

# Newsletter



# 569

www.eaa569.org

Lincoln, NE

March, 2008

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## Meeting Announcement

**Date:** Tuesday, March 4

**Time:** 1930 hrs

**Program:** "Oshkosh for Dummies"

Roger Aspegren will share information about this great aviation celebration. Roger has been to this event around 25 times, flying in on 3 or 4 occasions.

**Place:** Duncan Aviation Engine Shop  
5000 NW 44<sup>th</sup> St

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## February chill brings a new grill

### President's Message

Don Shoemaker



*(Contributed by Roger Aspegren. – Ed.)*

The Breakfast Committee demonstrated our new grill at the last breakfast. It got a lot of use because I think this was the largest crowd we have served to date. After fine tuning the heat settings we finally had everything working great. Only one problem came up...We had a SPY. This guy came in wearing a trench coat, hat and dark glasses and tried to work his way up to the grill. He had a camera and before we could stop him he took a couple of pictures. Seems he was from our competitor down the road (York). It is a good thing he did not fly to Crete that day because for his punishment we forced him to eat 20 lbs of

omelets and pancakes and he would have had to do a weight and balance before he could have safely flown home.

Here is the scoop on the grill. Actually I think it was the York crew that told us about this neat grill at Sam's. It was commercial grade with 4 burners. Norm Sell and I went to look at it. We liked it a lot but decided to see what it would cost to get a couple of grid plates made so we could use it for omelets and pancakes. Norm went to Rivers Metal and priced out two grids with ½" steel and a band welded around the edge. Then we went back and bought the grill. With the grill, grids and propane tanks it came to about \$700. This gives us more than double capacity PLUS at a summer picnic we can fold the grill up and transport it wherever we want, set it up in minutes and grill up to 65 hamburgers at one time. I think this will be a great investment. Come to the next breakfast, third Saturday of the month, and see it in action.

## EAA 569 members spouses are invited

We would like to invite any wives of EAA members who would like to get better acquainted to join ladies at the regular EAA 569 meetings. We meet in the lunch room on first floor during Chapter meetings at Duncan Aviation. We normally don't meet if the meeting isn't at Duncan. For more details (and to confirm we will be there) please call Yvonne at 797-7200 or Charlotte 797-5825 or Joyce at 797-7333.

## Meet an EAA 569 Member



**Name:** Tom Henry

**Spouse's name:** Dwana M. Henry

**Family:** My mom lives in Farwell, Michigan, my father is deceased, I have three younger sisters, two in Michigan, one in Texas and four nieces and nephews. My mother-in-law and father-in-law live in Fountain Valley, CA. I have three younger brother-in-laws in California

**Date you joined EAA:** 1979

**Date you joined EAA Chapter 569:** 1996

**Employer / Occupation:** Duncan Aviation, Avionics System Engineer. My job is designing avionics installations in business jets which can include satellite communications, flat screen cockpit displays or the wiring of the button in the back labeled "Flush".

**What sparked your interest in aviation?** I really don't remember, I've just always wanted to fly.

**Do you remember your first airplane ride?** Yes, it was with a friend of my dad's from WWII (Glen Nonenburg) who had a plane. He later gave me his E6B and plotter.

**Are you a pilot? If so, how long and where did you learn?** I received my Private Pilot certificate in 1980 at Lake Isabella Airport near Weidman, Michigan.

**Do you own a plane? If so, what planes have you owned and/or currently own?** I currently own a flying Powered Parachute. I once owned a one of a kind homebuilt called a Miller M1 which I bought for parts. It got scrapped out.

**Do you have a desire to build? If so, what plane(s) are you interested in?** Yes, I actually would like lots of different airplanes. My PPC is great for low and slow, a helicopter for VTOL, a personal jet for travel, etc..... Maybe a Cozy MK IV with a high bypass ratio turbofan or better yet an original design.

**Favorite airplane:** Best looking airplane ever is the Canadair F-86 Sabre. (the one without a nose radome)

**Favorite aviation movie:** Top Gun or Those Magnificent Men in Their Flying Machines, obviously for different reasons! Maybe Apollo 13, there are so many!

**Finish this sentence: When I'm not building, flying or thinking about aviation I like to .... Sleep.....?**

*(Tom is currently our Treasurer and is doing a great job. I've been a member since May, 2003 and I don't recall Tom ever missing a meeting.  
- Ed.)*

## Osborn to speak at the April meeting

From the age of three, Shane Osborn dreamed of being a pilot. He began learning the skills he would need to fly as a member of the Civil Air Patrol, a branch of the U.S. Air Force, when he was just twelve years old. But it wasn't until he graduated from the naval ROTC program at the University of Nebraska and joined the Navy that his dream became a reality. For five years, Osborn practiced rigorous training exercises, working tirelessly day in and day out until he advanced from navy pilot to mission commander.

All Lt. Osborn's flying skills were put to the test when a Chinese F-8 II fighter jet collided with his EP-3E ARIES II plane during a U.S. surveillance mission through international airspace. The impact severely damaged Osborn's aircraft, sending it plummeting toward the ocean. With almost certain disaster looming, Osborn managed to gain control of the crippled plane and land it safely on the Chinese island of Hainan—saving the lives of his twenty-three crewmates.

Shane Osborn, now our State Treasurer, is scheduled to speak at the Chapter 569 meeting on April 1.

## RV-12 Update

Trying to understand all of the permutations of the Sport Pilot/LSA rules has become a major undertaking. Discussions, even within the Van's staff, have demonstrated a high level of confusion and uncertainty. Following is an attempt at clarification, particularly as it pertains to our new RV-12.

### SPORT PILOT

A SPORT PILOT:

- Must have either a 3rd class medical or higher, or a valid USA Drivers License.
- Must meet training experience minimums of SPORT PILOT as specified in the FARs.
- Pilots with Private License or higher may self certify as SPORT PILOT if they possess a valid USA Drivers License and have not had an FAA Airmens medical revoked, denied, suspended, etc.
- SPORTS PILOTS, regardless of experience levels, ratings, etc. are limited to day VFR flight at altitudes not to exceed 10,000 ft. and in airspace classifications not to exceed class B, regardless of prior training.

### LIGHT SPORT AIRPLANE

There are three classifications of airplanes which can be flown by those holding Sport Pilot licenses; SLSA, ELSA, and others "operating as Light Sport Aircraft".

1. SLSA aircraft are those designed and manufactured to industry (ASTM) standards and which have been licensed in the "Special" LSA category.

2. ELSE aircraft are those built from kits of a type which has been certificated as SLSA. (A kit built version of the certified SLSA aircraft.)

3. Other class of aircraft, primarily Standard Category and Experimental Amateur Built, can be "operated as Light Sport Aircraft" and flown by a Sport Pilot. Regardless of the category they're licensed in, such aircraft must meet the specifications of LSA aircraft. (1320 lbs. Max gross wt., 2 seat max, etc.) and performance parameters of LSA (120 kts max, 45 kt stall max., etc.) It may be a airplane licensed standard category, such as for a J-3 Cub, or Experimental Amateur Built; for example, a Rans S-7, and perhaps aircraft which are licensed in other categories where their operating limitations are compatible with those of Light Sport. Though these aircraft do not have operating limitations restricting them from such things as night flight and flight above 10,000 ft. MSL, when flown by a Sport Pilot, they must be operated under these and other restrictions of Sport Pilot flight rules.

For "other" category aircraft operating as light sport, who determines that these aircraft can legally be operated as light sport? To my understanding, the Sport Pilot does so by checking the published specifications and performance figures for the aircraft to assure that these fall within the established parameters for SLSA aircraft. To help pilots make this determination, the EAA has published lists of all aircraft, SLSA, ELSA, Standard Category, and EAB Category, who's data have been checked for Light Sport compliance.

How about an EAB aircraft, a one-of-a-kind original design, for which there is no formally published data? The Sport Pilot would make his determination based on the specifications listed at the time that this aircraft received its airworthiness certificate, and from log entries made during phase on flight testing.

### SOME REAL WORLD EXAMPLES:

Sport Pilot "A": Retired 747 captain, tons of hours and ratings, and drivers license only. Limited to Sport flight parameters because of lack of an airmens medical.

Sport Pilot "B": Has 3rd Class Medical and 25 Hrs. total logged time by Sport Pilot Instructor:

Limited to Sport Pilot flight parameters because of limited training.

Sport Pilot "C": Drivers license and 25 Hrs. total logged time by Sport Pilot Instructor: Limited to Sport Pilot flight parameters because of both lack of airmens medical and limited training.

## **LICENSE/MEDICAL REQUIREMENTS FOR FLYING AN RV-12**

1. RV-12 licensed Experimental Amateur Built, complying with specification and performance parameters of LSA: Can be flown by a Sport Pilot, operating EAB aircraft as Light Sport.

2. RV-12 licensed Experimental Amateur Built, builder modified to the extent that it exceeds LSA parameters: (for instance, specified gross wt. of more than 1320 lbs.) Cannot be flown by Sport Pilot because it cannot be "operated as" Light Sport.

3. RV-12 licensed ELSA: To be licensed ELSA, the airplane needs to show compliance with SLSA standards, thus can be flown by a Sport Pilot.

At this time, since the RV-12 kit has not yet been completed, it has neither been evaluated by the FAA to show that it is a "complying" major portion kit, or been approved as a SLSA. We expect that Major Portion Kit Compliance approval will probably happen first. At the time that we are ready to start selling kits, or partial kits, we will have a better projected timeline on these approvals.

For the exact flight operating limits of SLSA aircraft, refer to the EAA.org website under Light Sport/LSA, Additional Information-Aircraft, The Rules. There you can access either the long or short form of the FAA rules.

## **Testing the RV-12**

In the Experimental Amateur-Built category, there is no requirement for structural test or performance testing. A designer can build, kit and sell an airplane without showing that it meets any standard at all. At Van's we've taken a more conservative approach, designing and testing to standards similar – but not necessarily identical – to those used in certified airplanes. As testing techniques (for instance, ground vibration tests for flutter) become available and practical, we've adopted them.

The RV-12 is a little different story. There are several advantages to qualifying for E/S-LSA and we've always intended that RV-12 should do so. To be eligible for the E-LSA or S-LSA categories, the airplane must comply with a set of structural standards. The standards chosen for these categories were not the traditional FAR Part 23 requirements. Instead, standards set by the American Society for Testing and Materials (ASTM) were adopted.

Perhaps surprisingly, LSA regulations provide no method for demonstrating compliance with these standards and no independent testing or auditing body was ever established. Since there is no independent testing body, anybody developing a new design could just say their airplane qualifies and sit back. Who's to say it doesn't? That's not the way it happens here. The RV-12 will meet the standards and we will be able to show anybody who needs to know that it meets the standards. If the prototype's stall speed is two knots too fast to qualify, and we find that it needs a different wing to get it down to the required speed, then a new wing will be built. This is one of the reasons that it's taken as long as it has to bring the airplane to market. While ASTM airframe standards exist, the methods of demonstrating a test item actually complies with the standard are not defined. That means that not only do we have to test, we must design the tests themselves. An example: Suppose the landing gear standard was something like: "must withstand 6G vertical load with no more than 2% deformation." (I just made that up.) All well and good, but exactly how do you arrange to

load the landing gear to 6G and measure the deformation? That requires the engineering folks to design a test that the shop guys can actually perform, and delivers the required knowledge. Sometimes it's simple, but often it's not. And it all takes time.

As the final tests are conducted, and we know we have an airframe that meets the standards, we can proceed with construction of the "conforming" prototype airplane. In fact, construction of airframe components is well along, and we'd like to think the second RV-12 will be flying by Valentine's Day.

But we ain't painting it pink!

*(This column is reprinted with permission by Van's Aircraft, Inc. - Ed.)*

### **Minutes of the Executive Meeting February 16, 2008**

Meeting was attended by: Don Shoemaker, Eric Corbridge, Tom Henry, Doug Volkmer, Dennis Crispin, Tom Trumble and Dave Zichek.

Topics Covered:

The Chapter will host the B-17 July 1<sup>st</sup> and 2<sup>nd</sup>. Dennis Crispin will chair the event and ask for volunteers at the March meeting.

A suggestion was made to have a Young Eagles report in the Chapter newsletter at least once a month. Also, Tom Trumble would like some help with the Young Eagles events. He has five events on his plate already.

Roger Aspegren is our membership chairman. He'll collect the dues and maintain the roster.

Dave Zichek, Secretary

### **Minutes of the Club Meeting February 5, 2008**

Cancelled due to inclement weather.

### **Things to Do**

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

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

### **AOPA Air Safety Foundation Presents**

#### **Top 5 Mistakes Pilots Make**

Wednesday, March 5, 2008, 7:00 – 9:00pm  
Bellevue West High School  
1501 Thurston Ave  
Bellevue, NE 68123

Contact Information:  
Robin Sharitz  
Phone: 301-695-2175  
robin.sharitz@aopa.org

Roger Aspegren and Dean Hoy are planning to attend this event. Contact Roger or Dean if you are interested in car pooling.

#### **Interested in becoming a member ?**

If you are interested in becoming a EAA 569 member or just simply attending a meeting, please contact President Don Shoemaker at 402-797-7200 (home) or 402-475-4800 (work).

## Young Eagles 2007 Report

<b>Young Eagles Events - EAA Chapter 569 - 2007</b>				
<b>Date</b>	<b>Description &amp; Location</b>	<b>Location</b>	<b>Co-ordinator</b>	<b>YE Rides</b>
5/1/2007	St. Patrick's School - Field Trip	NE. Dept. of Aeronautics - Lincoln	Tom Trumble	17
5/11/2007	St. John's School - Field Trip	Duncan Hangar - Lincoln	Tom Trumble	27
	Airport Open House	Beatrice, NE	John C. Cox	50
6/19/2007	ACE Camp	NE. Dept. of Aeronautics - Lincoln	Tom Trumble	23
9/8/2007	Fremont Civil Air Patrol open house	Fremont, NE	Tom Trumble	90
10/20/2007	Lincoln Regional Center	Seward, NE	Tom Trumble	11
			<b>Total:</b>	<b>218</b>

### Contact List:

Tom Trumble

402-464-3089

ttrumble@alltel.net

Tom Winter

402-488-9238

twinter1@unl.edu

John C. Cox

402-683-2060

jc01220@navix.net

John F. Cox

402-420-0824

jfc83180@kdsi.net

## **Accident Report**

Accident occurred Friday, July 07, 2006 in Milledgeville, GA

Probable Cause Approval Date: 7/25/2007

Aircraft: Cessna 182M, registration: N71471

Injuries: 2 Minor.

The pilot stated that he was at an altitude of 6,500 feet on a short cross-country flight. As he approach his destination, and began to descend, he reported that the flight was normal. He leveled off at 3,500 feet, and suddenly noticed that the oil pressure gauge was reading zero. He crosschecked his instruments and everything seemed normal. He rechecked the cylinder head temperature and the oil temperature, and they were in the normal range. The engine was still running smoothly and he continued toward the airport. However, he began to look for possible landing sites, and made a turn to the east. He positioned the airplane closer to some fields that he saw in the distance. Approximately two minutes later he stated that there was an rpm surge, and realized that this was a "true oil loss." A minute later the engine stopped. He made an emergency landing in a field, and collided with logging debris. Examination of the engine by an FAA inspector and an A&P mechanic revealed that a flex oil gauge pressure line from the engine to the firewall had separated. Examination of the oil line revealed that the hose was installed approximately 3/4 of the length of the fitting, leaving only three threads to hold the ferrule and "B" nut together. The "B" nut socket showed no evidence of wear. The oil gauge pressure line was replaced on July 20, 2001, at an engine tachometer time of 5694.15, and a Hobbs time of 1067.9. The oil gauge pressure line had an approximate time of 63.05 service hours before it failed.

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

The improper fabrication of the oil pressure gauge line by maintenance personnel, which resulted in a loss of engine oil and total loss of engine power during cruise flight.

## **EAA 569 Contact Information**

### **President**

Don Shoemaker  
H: 402-797-7200  
W: 402-475-4800  
11115 W Yankee Hill Rd  
Denton, NE 68339

### **Vice President & Tech Counselor**

Erick Corbridge  
402-499-1039  
Corbe99@Yahoo.com  
5641 Harding Dr.  
Lincoln, NE 68521

### **Secretary**

David Zichek  
H: 402-420-5660  
W: 402-314-0721  
dave736@msn.com  
5141 S 37<sup>th</sup> St  
Lincoln, NE 68516

### **Treasurer & Tech Counselor**

Tom Henry  
H: 402-791-2116  
W: 402-479-1540  
tom.henry@duncanaviation.com  
TomHenry3@aol.com  
1360 S 96th Rd.  
Firth, NE 68358

### **Tech Counselor**

Doug Hill  
H: 402-730-8126  
W: 402-474-5074  
captdrh@yahoo.com  
920 Lakeshore Dr.  
Lincoln, NE 68528

### **Newsletter Editor**

Doug Volkmer  
H: 402-483-1108  
doug\_rv7@yahoo.com  
3720 Stockwell Circle  
Lincoln, NE 68506



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John Cox  
2279 County Road 2425  
Dewitt, Nebraska 68541-2518