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EAA Chapter 569 Newsletter

Lincoln, NE



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Meeting Announcement

Date: Tuesday, March 5th

Time: 7:30pm

Program: Mindy Wright

Mindy will share with us her research of World War I and the airplanes used.

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

President's Message Cristi Higgins



No fear Spring is near. I am sure ready for warmer weather when you can fly an early morning or a sunset cruise. Around here Spring makes wind crazy in the afternoons so that is a good time for a nap or some cross wind training.

I've heard a couple of our members are making good progress on their projects. Maybe this year we can get a build tour put together. Let me know if any of you are willing and able to have an open tour of your project please.

We have a few Young Eagle events already planned this year so watch for those dates. Rollie Woodruff memorial donations are going towards helping get future Young Eagles to the Air Academy. Rollie really liked the Young Eagle program his son Woody told me. You all have heard or read stories of folks starting young with a flight experience and ending up in aviation

somewhere. It is a duty we have being such a small percentage of people that can introduce the young to aviation. EAA is working hard to prevent a pilot shortage in the near future and we should help. One flight can do it.

We are working on some fun and different events for this year so stay in touch. Keith Gomon our VP has been doing an outstanding job setting up quality programs every month you don't want to miss either.

Happy Landings!

Paper FAA Certificates to Expire March 31
March 31 signals the end of an era, as the last paper airmen certificates become invalid that day. Those include FAA certificates for A&P mechanic, repairman, flight engineer, and ground instructor, meaning that if you only have a paper certificate, you are not eligible to exercise those privileges until you receive a new, plastic certificate from the FAA.

The transition cost from a paper certificate to plastic is \$2, and airmen may apply for a new card online. Applications submitted by mail typically take four to six weeks for processing, but forms submitted online take only seven to 10 days to process.

The FAA's elimination of paper certificates began in 2005 when the current, difficult-to-counterfeit plastic card was introduced as part of a Notice of Proposed Rulemaking. In 2008, the final rule was published, providing two years for pilots and five years for nonpilots to adopt new plastic certificates.

Airmen are not required to surrender their paper certificates and may retain them as keepsakes. However, those paper certificates will no longer be officially recognized after March 31 - even if you have ordered a plastic replacement that has not yet arrived.

Book Review –***Goodbye
Beautiful Wing****by Dennis Crispin*

When I conduct the tours for the Cub Scouts at Strategic Air and Space Museum, I always start under the B-36. The old airplane is impressive for its huge size, ten engines and unique features like the large tube that serves as tunnel over the unpressurized bomb bays. The kids are amazed that each wing is only 5 feet shorter than the length of the Wright Brother's first historic power flight in 1903.

For the adults present, I sometimes mention that the aircraft was the center point of one of the biggest wastes of tax money in the history of military spending.

I knew that purchasing the B-36 caused the cancellation of other major Air Force and Navy contracts. When I read *Goodbye Beautiful Wing*, I discovered that I hadn't known the half of it.

The recently published book, *Goodbye Beautiful Wing* is available in electronic format and as well as a print-on-demand 1,000 page paperback.

Author Terrence O'Neill is an EAAer who has built several homebuilt airplanes and serves as a Tech Councilor and Flight Advisor. He has formed a company to market some original design airplanes. He was a Navy pilot on P2V patrol aircraft. His research into the problems of tailless aircraft led to a patent on a stabilization system. In the process he uncovered the history that lead to

the writing of the book.

I have never been a fan of the history-told-as-a-novel style of writing. However this book is unique. The author tells you exactly what is documented fact and what is fiction. The fiction comes as conversations between the principal characters as a vehicle to tell the story.

The bad guys in this tale are Generals Curtis LeMay, Tooy Spatz, Hap Arnold, Bim Wilson, Hoyt Vandenberg and several other officers at the very top of the defense establishment and some politicians which include Sam Rayburn (Speaker of the House whose district included Houston) and Lyndon Johnson (newly elected Senator from Texas). Principal villains are Stuart Symington, Secretary of the Air Force and financier Floyd Odlum. Also involved to some degree are Charles Lindbergh, aviatrix Jackie Cochran (who was married to Odlum) and President Harry S. Truman. The one hero seems to be genius aircraft designer Jack Northrop. Bob Hoover, Chuck Yeager and Neil Armstrong make cameo appearances.

As World War 2 approached, It was determined that an ultra long range bomber might be needed to take the war from the US to the interior of Germany. Then when England was successfully defended, the priority was changed to an aircraft capable of bombing Japan from Hawaii or Alaska.

Proposals were received from two aircraft manufactures. Convair designed an enormous flying whale which was designated the B-36 and acquired the nickname of "the stick". Northrop developed a radical "flying wing" design which

the Air Force called the B-35, but was generally known as "the wing".

Prototype aircraft were underway with orders placed for short production runs of both aircraft. Then when the central Pacific islands were conquered, within B-29 range of Japan, the ultra long range aircraft projects were put on the back burner.

When the war was over it became obvious that the Soviet Union was not going to call home its large armies that were occupying Eastern Europe. Then the Berlin blockade put the world on a "cold war" footing. Suddenly the super bombers – that could reach the Russian industrial centers from the US – again became high priority items.

The Convair B-36 "stick" was the largest military combat aircraft ever to go into production, as big as the very largest civil and military aircraft in the modern world. It was a conventional configuration with six pusher engines. Many design changes were ordered by the Air Force which delayed development and ran up the costs.

The Northrop B-35 "wing" represented a quantum leap in aircraft design. Its all wing layout eliminated the fuselage and tail components making the aircraft faster and much more efficient than the competition. As a bonus it was invisible to radar. Two 35% scale research aircraft were built which verified the design parameters in wind tunnel and flight tests.

A word here about Jack Northrop. He was one of the greatest aeronautical engineers ever. He modified the wings of a Ryan mail plane to create Lindbergh's famous

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Spirit of Saint Louis. At Lockheed he developed the Vega, one of the finest airplane designs of the time. Moving on to Douglas Aircraft he was responsible for the wing structure and airfoils of the DC-3, DC-4 and sister airplanes. His contributions to aeronautical engineering were many, from the open cockpit days to the space program. He felt that the development of the flying wing concept was his greatest accomplishment. Jack Northrop's weakness was that he didn't pay much attention to the marketing of his designs and didn't have the stomach for the "dirty politics" aspect of the aircraft business.

The "stick" never did meet its design requirements. It could not fly high enough or fast enough to avoid the Soviet defensive fighters. It did not have adequate range to reach the industrial targets in the Russian interior and return safely to its bases in the US. Had it ever been called on to deliver the a-bomb, it would have most likely been an unsuccessful suicide mission for its crews.

The "wing" on the other hand demonstrated that it had sufficient range to do its intended purpose of carrying a nuclear weapon to target. Its extreme high altitude capability and speed put it above the effective operation area of the defensive fighters. Its radar invisibility would have been a great advantage in the first stages of an attack.

So why were 384 inferior B-36 bombers purchased at a great expense while the much better aircraft, the B-35, was left to become a footnote of history?

The reasons were many.

The old school generals in the Air

Force were afraid of the "wing's" radical design that was vastly different in appearance than anything that they were used to. Many of them preferred the "stick" on the naive idea that bigger must be better (and easier to sell to Congress).

Early on, a campaign against the "wing" started within the Air Force's procurement divisions. Several times decisions were made to change or discontinue the "wing" based on engineering and test reports that were deliberately and maliciously falsified.

In politics a tried and true formula is "Government contracts = jobs = votes". 1948 was an election year with the Democrats (falsely) believing that they were behind. A lot of congressional pressure came to bear to keep the money flowing toward Texas (Where Convair was building the B-36) instead of California (home of the Northrop B-35).

Financier Fred Odlum's specialty was purchasing ailing companies and milking them for a tidy personal profit. Despite great amounts of war production profits, Convair was hurting due to the squandering of a lot of their resources on some unwise post war diversification investments and great cost overruns while trying to certificate a civilian airliner. Convair was ripe for the picking and Odlum gained control and used his considerable political and financial clout to insure that the contracts for the ultra long range bomber went to Convair. Odlum's wife, Jackie Cochran, who had made a name for herself in air racing and had headed the wartime WASPS program, had connections at the very top of the Air Force,

which didn't hurt either. When it was all over, Odlum divested his interests for a very healthy profit.

Secretary of the Air Force, Stuart Symington, comes under a lot of suspicion as he was buddies with Odlum and other aircraft industry executives. Many of Symington's actions were highly suspect and some clearly illegal. Symington resigned, supposedly because of a disagreement about congressional funding. The book's author speculates that, in actuality, he was fired by Truman because of irregularities in awarding the bomber contracts. A few years later, when Symington was making a presidential bid, Odlum was his biggest campaign contributor.

It is interesting to note that a lot of the cabinet level officers and Air Force Generals that had a hand in purchasing decisions later ended up with gravy-train jobs in the aircraft industry, some of them at Convair. To purchase the expensive B-36s the DOD had to cancel many other defense contracts including the Boeing B-54, an enlarged development of the B29/B-50 airframe that carried turbo-compound engines. Also canceled was the Navy's super aircraft carrier, which could have carried planes large enough to put the Navy into the A-bomb delivery business. Google "revolt of the admirals" to find out how this went over with the Navy.

The engines for both airplanes were to be supplied as separate contracts by Pratt & Whitney. P&W never did supply the necessary number of engines to Northrop but had no problems keeping up to the needs of Convair. Of course it was more profitable to

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sell 6 engines for a B-36 than 4 for a B-35.

The “wing” used special, highly efficient, counter-rotating propellers by Hamilton Standard. The prop was not compatible with P&W’s engine and gear box due to a torsional resonance problem. It turns out that the combination never was tested by the Air Material Command. If this was due to simple incompetence or deliberate sabotage was never determined. While the engineers could have easily corrected the problem, things ground to a halt while the attorneys argued over who was responsible.

Among the many absurd snafus that got into the development of the “wing”, GE was over a year behind schedule in delivering the alternators and AC power supplies. So the prototype flew with an industrial generator, powered by a Chevrolet engine, temporally mounted in a bomb bay. The Chevy would quit running and the generator would start arcing at 15,000 feet, which prevented testing the plane to its max altitude.

Two XB-35 test aircraft were built. One crashed due to pilot error during a mismanaged Air Force test. 13 YB-35 development models were produced but sat unflown for many years because the Air Force and P&W never supplied the engines. Two of the YB-35s were converted to jet power and designated as the B-49. The conversion changed the plane from an ultra long range bomber to a medium range bomber, but made its speed and altitude capabilities even more impressive. The B-49

beat the trouble prone, crew killing Boeing B-47 in all performance parameters except speed, which it matched. It is speculated that with some development and newer style jet engines, the B-49 could have matched the performance of the later, successful Boeing B-52.

When the Department of Defense decided to throw in the towel on the Northrop B-35 “wing”, all of the existing aircraft were ordered destroyed. In addition, all of the production drawings, jigs and tooling – which were owned by the government – were destroyed. All requests to put one of the aircraft in a museum were denied. The cancellation of the program voided years of research and development and loss of any benefit from the many millions of dollars spent. The 11 unflown airframes could have been completed to become an operational bomber squadron.

384 Convair B-36 “stick” bombers were built at a cost of \$3.2 million each – not including the cost of the engines, props and some other equipment. In addition there was a great investment in infrastructure like extra strong runways and ground support equipment. Remember that in 1947 a million dollars was real money. For reference, \$1,800 would have bought you a new, well equipped Chevrolet.

The “wing” would have cost only about half the price of the “stick” and its operating costs would have been far, far less.

In a later development, 4 jet engines were added to the “stick”, allowing it to fly a bit faster and higher over the target. But the added weight, drag and fuel usage shortened the range even more.

Several unsuccessful and impractical attempts were made to allow the plane to carry its own defensive fighters.

The B-36 was only used for a few years until it was made obsolete and retired with the introduction of the first generation of jet aircraft.

In retrospect, the military’s decision to abandon the ultra long range bomber concept was a costly mistake. A refinement of the “wing” would have accomplished its mission with far less cost, complexity and man power than the system of aerial refueling medium range jet bombers.

So what would have happened had the “wing” been allowed to go into service? The book’s author speculates that had the US had a true retaliatory nuclear bomber, the Soviets might not have backed North Korea in their military excursion into South Korea.

Northrop Aircraft was badly hurt by the cancellation of the “wing” contracts. In a proxy battle Jack Northrop was forced out of his own company. The new management ordered all the proprietary R&D material on the flying wing destroyed. The key engineers and technicians that had worked on the projects were purged from the company.

Jack Northrop tried to get the airlines interested in the flying wing, with no avail. The new jet airliners were on the horizon and no one could get inspired over the “funny looking” flying wing.

Forty years later the flying wing concept was revived, at a cost of billions of dollars, to develop the B-2 Stealth Bomber. The reasons for the return to the flying wing

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design were its superior aerodynamic efficiency and its minimal radar signature.

Boeing has confirmed that they are doing research on a blended wing design for future airliners and military transports. The blended wing aircraft concept is a refinement of Jack Northrop's 1940's Flying Wing design.

Goodbye Beautiful Wing is an easy read despite its extreme length and many typographic errors. Terrence O'Neill is not a storyteller on par with Gann or Hemmingway, but you will find yourself reading far into the night with a sheer fascination for the material. It is a tale - of greed, incompetence, deceit, mismanagement, graft, corruption, malfeasance and general misuse of vast quantities of tax dollars - made very scary by the fact that it is all true.

Even scarier is the realization that all of this is still with us in the government and military of today.

Footnote: Only five of the B-36 aircraft still exist. One of them is in the Strategic Air and Space Museum, just off Interstate 80 midway between Lincoln and Omaha, Nebraska. Drop by and see an amazing bit of history close up.



The B-36 at the Strategic Air and Space Museum.

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

plane talk by Lauran Paine, Jr

DINNERTIME AT EAA AIRVENTURE Oshkosh is when people relive the events of the day. It's when the repository of experiences is re-told, a fun time, especially if you're just listening, which I was.

I was at the Charcoal Pit, just off the end of Runway 9. I sat alone, a "single at table 20" was how the hostess described it to the waitress. I knew the Charcoal Pit had to be okay. On the wall hung a picture of the youth soccer team it sponsored, a group of smiling young boys and girls in blue jerseys, with the coach in a tank top that said "Hawaii" on it standing behind them. It was a regular kind of place.

All tables were full, and the rumble of conversation was everywhere. I wasn't eavesdropping, but I heard. As I relaxed, sipping an "adult beverage," I took it all in. It was aviation ambience at its finest.

Gazing about the room, I noticed the stories T-shirts and hats told. A young person in a B-17 T-shirt was honoring the airplane. An elderly person in a B-17 T-shirt—the lower portion of it a bit more taut than the one the younger person wore—might have been a former B-17 crew member. Sitting on a head of gray hair, a blue hat that said "F8F" suggested that the ol' boy probably at one time flew the F8F. Any way you look at it, you gotta love it.

At the table across from me two gentlemen were saying something to the effect that if they write it, "It'll sell 50,000 copies." They had to be talking about an airplane book. They had airplane T-shirts on, but I couldn't make out the type because they were sitting sideways to me. I may never know if they get "it"

written, but more power to them.

At the table in front of me were five guys whose conversation indicated they were developing some sort of flight planning software. They were heavy into how to make the program even better when a customer swung by their table and said, "I can't get it to do such-and-such." They were all over that with helpful suggestions and an invitation to "stop by the booth tomorrow."

Aviation businesses want and need feedback. Most aviation businesses are as much about passion as business. I'd plug the flight-planning software people but the logo print on their shirts was too small to read from afar. Let that be a lesson: If you want a plug, make the writing on your T-shirt large enough to read from the next table.

Behind me was a guy talking about an 800-foot airstrip he called to have put on an aeronautical chart. They put it on the chart all right, except that they listed it as an 8,000(!)-foot strip. Oops. He got it straightened out after what he called an "interesting journey through bureaucracy."

When the two gentlemen at the "It'll sell 50,000 copies" table stood up to amble out, they were still discussing a bevy of ideas for their publication. Shortly after the table was cleared, four young men took their places at it. They ordered beverages, and when their drinks arrived, they hoisted them, clinked their glasses in the center of the table, and, in unison, said, "To Oshkosh."

That sort of says it all, doesn't it?

As I left my table an elderly black gentleman sat down, his hair

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Accident Report

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sprinkled with gray. No T-shirt, no ball cap, just nicely dressed. He laid a book on the table. I could only make out two words on the cover. One was "wings," and the other was "war." Was he a World War II vet? Probably. Tuskegee? Dunno. I so wanted to talk to him, but I didn't want to intrude.

I'm in awe of the Tuskegee Airmen. A group of young men told "no" at every turn, in large part because of their...pigmentation!?! Pure, unadulterated balderdash. Yet they persevered, overcame, flew, and fought for their nation. Driven by what? Pride? Love of the sky? Love of their country? I can't be sure, but whatever it was, I'd like to have a 50-gallon drum of it at the ready at all times.

Through all of the goings on I noticed something else: politeness. There were a couple of restaurant order mix-ups, but through it all there was only "hey, that's okay" and "no problem...I'll just eat this instead." No outbursts, no impolite displays of selfimportance, just people among people, treating each other with respect. What's up with that? Is it the festiveness of the show? A characteristic of airplane people? Of EAA people? I guess I don't know. But I do know that I like it. Pleasant people evoke pleasant feelings.

I had another vignette to share with you, but it got smeared. You see, I took notes for this story on the paper placemat at the table. I was able to read all my scribblings, except for the three word note that got covered by a large drop of ranch dressing. Wiping the drop away only made it worse. Sorry, but whoever you were, your story got

smeared. A thousand apologies. I'll try and eat more carefully next time.

No Oshkosh story would be complete without mention of the trip to and from. I rode United Airlines jump seat from Portland, Oregon, to Chicago, Illinois, and back. You know it's going to be a good trip when you step into the cockpit and see the captain's flight bag has an EAA sticker on it. That's what happened on the trip east. Jeff was in the process of re-covering his Christen Eagle, and Alan had a restored Cessna 140. (Note to Jeff's wife: Yes, he showed me pictures of you and the kids, too.)

On the return trip, Steve and I talked of Vietnam and rodeo. I'm afraid I didn't get the first officer's name because, I guess, Steve and I sort of dominated the conversation, being the same age and all. Sorry. In Vietnam, Steve was what the Army calls an "eleven bravo" (11 B). That's military talk for infantryman. I was a pilot in Vietnam. Those guys in the rice paddies had it a lot harder than I did. The crews I rode with couldn't have been nicer. Aviation is a brotherhood. We flew for different airlines, but when we parted we shook hands and wished each other well. And we meant it.

Sure, Oshkosh is about the show, the Tuckers, the Wagstaffs, the Franklins. But it's a lot more than that. It's about being there, building, restoring, and supporting the entire endeavor. It's about the people who come and watch. Everybody is a participant. Everybody is somebody. And that's exactly what makes Oshkosh, well, Oshkosh. You!

(This article originally appeared in the October, 2000 issue of EAA Sport Aviation.)

Accident occurred Thursday, October 03, 2002 in Lewisville, TX
Probable Cause Approval Date:
11/25/2003

Aircraft: Cirrus Design Corp. SR-22,
registration: N1223S
Injuries: 1 Uninjured.

During cruise flight, the left aileron separated from one attach point, and the pilot executed a forced landing to a field. Prior to the accident flight, the airplane underwent maintenance for two outstanding service bulletins. During compliance with one of the service bulletins, the left aileron would have been removed and reinstalled. The pilot confirmed with the service center personnel that the maintenance on the airplane was completed and then proceeded to preflight the airplane. After departure, the airplane was level at 2,000 feet mean sea level (msl) for approximately one minute, the pilot noticed that the airplane began "pulling" to the left, and the left aileron was separated at one hinge attach point. The pilot then flew the airplane toward an unpopulated area, shutdown the engine, and deployed the aircraft's ballistic parachute system. Subsequently, the airplane descended to the ground with the aid of the parachute canopy and came to rest upright in a field of mesquite trees. Examination of the left aileron and the airframe aileron hinges revealed that the outboard aileron hinge bolt was missing, and no evidence of safety wire noted. According to maintenance manual procedures, the bolt and washer hardware were to be torqued to a measured 20-25 inch pounds, then safety wired to a actuation fitting. After installation, the manual required a verification of proper hinge bolt installation and torque on the outboard hinge.

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

The improper reinstallation of the left aileron by maintenance personnel. A contributing factor was the non-suitable terrain for the forced landing.

**Minutes of the Club Meeting
February 5, 2013**

The meeting was called to order promptly at 7:30 PM CST as President Cristi Higgins gavelled the membership's attention.

The program was presented by Andy Bajc. The topic was Inspecting Your Homebuilt. Andy entertained the membership with an excellent power point presentation detailing the following principles:

- Regulations
- Safety
- Efficiency
- Cost

Andy reminded the membership that the aircraft limitation must be carried in the homebuilt test aircraft.

The basic tools of the trade for inspection include touch, feel, look, listen.

Following the presentation, President Higgins presented the past years officers with lapel pins and certificates in recognition of their service.

Tom Henry presented the treasurers report.

The information regarding the B17 and the Ford Tri-motor here this summer has arrived. The membership felt that having the Tri-motor here would be our best option. It was noted that the aircraft will need a hanger for the stay. The membership will research dates and hangar availability.

The membership spoke in remembrance of Rollie Woodruff and his Curtis Wright Junior airplane. Rollie's name will be added to the wall in Oshkosh. A motion was made that the Chapter will fund the cost of the plaque. Motioned carried.

The meeting was adjourned by President Cristi Higgins at 9:52 PM.

Respectfully Submitted
By Doug Elting, Secretary

Classifieds

**FOR SALE
Ercoupe 415-C**

Light Sport qualified (fly without a medical). About 2300 TT, with zero time on rebuilt Continental C-75 engine. Engine has new Titan ECI nickel cylinders and new slick mags. Propeller rebuilt by Fix Prop Shop. Wings rebuilt by Skyport. Rudder peddle STC. All logs and paperwork since new in 1946. Call Wayne at 402-450-6170 if interested.

FOR SALE

2 Lightspeed 25XL ANR headsets. \$150.00 each for EAA 569 members.

Lightspeed is offering credit of \$250.00 each for these if you are upgrading to their newest headsets under their "trade up program".

These headsets work perfect and Lightspeed gives away new ear seals at Oshkosh but they ran out this year before I got there!

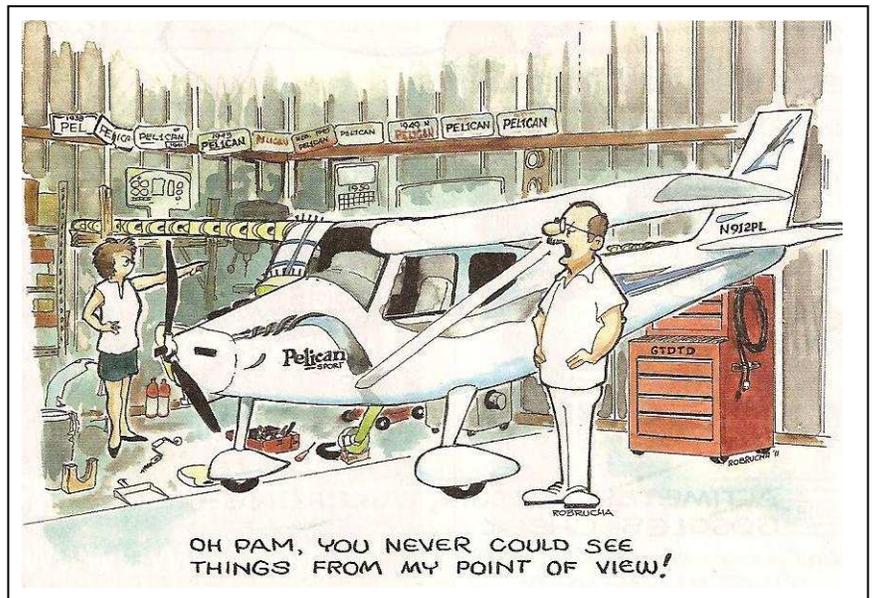
I changed to an over the ear headset because at 6'6" I need all the clearance from the canopy I can get!

Contact Tom Henry 402-791-2116

**FOR SALE
1996 Van's RV-6**



RV-6 with 185 HP Titan engine (210 smoh by Nevada Engines)), TT 820. New Sterba prop, King KY96 com, Apollo SL60 GPS-com & Apollo 360 moving map, Narco AT50 Txp mode C, RST-504 audio panel, electric flaps, manual pitch and aileron trim. Strobe, nav, taxi & landing lights. Digital Tach & Hobbs. New altimeter, oil temp, tires, brakes and seats. Built by an AP. Great short field performer and fast cross country plane. Bought last December and flown 120 hours since but have decided to go Sport Pilot. Based in Seward, NE. 402 643-3464 or Cell 402 540 5679. Asking \$ 50K obo. • Contact Charles H. Krutz, Owner - located Seward, NE • Telephone: 402.540.5679 . 402.643.3464



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 16 - Council Bluffs, IA (KCBF) 3rd Annual Great Plains Wing CAF Chili Fly/Drive-in. 1100-1300. Free will donation.

More info: Jeff: 402.981.4633

June 14 - 15, Holdrege Swedish Fly-in, Holdrege, NE (KHDE). Airport will be open to camping and transportation will be provided to all city events. More info: Dan Powers: 308.991.3641

July 29 - Aug. 4, AirVenture, Oshkosh, WI, <http://www.airventure.org/>



Young Eagle Events

June 15th – Beatrice 0900-1300

July – Lincoln (awaiting more info)

September 14th – Fremont 1000-1300

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

