

March, 2011
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EAA Chapter 569 Newsletter

Lincoln, NE



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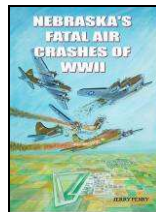
3720 Stockwell Circle
Lincoln, NE 68506

Meeting Announcement

Date: Tuesday, March 1st

Time: 7:30pm

Program:



Jerry Penry will talk about his project of locating and documenting every WWII fatal crash site in Nebraska.

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

President's Message Erick Corbridge



March Madness is just around the corner. With this I am hoping that warm breezes and calm weather are around the bend also. With spring approaching, hangar doors will be able to be open and more airport activities will be coming up. With the weather warming up I hope to see more people being able to come to the meetings and also to the monthly pancake feeds. This is a time to keep up-to-date on projects, get advice from your fellow pilots and share ideas. Our members are our biggest asset so I encourage you to be involved and to invite others that

have an interest to attend any of our events.

There are some possible upcoming events that warrant some input from the club. The B-17 has been here in the past and they are expressing interest in returning to Lincoln. There have been good turnouts in the past but I would welcome any input from members about the interest in the club hosting this event.

Here is wishing everyone a warmer start to the day and happy flying to all.

Erick Corbridge

February Breakfast



We had a nice turnout for our monthly breakfast on February 19.



Around 15 planes flew in including this 1974 Grumman American.

Ode to an Airplane

By Jack SoDak

An airplane is a machine. It has no heart, no fear, no mental capacity to foresee problems or to make choices. An airplane is in reality only a sheet of plywood or corrugated roof tin. A child's hand flying the wind in a car window is no worse nor no better than the fanciest airplane. An airplane is a lawn ornament until wind is blowing under its wings.

But wind under a wing, or over the wing if you believe in Bernoulli's Principle, turns that lawn ornament into an angel's wings. Accelerate the plane to speeds illegal on the highway, levitate above the roof of every house in town and swoop and twirl with the birds. Dive down to the fields, brush the wheels in the grass, pull the nose up over the fence and slide back down to the pasture green. Smash the throttle to the firewall and leap into the sky. Find a cloud and surround it with silver wings. Glide over the cloud's top. Squish between its neighbors. Scratch the barnacles from its belly. Dive into its marshmallow belly. Smell its scentless interior. See not an inch ahead of the propeller and surprisingly see many feet out to the wingtip. And feel the hand of God holding you safe.

Even though the plane and the saints encourage you to continue in your wonderful journey through atmospheric Heaven, the airport ahead says you must land. Even

when the throttle is pulled back, the plane wants to fly. Push the nose over and the plane rebelliously accelerates upward. Only after many minutes of clutching the plane's throat with your bare hands can you choke it down to approach speed. The plane mopes around the landing pattern, making a half mile down-wind seem like an hour long slog. The wings tremble and hesitate at the mere thought of coming to earth.

The plane tries to trick the pilot into flying some more. The view through the windscreen changes to convince the pilot that the runway is shrinking away from the intruding landing gear. When the throttle bashes the dash to catch the runway, the runway reverses direction and tries to escape under the tail of the plane. There is no choice but to hook the landing gear into the pavement and hold on until the concrete stops bucking and the plane stops pitching.

The taxi to the hangar is like the warrior's old age or the river's flat water after the waterfall. Peaceful, but a time for sad reflection on the life that was. The engine dies, the prop stops bouncing back and forth and the whine of the gyros slowly diminishes like a top spinning down.

The pilot walks away. He looks around at the other planes on the ramp. He looks back and sees, what, a lawn ornament? No? More like an angel. An angel sent from Heaven patiently waiting to take him back home.

Young Eagle News

The ACE camp flying date looks to be Tuesday, June 14th. The camp runs June 12 – 17. This will not be a Young Eagle event but we need pilots and airplanes for 30 kids.

The Columbus Civil Air Patrol has requested a Young Eagle event for 20 kids to coincide with an after school training program they are offering. Possible date is May 16.

The Beatrice airport has requested a Young Eagle event to coincide with their open house on June 18.

Contact Tom Trumble at 402.540.6089 if you can help out.

Lyle now a C-150 owner

Lyle Eisenhower had been shopping for a C-150 for awhile and finally found one next door in Shenandoah, IA. The 1974 L Model has 2400 TT with 750 SMOH. It will make an appearance at an upcoming breakfast.



Lyle's current 700ft runway on his farm is too short but he has plans for a possible site. In the mean time he is hangered in Beatrice.

Minutes of the Club Meeting

Meeting was cancelled due to weather.

Minutes of the Executive Meeting

No meeting in February.

Flying Wild Alaska

By Doug Volkmer

I was channel surfing one Friday night when I stumbled across *Flying Wild Alaska* on the Discovery Channel. Alaska, which is almost 2 ½ times bigger than Texas, has no freeway system for hundreds of miles. Around 80% of Alaskan villages are isolated from the rest of the state. There are no roads in or out and their only connection is by airplane.

The show is about a family run airline that handles everything from large, cross state commuter flights to tiny off-airport "bush" flights. The show depicts the challenges the pilots face flying in Alaska with the rugged terrain and unforgiving weather. The airline has a fleet of 75 planes all across the state. The few episodes I've seen, the pilots have been flying Cessnas 180, 207 and 208.

If you are looking for something good to watch this Friday, tune in *Flying Wild Alaska*.

Data Shows Disastrous GPS Jamming from FCC-Approved Broadcaster

Representatives of the GPS industry presented to members of the Federal Communications Commission clear, strong laboratory evidence of interference

with the GPS signal by a proposed new broadcaster on January 19 of this year. The teleconference and subsequent written results of the testing apparently did not dissuade FCC International Bureau Chief Mindel De La Torre from authorizing Lightsquared to proceed with ancillary terrestrial component operations, installing up to 40,000 high-power transmitters close to the GPS frequency, across the United States.

The document describing the testing states that the Lightsquared initiative "will have a severe impact on the GPS band" and "will create a disastrous interference problem for GPS receiver operation to the point where GPS receivers will cease to operate (complete loss of fix) when in the vicinity of these transmitters."

On January 26, the FCC waived its own rules and granted permission for the potential interferer to broadcast in the L Band 1 (1525 MHz—1559 MHz) from powerful land-based transmitters. This band lies adjacent to the GPS band (1559—1610 MHz) where GPS and other satellite-based radio navigation systems operate.

The company, Lightsquared, has stated that it will work with the GPS industry to see which GPS equipment needs "filtering so that they don't look into our band." The FCC wants to start the testing process on February 25 and have it completed by June 15, 2011.

(Source: www.gpsworld.com)

Classifieds

FOR SALE 1998 Pulsar XP



Bought an RV-6. Selling my Pulsar XP.

912 Rotax TTE-AF 645, Icon com, Terra TXP, Garmin Pilot III GPS, Intercom. New GSC ground adjustable prop. Bought from builder in 2008. Light (550lbs), FAST (150 mph), economical (4-5 gph of 91 auto or 100LL) and FUN!!!

\$29,000 obo.

(402) 643-3464 - Seward, NE

1978 Piper Tomahawk



PA-38-112 2216 TTAF&E
Very Clean, new June, 2010
Annual All AD's Current. \$19,500

More Pictures at <http://tbarjne.com>

Email Tom at:
td_johnson@tbarjne.com

WANTED

An older Aeronca, Luscombe, Piper or Taylorcraft, restored and in top condition; or a more recent used American Champion, Luscombe, Taylorcraft or RANS under \$75K. Contact Ron Chandler, Salina, KS.

785.825.7101
rhandler44@cox.net

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.

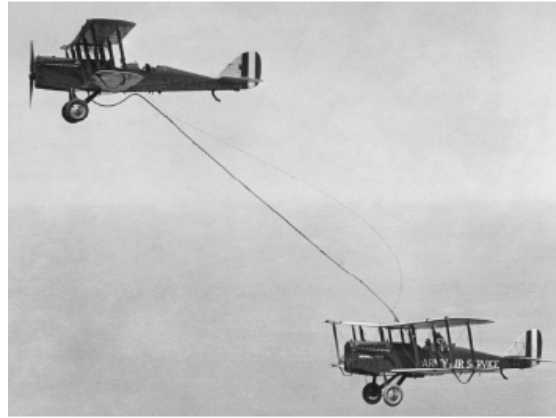
March 9, 7:00 – 9:00pm AOPA Safety Seminar “Close Calls, Lessons Learned”, Bellevue West High School, 1501 Thurston Ave., Bellevue, NE.

April 15, Cedar Rapids Marriott Hotel, Cedar Rapids, IA. EAA Chapter 33 invites you to celebrate 50 years of Experimental Aviation. Keynote Address by Rod Hightower, President, EAA. Please RSVP before March 15th to Denny Hodge via email at dennyhodge@mchsi.com, via snail mail at 3465 26th Avenue, Marion, Iowa 52302, or by phone at 319.373.3465. This event is limited to the first 150 RSVPs.

June 2- 5, National Biplane Fly In, Junction City, KS, Contact: Jim Clark, Phone: 785.210.7500,

<http://www.nationalbiplaneflyin.com/>.

June 4, Annual State Fly In, Scottsbluff Airport (BFF).



1923 First aerial refueling

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

