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EAA Chapter 569 Newsletter

Lincoln, NE

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Meeting Announcement

Date: Tuesday, May 3rd

Time: 7:00pm

Place: Duncan Aviation Engine Shop

Address: 5000 NW 44th St – Lincoln, NE

Topic: Ronnie Mitchell, former Director of Department of Aeronautics, will share with us the story of the recent recovery of his cousin's remains, who went missing in a P-38 flying mission during WWII.

President's Message Tom Trumble

Flying season is upon us. Wind seems to be present consistently. So be careful and learn how to use it wisely.

I recently made a round trip to West Branson Airport and had a tailwind going down at 7,000 feet and a tailwind coming home at 4,000 feet. A very rare and noteworthy occasion. Wind can be your friend.

The trip was to enable attending a live production of a play titled "Jesus" at the Sight and Sound Theater in Branson, MO. This venue specializes in biblical productions, and I highly recommend it should you find yourself in Branson. Being able to make the round trip in a day with an airplane is awesome.

On the return trip we had a very unique experience observing the spring fires in Kansas in the dark.

The Tri Motor visit is very near, May 5 – May 8, 2022. We have had some success with sponsorship.

- Ross Aviation (furnishing the hangar space)
- Duncan Aviation
- Speedway Motors
- Performance Airplane

If you have contact with any of these businesses, please thank them for their contribution.

There have been several ride prices shown on our posters, the EAA web site, and our handouts. The walkup price will be $85 for adults and $55, for 17 and under. The explosion of higher prices for all services, most notably Av-Gas has forced this change.

The location is Ross Aviation (formerly Silverhawk) at the Lincoln Airport. The specific hangar address is 1766 West Kearney Ave, 68524. Please use the sign-up sheet to let us know when you want to work. Here is the link to the Signupgenius web site.

https://www.signupgenius.com/

The next breakfast will be May 14 which is the 2nd Saturday of the month. This change is to avoid the Wayne MayDaySTOL races that are May 20-22 (https://maydaystol.com/).

May 14 will be Corvettes and Airplanes. The Nebraska Corvette Club will be a mass arrival for breakfast.

The next meeting is at the Duncan Aviation Training room, 5500 NW 44th St. Lincoln, NE. We will have Hoagie sandwiches. Date 5/3/22, Time 7:00pm. Ronnie Mitchell will make a presentation on the recent recovery of his cousin's remains who was lost in WWII while flying a mission in a P-38.

SAC Museum's EC-135 "Looking Glass" Aircraft Was Viewed by the Public

By Dennis Crispin

On April 16, Strategic Air Command and Aerospace Museum opened its EC-135 "Looking Glass" aircraft for inspection by the public. The display was the result of a decade of work, a great investment of funds and more than 31,000 volunteer hours of skilled restoration. This aircraft is the only internally restored EC-135 in existence and is only available for inside tours on special occasions.

After decommissioning in 1993, C-135(EC) S/N 63-8049 sat in open storage for many years and suffered much deterioration from the elements. The piece by piece, inside and out, restoration effort has returned the airplane to a better than new condition. Now displayed without its wings and engines, it is hoped that should the museum expand, the aircraft might one day be fully reassembled.

The project was born of a series of "what ifs."

What if the Pentagon suffered a nuclear attack?

What if the SAC Command at Offutt was compromised?

What if the command bunker, deep under the Nebraska landscape, could not function?

The answer was an airborne command post that could hide in the vastness of the sky and serve as the control and communication center for the nuclear retaliation force of Air Force bombers, intercontinental ballistic missiles and Navy nuclear missile carrying submarines.

The planes were hardened against nuclear radiation and had the ability to both provide and receive aerial refueling, allowing them to stay aloft almost indefinitely – or at least until the food ran out. The airplanes were filled with (at the time) state of the art secure communication equipment that could interact with any allied military command on earth.

A battle staff headed by an Air Force general was supported by a team of logistics and communications specialists. In addition to the normal flight crew, there were technicians that could make inflight repairs on the electronics and a steward to provide meals.

Code named Project Looking Glass, the airborne command post could direct the entire retaliatory effort in case of enemy nuclear attack. They could even launch the intercontinental ballistic missiles if needed.

Working in rotation, a Looking Glass aircraft, with its battle staff, was in the air continuously from February 3, 1961, to July 24, 1990.

Thirteen EC-135 aircraft were equipped with ALCC (Airborne Launch Command & Control) capabilities and used in the Looking Glass mission. They were a refinement of the C-135 series transport which was developed from the Boeing 707 commercial airliner. Some other planes, designated EC-135, were used for other command and communication functions.

Number 8049 was one of the most utilized of the EC-135s and flew the last Looking Glass flight. The airplane is preserved as a reminder of that terrible time in history when a message from the President might have unleashed unimaginable fury upon an attacking enemy.

Stop by Strategic Air Command and Aerospace Museum, located just off Interstate 80, midway between Lincoln and Omaha, at exit 426, to see the extensive collection of planes, missiles and other artifacts from the Cold War. Find more information at https://sacmuseum.org/.

"8049", resplendent in her new restoration at SAC Museum. An observation of the craft by the "old timers" is that it never looked this good in real life!

(continued on page 3)

The battle staff work area for the "Looking Glass" missions. The chair with the tan headrest is where the general sat. The red metal box with the rather ordinary hasps and padlocks contained the launch codes that would have been used to activate the nuclear retaliatory force.

A communication area. The plane was absolutely jammed with electronic equipment making it a rather confined work environment.

Another communications bay. The plane had secure communications capability with every allied military command on earth.

The small gally contained only an oven and coffee maker.

Ford Tri-Motor just a few days away!!!

The Ford Tri-Motor will be here soon (May 5 – 8). To get you ready for the Tri-Motor visit, here's a little history on the plane. Thank you, Holly, for sharing this article by Hagerty Media. Also, there are still some volunteer slots that need filled. That can be accomplished by clicking here.

Heidi and Hans and the WX

By Tom Winter

Once upon a time, a baby pilot in Lincoln dutifully called WX-BRIEF for a standard briefing. The briefer revealed that it's raining in Lincoln. Shocked, Baby Pilot looked out the window. Yes, it is raining! Baby Pilot, imbued with that golden motto "THINK PROCEDURE", duly modified his pre-flight procedure:

First thing, look out the window.

Even better, step out of the house and look up at the sky. And — to use Ann Morrow Lindbergh's title, listen! Listen The Wind! I'm not alone in needing to look out the window. Once the chief weatherman for Zeppelin presented his latest weather map to Hugo Eckener, successor to Ferdinand Zeppelin. Expecting a "well-done!" he was taken aback by Eckener's reaction.

"Hans, you should look out the window now and again. This front passed a half-hour ago!"

This leads to another Eckener story.

In 1929, during the Graf Zeppelin's round the world flight, the airship was approaching the Verkhoyansk mountains of eastern Siberia. An officer advised dropping lots and lots of ballast. Eckener replied "Wind does not go THROUGH mountains." Hugo Eckener knew the wind, he knew the air. The Graf Zeppelin rose in the rising wind. Do not attempt this in a heavier than air vessel! The flight was extensively covered in the June, 1930 number of National Geographic Magazine.

Lately, of course, looking out the window has been pretty depressing. Leaden skies, or even half-mile visibility in fog, or wind screaming through the trees at 55 miles an hour.

Roaring wind brings to mind a constant theme in Johanna Spyri's classic novel Heidi. A sample: "she saw the three old fir-trees behind the hut. Here the wind was roaring through the branches and the tree-tops were swaying to and fro. Heidi stood still to listen." Baby Pilot stands still to listen.

When you step out the door to hear the wind screaming through the trees, and see the trees dancing a hula, you might as well be high in the alps, at Heidi's grandfather's mountain cottage. Side note: in the novel, the bearded pipe-smoking grandfather is 60! Wow! That is OLD! (18 years younger than me)

Well, we small plane pilots have book-ending constraints: The clear blue skies we love are cleared by high winds, and the calm winds go with low visibility or even fog. And lately, catching an in-between opportunity has been culminating in turbulence, making one think of Heidi's alpen fir treetops, swaying to and fro.

But trees do not grow to the sky:"Use the passenger handstrap" I told a passenger. "We should reach smooth air at 5,000 feet."

News from PIONEER AIRPORT ELEV. 805 ft

EAA Headquarters

EAA is hiring seasonal employees for AirVenture

Be part of the World's Greatest Aviation Celebration!

EAA would like you to join our team! We are looking for fun and motivated individuals to help fill more than 750 positions and have an experience of a lifetime. The week of EAA AirVenture Oshkosh is a great way to earn extra cash while using existing skills or learn new ones. From students to seniors, the right position is waiting for you.

We will be hiring for the following support positions at EAA AirVenture Oshkosh 2022, July 25-31.

- Retail – must be 14+ years of age
- Security (Gate check, bag check, etc.) – must be 16+ years of age
- Auto Parking – must be 18+ years of age
- Bartender – must be 18+ years of age
- Camper Registration – must be 18+ years of age
- Custodial Staff – must be 18+ years of age

Apply Now

Accident Report

Accident occurred December 19, 2017, 15:00, Knoxville, Tennessee

Aircraft: Piper PA 23-250, Registration: N40285 Aircraft Damage: Substantial Injuries: 1 Serious, 2 Minor

Analysis

During a simulated single-engine instrument approach in a multi-engine airplane, the flight instructor, who was seated in the right seat, told the multi-engine rated pilot receiving instruction, who was seated in the left seat, to go around. The pilot applied full power to the right engine and attempted to fly the pattern with a simulated left engine failure. Shortly after, while the airplane was in a left crosswind turn, the left engine lost total power. The instructor observed that the left propeller was stationary and took control of the airplane.

The instructor chose to fly at minimum controllable speed (Vmc) rather than the recommended best single-engine rate of climb speed (Vyse) and attempted to restart the failed engine rather than perform the airplane manufacturer's approved engine-out procedures. Unable to restart the left engine, he attempted to maneuver the airplane for a landing but was unable and flew toward rising terrain.

Approaching a residential area, the instructor maneuvered the airplane to avoid a house, and the airplane subsequently impacted trees, fell to the ground, and came to rest on top of an automobile. The instructor stated that after the accident, he returned to the airplane to shut off the fuel and electrics when he noticed the left fuel selector was between the on and off position.

A postaccident examination revealed no evidence of mechanical malfunctions or failures that would have precluded normal operation. However, a lack of fuel was observed in the left engine's fuel system forward of the fuel injection servo.

Based on the observed intermediate position of the left fuel selector after the accident, the lack of fuel in the fuel system forward of the fuel injection servo, and the lack of mechanical malfunctions or failures noted during the wreckage examination, it is likely that the left engine lost total power due to fuel starvation. The manufacturer's approved procedures for an engine failure during takeoff included, among other things, maintaining a best rate of climb airspeed. A review of the manufacturer's pilot's operating manual indicated that even with a total loss of engine power on the left engine, the airplane would have been able to climb about 520 ft per minute had the required pilot inputs been made. The instructor failed to comply with the published engine-out procedures and recommended airspeeds, which led to the lack of directional control, collision with trees, and impact with the ground.

Probable Cause and Findings

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

The flight instructor's failure to comply with published engine-out procedures and recommended airspeeds, which resulted in a lack of directional control, collision with trees, and impact with the ground; the left engine lost total power due to fuel starvation.

Month		EAA Chapter 569 Calendar
May	3	7:00pm General Meeting. Duncan Aviation Engine Shop 5000 NW 44th, Lincoln NE, Ronnie Mitchell will present the story of his cousin MIA flying a P38 during WWII.
	5-8	Ford Tri-Motor Tour, Ross Aviation (formerly Silverhawk Aviation)
	7	8:00am York Fly in Breakfast, EAA Chapter 1055 - KJYR
	14	8:00am Crete Fly in Breakfast, EAA Chapter 569 - KCEK (moved up a week to avoid MayDay STOL Drag @ Wayne, NE)
	20-22	MayDay STOL Drag, Wayne, NE (KLCG) https://maydaystol.com/
	28	11:30 to 1:30 Hastings, Fly in Hamburgers, Antique Airplane Association
June	4	8:00am York Fly in Breakfast, EAA Chapter 1055 - KJYR
	7	7:00pm EAA569 Hangar Tour of Projects Lincoln Airport
	9-12	Midwest Aerobatic Club (IAC Chapter 80) Contest. Seward NE. 50th year event
	18	8:00am Crete Fly in Breakfast, EAA Chapter 569 - KCEK
	18	State Fly-In. Grant NE
	25	11:30 to 1:30 Hastings, Fly in Hamburgers, Antique Airplane Association

And finally … **Dan and Diane Nelson**

Around 2009, Kerm Wenger (left) was returning back to Lincoln, NE in his Bonanza from South Bend, IN when he noticed his DME quit working. He also noticed his alternator wasn't reporting a charge. Over Illinois and approaching dusk, he looked for a suitable airport to land. He picked Illinois Valley Regional (KVYS). Looking for some help, he found only one person on the field. It was Dan Nelson tinkering in his hangar. They removed the cowling and discovered a wire to the alternator had separated. Dan quickly fixed Kerm up with a new connector and had him back in the air. He even filled him up with 20 gallons of gas so Kerm could complete his trip non-stop. The two have stayed in touch ever since, often gathering at Oshkosh. Also, get this, on April 16, Dan and wife Diane made the 350 mile trip in their Debonair to Crete just for the Chapter 569 breakfast.

John Cox
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For Sale

25% share in a beautiful RV-9A. IFR equipped including ILS EFIS with synthetic vision and highway in the sky. 6 GPH cruise at 150MPH
Click here for picture – $18,500

Contact Matt Olson - 737-245-6816
or mike.juliet@hotmail.com