



EAA CHAPTER

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▪ A LOCAL CHAPTER OF THE EXPERIMENTAL AIRCRAFT ASSOCIATION — BOX 229, HALES CORNERS, WISCONSIN 53130 ▪

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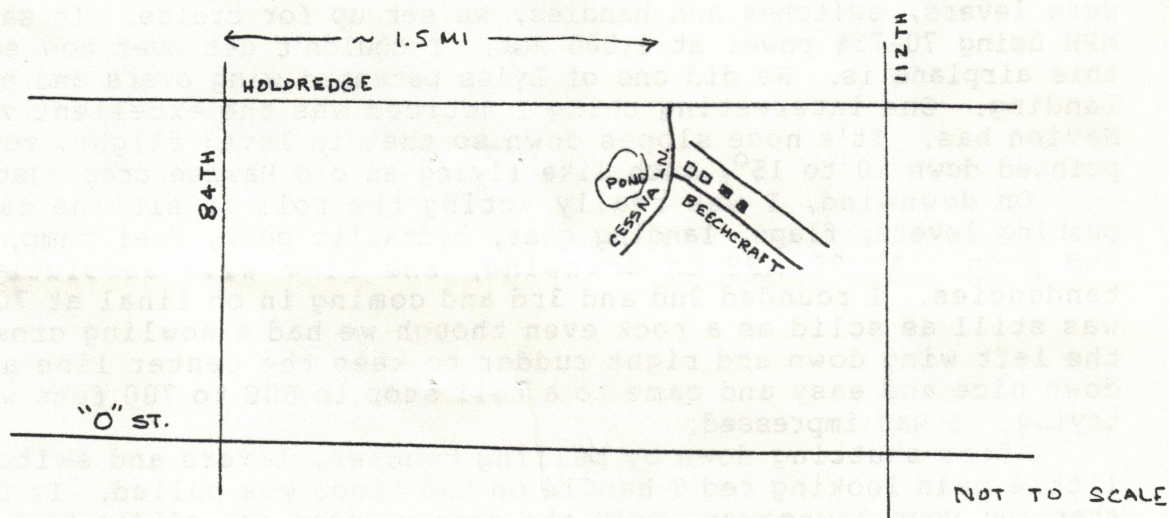
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JUNE 1985 NEWSLETTER

JUNE MEETING: The next meeting of EAA Chapter 569 will be held on Tuesday, June 4th. This will be a pot luck picnic at Jeff Clausen's home, 1310 Beechcraft Road and Wilber Hanson's home, 1300 Beechcraft Road. Gathering time will be at 6:30 P.M. and commence gorging at 7:00 P.M. Please bring your own tables, chairs, plates, silverware, and a covered dish (as in food). Grills will be available. Jeff and Wilber live in Pester's Sky Ranch Acres at Holdrege and East 112th Streets. Map of the area is below.



Jeff's Column

I will never fly a Navion again. Before jumping to conclusions, read on.

I have heard it said by Don Shoemaker and many other faithful Navion believers that once you get a little taste of flying a Navion, you'll be hooked forever. Well, on a very windy day in the middle of May, I got my chance. I ran into our friend, Lyle Gamble at Seward and he kept his promise of one day letting me fly his Continental powered 205 H.P. Navion.

We did a complete pre-flight and only then did I realize this thing is a tank. It completely fills the hangar and is bigger than a lot of twins. We rolled it out and climbed in and I do mean climb in. You mount this steed via a step in front of the wing. With the big canopy slid back, it's easy to saddle up and get comfortable. The cockpit is very roomy as is the back seat. Navions are actually a five place airplane.

For those of you who like to impress passengers, this is an ideal machine. You've got all kinds of neat levers, handles, lights, switches, buttons, and horns. After you push levers, pull switches, push buttons, flick more switches and push a few more levers and check lights, the engine fires up. It's amazing how smooth the Continental runs, especially after flying the Pitts. We taxied out for takeoff and the most notable feature is the rock solid stability, the short turning radius, and the quietness.

After pushing, pulling, and flicking more levers, handles, and switches and checking some lights and guages, I proceeded to take off. I used the recommended flap setting achieved by running the flaps down so that they're even with the aileron in the down position. Wind was 25 to 35 with a 30 degree crosswind component. With an empty weight of 2,750 # and a 205 H.P. engine, I figure I'll easily use half, or 1,800 feet of Seward's 3,600 ft. strip. After all, this thing weighs 2,000 lbs. more than my Pitts and has only 25 more H.P. As I advanced the throttle, I noticed it accelerated nicely and a healthy supply of right rudder was used to counter P factor (not to be confused with how much coffee you drank before takeoff). At about 300 to 350 feet down the runway and at 65 MPH, this thing was climbing for the moon. After fumbling with the gear lever and getting the gear retracted, it climbed even better. I couldn't believe how short we got off the ground and how well this big old Cadillac was climbing. After we leveled off, pushed more levers, switches and handles, we set up for cruise. It sat there at 160 MPH using 70-75% power at 1,500 AGL. I couldn't get over how solid and quiet this airplane is. We did one of Lyles patented wing overs and headed back for landing. One interesting thing I noticed was the excellent visability the Navion has. It's nose slopes down so that in level flight, you think you're pointed down 10 to 15°, much like flying an old Pawnee crop duster.

On downwind, I was really acting the roll of airline captain. I was pushing levers, flaps, landing gear, hydraulic pump, fuel pump, mixture, gas, and prop. At 90 MPH on downwind, she flew with absolutely no sluggish tendencies. I rounded 2nd and 3rd and coming in on final at 70-75 MPH. She was still as solid as a rock even though we had a howling crosswind. I put the left wing down and right rudder to keep the center line and we touched down nice and easy and came to a full stop in 600 to 700 feet without really trying. I was impressed.

After shutting down by pulling handles, levers and switches, one last little mean looking red T handle on the floor was pulled. It felt much like starting your lawnmower, only the canopy opens and slides back pretty as you please.

Now you know why I'll never fly another Navion, for a while anyway. I'm a sucker for good airplanes and I would just have to have a Navion which I could scarcely afford since I already have 2 other airplanes. Not only that, by wife would divorce me and throw me out of the house. I guess I could always live in the back seat of a Navion though. Anybody got one for sale?

885 So. 46th Street
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May 11, 1985

Dear Jeff,

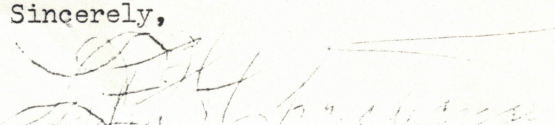
As you know, many Cessna 120's and 140's have a shelf installed just back of the seat as a catch-all for charts, flight guides, and other miscellaneous material. Somehow after seeing these at Oshkosh last year, I got the bug and am installing one in my pride and joy.

Yesterday, as I was working on this, the line boy came by and asked what I was doing. I told him I was installing a shelf in the plane. He asked why a shelf? I proceeded to explain to him that I was making an Air RV out of the plane.

He still continued to question, so I told him I was also installing a sink and small refrigerator, and slinging two bunks from the ceiling. In fact, I told him Iris wanted me to install a toilet and tub, but I told her she would have to settle for just a shower, as I was afraid that an additional 20 gallons of water that far back in the plane would put it out of weight and balance. (They do always put the bathroom in the rear of the plane, don't they?)

Needless to say, the line boy went away shaking his head. I think he must have gotten a flying insect in his ear or something. It was a hot day, so maybe it was just the heat making him ill.

Sincerely,


LESTER H. CHRISTIANSEN
Cessna 3040 November

PS: I didn't have the heart to tell him that Iris is already planning a patio for the right side just back of the engine nacelle. I wouldn't let her put it on the pilot's side for fear it might obstruct my vision when flying a left downwind.

PPS: Jeff, you are an old hand at this. Does it require an A&P sign-off after these modifications, or are these considered minor, and something I can note in the log book myself?

Lester,

I am not real sure just what you are installing but I have a rough idea. Just recently the FAA has relaxed some of their "carved in granite" regulations regarding maintenance you can do on your own airplane. I know there was an article on exactly what the FAA has granted us airplane owners to do on our own airplanes but my kid spindled, mutilated and/or ate half of my Sport Aviation magazines and my wife picked up and put the other half away and they will never be found again.

I am shooting from the hip by trying to recall what Big Brother has granted us the privilege of doing so here goes.

We can put air in our tires, grease wheel bearings, replace lost screws, change oil, degrease our engine(s), patch non structural items, clean and/or replace spark plugs, fill our brake fluid resevoirs full, replace worn hoses, spruce up our interior, and probably a few other things I can't recall. I do believe that the owner is required to enter into the logbook anything he does.

To answer your question about an A & P signing it off, I would recommend asking one of our designees for an accurate answer. Myself, I would do it anyway. I wouldn't even write anything in the logbook as long as it is a nonstructural mod and doesn't change the weight and balance. As you know, I consider myself an outlaw as I've been putting air in my own tires and have even gone so far as to change my own oil long before the FAA said I could.

I am a staunch supporter in the belief that owners of unsophisticated aircraft ought to be allowed to do all their own maintenance and annual inspections, or at least reducce annual inspections to once every 5 years.

Jeff Clausen

A Surefire Short Field Landing Technique

Most great discoveries in the fields of science and aviation are simply the result of recognizing the application of an accidental observation.

'Twas the end of a perfect day -- just before sunset. There I was; big, fat, dumb and comfortable preparing to make the best ever landing in my homebuilt. This was going to be a super 'grease job'. No traffic, one notch flaps on base, 2 notches on final, wind correction perfect, approach speed exact, right on that big extended runway center line in the sky, runway numbers staying in constant position on windshield. Slow down a tad so I won't float too far; smooth easy flair; looking good; hold her off, off-- nice; slowly settling; perfect; darned good piloting!

Should be a squeakless touchdown. Then there arose a terrific clatter! What the Hell! Oh, my God! Landing check list reads "Gear down and Locked"?

From PJC I transitioned instantaneously to JFR (Idiot For Ride).

This is a guaranteed short field landing technique -- about a 100 ft. roll, or slide out. Fortunately the airplane designer anticipated this event by letting the wheels hang down 6" when retracted.

In retrospect, after changing my shorts, I realized that this technique reveals some unique advantages:

1. The shoulder harness works.
2. Extra long exhaust pipes are shortened nicely by a custom grind.
3. Prop carving can be fun.
4. Fiber glassing could be fun.
5. Engine teardown is O.K. if you have the correct tools and manuals --- otherwise--
6. The Lord looks after fools--- 7, 8, 9, 10 ----

Now I know that you fixed gear types are complaining that this article is irrelevant and a waste of newsletter space. Hold it, men; At a recent EAA meeting, Lester David (WWII ME 109 driver) remarked that the Germans were worried about your welfare. They installed some fixed gears with explosive bolts. Simple, eh? Need to land short? Blow off your landing gear. You can get the STC for this modification by writing to Adolph Hitler's Burker, Dept. FAA, East Berlin, Germany.

Happy short landings! If only I wasn't too old to cry----- EAA 73585