, Florida.

The primitive calculators used for artillery firing at that time were unsatisfactory. Dalton's desire to improve these models cultivated an interest in mechanical computers more generally. Eventually, discouraged by the lack of innovation, Philip joined the Navy

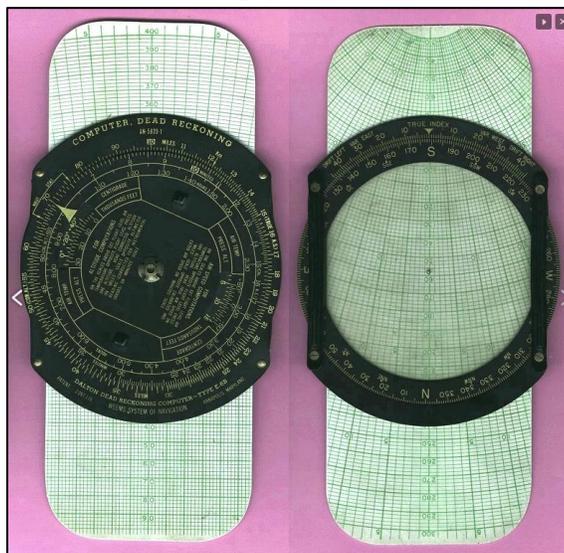
with the promise of aerial navigation at sea. As the personal pilot and navigator for his squadron, his early flight computer devices gathered interest and support.

His innovation allowed airmen to keep one hand on the aircraft controls while making flight calculations by manipulating the rotating discs in a process known as "deductive reckoning." Later shortened to "dead reckoning," the process is used by pilots to reconcile their position from heading, speed, and time from a last known position while correcting for wind drift.

Dalton's missions would commonly have his floatplane launched via catapult from a cruiser in the ocean, then fly a few hundred miles or more straight out before turning back to the ship. The lack of radio communications in the era meant pilots could rely only on their own wits to safely navigate home. The flight computer provided airmen the ability to observe wind drift on

two unique headings, allowing more accurate navigation.

The current flight computer design was originally introduced to the Army Air Corps in 1940 as the "E-6B," which referred to its part number. Following the attack on Pearl Harbor in 1941, the Army Air Forces ordered 400,000 units. The tool was wildly popular among pilots of the era, especially B-17 pilots. Tragically, in July of 1941, Lt. Philip Dalton lost his life in a



**Philip Dalton's Dead Reckoning Computer.** Image provided by the International Slide Rule Museum.

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training sortie with a young navigator.

Sometimes lauded as the key to winning World War II, songs are sang in honor of Philip Dalton's revolutionary computer. "His computer is the instrument on which he stakes his life... Don't ask for his computer for he'd sooner lend his wife." [USAAC Navigator's Song, 1943]

A trusted calculator in times of adversity, the E-6B is, at its core, a circular logarithmic slide rule, which performs proportional computational calculations. Additionally, the E-6B is able to convert temperature scales, time, distance, fuel burn, density altitude, and a host of other calculations, along with groundspeed and wind drift correction on the flip side.

You can perform your own one-handed calculations in flight with your very own [Gleim Flight Computer](#). The Gleim Flight Computer also has plotter scales to measure statute and nautical miles, crosswind and headwinds components, holding pattern entry, and was recently updated to include helpful reminders of common ICAO flight plan equipment codes. The E-6B is also included in [Gleim pilot kits](#) for sport and private pilot students.

If you're a veteran pilot, dust off your old E-6B and see if you can still figure out your mach number index. If you need instructions or want to practice sample flight computer problems, check out our online [E-6B Flight Computer Instructions](#).

*(This article was written by Paul Duty, Aviation Product Manager, and Ryan Jeff, Aviation Research Assistant.)*

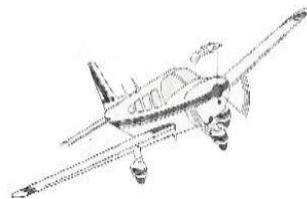
### Hallmark Airplane Ornaments Still Missing

In the last Chapter 569 newsletter we reported that some Hallmark Airplane Christmas Ornaments went missing at the Christmas party. These keepsakes were from a member's collection and brought to the party as table decorations. They were not intended to be party favors. The member would like them returned. Replacements, although available, are quite costly. Four of the seven missing items have found their way back home. Thank you to the persons who returned them.

These are still missing:

- o 2011 Culver Cadet
- o 2008 Ercoupe 415-D
- o 2003 1936 Stinson SR Reliant
- o 2005 1931 Laird Super Solution (missing from 2017 Christmas party)

If you can help return any of these back to their rightful owner, simply reach out to any one of the Chapter 569 contacts listed on page one. No questions asked!



### Minutes of the Club Meeting

The January 7, 2020 meeting was brought to order at 7:30 pm by Tom Winter.

Our speaker was Butch Lottman who reported on the good life at the Field of Dreams Flight Park located 1.5 mi south of Springfield (132nd & Buffalo). The field was part of a sod farm owned by a now retired farmer. It has recently been expanded by 18 acres, and a new 30' x 50' x 20' hangar was built in the last year. The February, 2019 flood and the cold wet spring made construction of the hangar challenging. The field is primarily used by paragliders and LSA's, but a couple of Cubs are located there. A runway extension was drilled with wheat, then overseeded with turfgrass seed. Butch shared several videos captured while flying the Platte River in his paraglider. For this, he wears a life vest that is automatically activated by water. The field hosts an annual fly-in during the last week of September.

Outgoing president Harold Bickford was thanked for his service and presented with an award and pin.

Other awards and pins were presented to last year's officers and Tech Counselors.

Tom Trumble announced the Midwest Aerobatics competition will be held in Seward June 25-28. Volunteers are welcomed, with the only qualification needed being a warm body.

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David Morris suggested that EAA 569 support the Nebraska Department of Transportation Aviation Art Contest. Tom Trumble moved that we contribute \$100. Jerry Carlson seconded. Motion was passed.

Linda Dovel requested \$142.50 to replace miniature airplanes used at the Christmas party that were mistakenly taken by attendees. Tom Trumble moved, Jerry Carlson seconded a motion to pay the bill and to be sure in the future that an announcement be made at the event about the decorations as to whether they stay on the table. Motion was passed.

Our Young Eagle Camper for 2020 will be Noah Philson. Noah is in the 8th grade and is interested in A&P. The cost is estimated at \$800 after Young Eagle credits, plus transportation.

Cristi Higgins gave a treasurer's report, which she updated on Jan. 16 by email. The updated version is:

Total Christmas Party deposits was \$2,592.00. Expenses total for 569 is \$2,831.90 for a loss of -\$239.90. However, the awards expense was \$180.75 of that and should count just for our chapter. Not sure if you want to count the \$110.00 for the airplanes loss to Dennis in grand total of expenses.

Breakdown -

Premier Catering	\$2,192.15
Museum	316.50
Awards	180.75
Dennis Crispin	142.50
<b>Total</b>	<b>\$2,831.90</b>

So if we don't count awards and planes expenses total \$2,508.65 for a profit of \$83.35.

Main Account has \$3,857.50, Breakfast Account has \$3,994.90, CD is \$7,000.00

Cristi Higgins firmly stated that its time for some to pay the \$20 annual dues. You know who you are.

Colby Osborn was introduced as a new member.

There being no further business, the meeting was adjourned at 9:20pm.

Respectfully submitted,  
Jerry Mulliken, Secretary

## You say it's your birthday?

- January 23 – Tom Henry
- January 27 – Dwana Henry
- January 27 – Tom Winter
- February 9 – Sue Gomon



News from

### EAA Headquarters

#### EAA Encourages Caution Regarding Aircraft Registration Renewal

EAA is warning its members to regard any solicitation they may receive regarding aircraft registration renewal, especially those that call for using a search

engine to find the registration site, with a healthy dose of suspicion.

EAA is aware of several businesses — with names, web URLs, and logos that may appear reminiscent of a government agency — that notify aircraft owners of impending registration expiration (mined from publicly available registration information) and direct them to use search engines such as Google to find the proper renewal site. These businesses then buy ads from search engines to make their site appear first, before the FAA website, in search results.

Such operations add little or no actual value to the transaction, and charge a hefty fee for essentially duplicating the same process that the FAA directly administers for a mere \$5. EAA members should ensure they are on the [FAA's online registration portal](#) before filling out information and entering payment.

Unless a business is known to be reputable and offers a tangible service above and beyond a simple registration renewal, such as expedited processing or automatic renewal, EAA members should deal directly with the FAA. If any members want EAA's help with registration renewal or any other issue, please contact us at 800-564-6322.

#### Accident Report

Accident occurred 10/20/2018, 0030 EDT, Brownstown, IN  
Aircraft: Piper PA22, Registration: N5581Z  
Injuries: 1 None

#### Analysis

The student pilot was conducting a night, solo, cross-country flight, and

*(continued on page 5)*

while en route with the landing and taxi lights on, the cockpit panel lights on bright, and his cell phone and tablet charging from the electrical system, the airplane lost all electrical power, followed by the loss of all engine power. Subsequently, the student cycled both the electrical system master switch and the engine magneto switch twice, but electrical and engine power were not restored. The student navigated to a dark area below the airplane's flightpath hoping it was an open field, but the airplane subsequently impacted a heavily wooded area and then came to rest upright. The student was not injured, but the airplane was destroyed.

The airplane's electrical system was equipped with a master switch that when turned on, routed all power through either a main or spare fuse. Postaccident examination of the airplane revealed that when the master switch was positioned to the spare fuse position the electrical system would not turn on because the spare fuse had blown. The main fuse was intact, and when the electrical system was activated by toggling the master switch to the main fuse position, the electrical components powered on normally.

Based on the student's account of the flight and the blown spare fuse, it is possible that, during the flight, the electrical load drew an excessive current through the selected spare fuse, which resulted in it blowing and interrupting electrical power. The student's reported inability to restore electrical power by selecting the main fuse with the master switch could not be duplicated during postaccident testing. Further, postaccident examination of the engine did not reveal any evidence of preimpact mechanical malfunctions or failures that would have precluded normal operation. The reason for the loss of

engine power could not be determined. The investigation determined that the student had not received a flight endorsement for the solo flight; thus, he should not have been conducting the flight; however, having an endorsement would not have better prepared the student to deal with the reported engine issue.

#### **Probable Cause and Findings**

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

The total loss of engine power for reasons that could not be determined because postaccident examination of the engine revealed no mechanical malfunctions or failures that would have precluded normal operation. Contributing to the outcome was the student pilot's improper decision to conduct a solo cross-country flight at night, which resulted in the airplane being destroyed when it impacted a wooded area that the student thought was an open field.

## FOR SALE

**1974 Cessna 150L**, 5352 TT, 978 SMOH. 10-20 Annual. Compressions 80/80, 75/80, 78/80, 80/80. Logs since new. NDH. ADs complied. I've owned since 2004. Jet Glo paint. Windshield, Side windows, prop reconditioned, Tanis heat, STC auto gas, 2 new ECI cylinders, two cylinders reconditioned, mags, carb overhaul, new Tempest vacuum pump, Concord battery, Zeftronics regulator, Red LED tail beacon, Appareo Stratus ADS-B out, Camguard oil additive. Paint 9. Interior seats & carpet very good condition. This is a very well maintained airplane with no issues. Doug Prange 402-432-0774 \$29,500.00

Click on picture to enlarge.



## Events

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

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

**Feb-Mar**, EAA Webinars. [Click here for more information.](#)

**Feb 14, SAC Museum**, Ashland, NE Swing Under the Wings, 6:00pm – 11:00pm [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 info.](#)

**Jul 20 - 26**, AirVenture, Oshkosh, WI <http://www.airventure.org/>

And finally ...



**What a great photo taken by Doug Prange at the Chapter picnic in September, 2010. If you have a photo you'd like to share in this spot, please send it to your newsletter editor.**

John Cox  
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DeWitt, Nebraska 68541-2518

