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EAA Chapter 569 Newsletter

Lincoln, NE



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Meeting Announcement

Date: Tuesday, May 6th

Time: 7:30pm

Program: Wayne Wolدت

"Unmanned Aircraft Systems in Agriculture"

Wayne's presentation will focus on his research and development on unmanned aircraft systems in agriculture and natural resources. He will briefly review his aviation background, and then deliver a presentation on current research efforts. Wayne will bring his Tempest unmanned aircraft system for demonstration at the meeting. His presentation will include a review of the current legal status of unmanned aircraft systems, overview of research flights, autonomous navigation, sensor systems, and future directions. Unmanned aircraft systems are in the news, be sure to come to the meeting and learn more about them.

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

President's Message Cristi Higgins



Well here we are busy busy 569. You know that is what makes us great though! I hear a lot from folks that we are always having fun and they want in. It also takes a lot of work. Ya here we go the President seeking volunteers again. Don't run away keep reading! It is fun work and I see it more as doing fun things together learning and laughing. The extra bonus for some of us (you know who you are) is our

events count towards community service ordered possibly by a judge as well as having a great time. Don't miss out on learning some riveting May 31st 10am at Shoemaker Field Hangar NE40. If you want to build a toolbox of your own they can be purchased at Van's Aircraft for around \$28 or a picture frame for \$10. Here is the list of the fun coming up and we got a job for everyone I'm sure. Please join us for some good times with wonderful folks!

Fly for the Young Eagles

May 9th KLNK 9am
June 7th KJYR (State Fly-in) 9am
June 14th KBIE 10am
July 16th and 23rd KLNK 6pm
Contact Cristi Higgins 402-476-1841

Fly-in Breakfast

KCEK 8am - 10am
May 17th, June 21st, July 19th and
August 16th
Contact Andy Lahr 402-840-5235

B-17 Crew

KLNK
June 13, 14 and 15th
Contact Keith Gomon 402-766-4791

Rivet Workshop

Shoemaker Field Hangar (NE40)
May 31st 10am
Contact Cristi Higgins 402-476-1841

Meetings

1st Tuesday every month 7:30pm
KLNK Duncan Engine Shop

Happy Landings, Cristi

An Ode to Pilots

By Glen D. Witte

Pilots fly to relax. For the serenity. A pilot will fly anything that can defeat gravity. The ether of the heavens renew his sanity. A pilot feels sorry for earth-bound workers who cannot escape from work-a-day tedium.

A pilot loves to fly. A pilot loves those who like to fly. A pilot lives to hear an expression of joy. Like a granddaughter, at sight of the top of clouds, exclaiming, "Beautiful! It is just Beautiful!"

A pilot's radio talk becomes concise. Short, informative, relevant, precise. A pilot says, "I love you, Wife." A pilot does not say, "My dear, beautiful, female life companion, my heart throbs whenever your seductive scent infuses my lust-filled nostrils."

A pilot tells his passengers to speak up about the ride. He's a helluva pilot but has no pride. So tell him what's wrong and he will make it right. Cockpit Resource Management sometimes includes using the eyes and ears of the passengers too.

A pilot knows that his instructors have saved his life repeatedly. The instructor who first commuted his life sentence of terrestrial captivity. The mentally deficient instructor who signed him off for solo flight way before he was ready. The instructor who showed him how to control speed on approach. The instructor who showed him how to

firewall the throttle when you don't. The instructor who said, "Don't panic. It never helps and it can cause you to die." The instructor who said, "These clouds are amazing from inside, but look at your AI." The instructor who said, "You never know when you will run out of gas. Keep one eye open for a smooth stretch of grass."

A pilot has faith in his equipment, like worshipers in an idol. He checks the magneto, he checks the propeller and the fuel level. He checks the air intake, he checks the belts and the oil level. A pilot trusts the plane to fly. He just has faith.

A pilot studies the Federal Aviation Regulations and the Airman's Information Manual. A pilot can handle an instrument approach, visual approach, contact approach, ILS approach, VOR approach, and GPS approach. But he may have some difficulty handling a seductive approach.

A pilot has read more law than 95% of Americans.

A pilot loves his wife more than anything in the world. Flying comes in a distant second. 51 to 49. Every time. He hopes nothing ever happens to his wife, but if she ever takes that long journey into the great beyond, then he might consider talking to one of the too few pilots of the female persuasion and see if she would like to join forces, or at least pay \$50 toward that Sunday hamburger. For no more than half the stick time.

A GA pilot doesn't worry so much about TSA's abusive treatment of the flying public. He knows he has choices. He can travel anywhere in the "48" in his own plane and take no more time that he would spend trying to get through a terminal for a flight on United or Southwestern.

Contrary to popular opinion, some psychologists say that the human brain can deal with only one task at a time. A pilot is the ultimate in multi-tasking. A pilot checks the weather and notams. He preflights the plane. He gets a clearance. He does a run-up. He secures his passengers. Then he takes off. He climbs to altitude. He levels off. He monitors the systems. Then he lands. He shuts down. See? He does everything. But one step at a time. Multi-tasking the safe way.

As an aviator a pilot fears nothing. Oh, maybe a rear passenger vomiting. Or an NTSB log book checking. And worst, an empty popcorn vending machine.

But a pilot does not fear trees, mountains, or dead stick landings, take-off engine-outs, stuck mikes, or gear-up landings, midair collisions, wing-tip vortices, or rime icings. But he respects them. Like an Indian flute player respects his cobra.

A pilot knows that he won't be able to make his flying forever last. Some day, like all the others, he too will have gone west. He would like nothing better than to die doing what he loves best. But he also knows that the newspapers will

headline the wreck as just another example of how “unsafe” flying is.

So he supposes he will be obliged to die like earthbound mortals, vegetating in a wheelchair before a TV screen flickering with computer generated images of imaginary adventures, while he remembers the reality that only eagles and astronauts see.

Like the beauty of moon beams surrounding the plane’s shadow tracing a path on a cloud deck between patches of cities’ lights glowing up from below. Like the marvelous sense of relief when runway lights appear at the end of an ILS approach to minimums. Or the embarrassing secret that he does not know for sure which airport he is approaching. The abject terror that strangles his throat when he sees the glaze of ice forming on the front edge of the wing. The boiling rage that fills his heart when the controller has given no warning about the other plane that is suddenly filling the windscreen. The suspension of breathing when the engine seems to miss one beat of the pistons while over a forest of juniper or oaks. The lonely feeling when the shore has disappeared behind the plane and the approaching shore is surely coming but it has made no guarantees. All while the pilot acts calm and stays relaxed “for the passengers.” And they give some guy an Academy Award for pretending to walk through a CG explosion on TV.

But so what? “Hey you guys! Roll

your wheelchairs over to the TV. Let’s watch Top Gun again. OK?”

Ode to a Pilot’s Wife

By Jane Witte

My husband thinks about flying all the time. The lawn can be six inches tall and if a buddy says let’s go flying, the lawn waits till next weekend. Every time he hears a plane overhead he would walk into a wall trying to see what kind it is.

My pilot is frightened that I will make him drive me someplace. He doesn’t want me to have a new car. It might be too comfortable or too fast. Maybe better than a plane.

He acts frightened about flying hazards. He made me spend 24 hours in a Neligh motel room to wait out a blizzard because he thought he could see a speck of ice on a wing only an hour from home.

He never says anything romantic to me. He exhibits more emotion about propellers than he does about me. He talks like a controller. Only 10 words at a time. Tops. And he knows only five different phrases. He interrupts our conversations in the cockpit to listen to every air traffic controller’s call. Even calls to other pilots. On two channels at once. And if there is no controller, then he listens to weather reports. "Valentine Miller Field automated weather observation 2108 Zulu weather, wind 310 at 7 visibility 10 miles sky clear temperature 14 degrees Celsius dew point 10 degrees Celsius altimeter two niner

eight niner." And then it says the same thing over again. Pure Greek.

He is not overly proud of his flying. He does not get mad if I ask him why he didn’t turn on the runway lights when we took off last night. Good thing, too. He did need me to find the town’s name on the water tower. Sometimes I do see other airplanes before he does. And I sometimes have to tell him that climbing to smoother air is better for us passengers even if the rough air we are in is a tail wind.

He shushes me sometimes when I tell about making new friends when we landed in a wheat field in Kansas. He says he doesn’t know what the statute of limitations is for such things. So I have to change the names sometimes. He says he could be a great instructor. He knows what not to do. He has tried it.

He is overly cautious. It takes him hours to prepare the plane for a flight. Sometimes longer than the flight will be. He calls them "preflight inspections." He doesn’t have faith in anything. I wish he would check my car tires as well.

He is a lawyer. But he reads more flying magazines that he does law books. If he read as many books about law as he does about flying, he could be a supreme court judge by now.

Flying is boring. A way to get someplace fast. Makes me sleepy. But it is fun to see little children when they discover they are above

the ground. Before they fall asleep too.

At least our trips take a little less time to get there. That is, if the drive would have taken more than about three hours. Remember? The inspections.

Flying has made some nice things possible. Like traveling to Denver for the wedding of my best friend's daughter. Like seeing my own house from overhead. Like seeing the strange patterns left in a wheat field by the combines. Like taking my mother to see family in Michigan's Upper Peninsula. Yes, there have been some exciting things too. But, remember that statute of limitations thing.

Multi-tasking? He can't walk and chew bubble gum. He is totally dependent upon check lists. I think he has a check list of check lists to check.

I've never made my husband choose between me and his airplane. I know which he would choose. And it wouldn't be me. But that's ok. As a hobby it could be worse. It could be something even more expensive. Like . . . like, well I'm sure there are more expensive hobbies.

I am concerned that I may never get him into an airliner. Two little TSA irritations in Omaha and Chicago have become huge problems in his mind. He thinks he can fly to either coast from Lincoln. I suppose he can, but the seats in the little plane are not all that comfortable. I will let him

choose which way to fly when we go to Europe or Australia.

Does he have any other interests? Sure. TV, if the shows have airplanes. Top Gun? Is that another airplane show? Sure, he will watch. Over and over. Does he watch anything else? Shows with nude women? Sure, if they are in an airplane.

Quit flying? Never. And why should he? Medical exam? The doctor doesn't check for anything important. No blood work-up, no cholesterol checks. No heart stress tests. See good enough to find the doctor's front door and hear well enough to learn the doctor's fee or charge. That's all you need to pass a flight physical.

Die? He's never going to die. He thinks he is 25 years old. When he looks in the mirror his gray hair disappears and an astronaut's space helmet takes its place.

Do I feel sympathy for wives of other fanatics? Heck no. I have a major problem of my own. But I sure empathize.

(Thanks to the Wittes' for sharing their work. If you have anything you would like to share in the newsletter, please let me know. My contact information is on the front page. – Ed)



Accident Report

Accident occurred Sunday, July 29, 2012 in Bragg City, MO
Probable Cause Approval Date: 11/06/2013

Aircraft: PIPER PA-30,
registration: N8121Y

Injuries: 2 Uninjured.

NTSB investigators may not have traveled in support of this investigation and used data provided by various sources to prepare this aircraft accident report.

The pilot said that the airplane's right engine stopped producing power in flight and that he was unable to maintain altitude. The pilot made a forced landing to a field with the landing gear up, which resulted in substantial damage to the fuselage. Postaccident examination of the right engine revealed that the b-nut from the engine-driven fuel pump to the fuel-metering unit was loose and leaking fuel. The pilot, who owned and maintained the airplane, had completed an annual inspection of the airplane about 10 flight hours before the accident occurred. He had also recently overhauled the airplane's entire fuel system. No other mechanical anomalies that would have precluded normal operation were noted.

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

The pilot's failure to properly tighten the b-nut from the engine-driven fuel pump to the fuel-metering unit during maintenance, which resulted in a total loss of engine power due to fuel starvation.

Classifieds

**Minutes of the Club Meeting
April 1st, 2014**

The meeting was called to order at 7:31 PM CST by Vice President Keith Gomon.

Keith read a thank you from Ms Jamie Cox. The Chapter gave \$500 to Jamie and Justin Kyser to assist in their effort of forming a flight club at UNL.

Tom Winter shared with the Chapter his sailplane training experience at Estrella Sailport in Maricopa, AZ.

A motion was made by Dennis Crispin to add the names of George Myers and John Cox to the EAA Memorial Wall. The Chapter will pay 1/2 and the rest will be made up in donations. The motion was seconded by Harold Bickford and was passed by a majority of the membership present..

A Young Eagles event will be held on Friday, May 9th. It will take place from 8:30 – 1:30 at the Department of Aeronautics.

Tom Henry brought his Garmin GDL 39 3D to the meeting to demo.

Erick Corbridge mentioned, if you are planning to volunteer for the B-17 tour in June at Silverhawk Aviation, you may want to check the status of your airport badge, if you have one. Some privileges have been terminated.

Chuck Norris, speaking for the breakfast committee, stated Andy Lahr is ready to step down as the chairperson of the breakfast committee. If anyone would like to fill this position, they should contact Andy.

The meeting was adjourned at 9:10 PM by Vice President Gomon.

Respectfully Submitted by
Doug Volkmer for
Doug Elting, Secretary, Chapter 569

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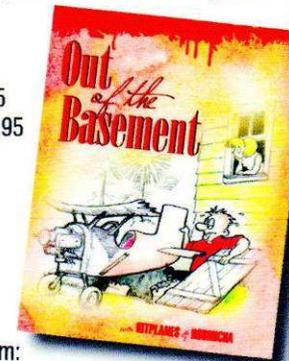


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June 13 - 15
Silverhawk Aviation (KLNK)

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.

June 7, Nebraska State Fly-in, York, NE (KJYR)

June 13 – 15, B-17 tour, Lincoln, NE, <http://www.eaa569.org/>, <http://www.b17.org/>

June 19 – 21, 2014 Ercoupe Owners Club National Fly-in, Wayne, NE (KLCCG)

July 19 – 20, **Defenders of Freedom Open House and Air Show**, featuring the Blue Angels, Offutt AFB, Bellevue, NE., <http://www.offuttairshow.com>

July 28 - Aug. 3, AirVenture, Oshkosh, WI, <http://www.airventure.org/>



Young Eagle News

Tom Trumble is seeking Young Eagle pilots for an event on May 9th. It will take place from 8:30 – 1:30 at the Department of Aeronautics. If you can help Tom give 28 8th graders rides on that day, please contact him at 402-540-6089.

Upcoming Young Eagle Events

June 7th – York (State Fly-in)

June 15th – Beatrice (Homestead Days)

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

