

Newsletter



569

www.eaa569.org

Lincoln, NE

October, 2007

Meeting Announcement

Date: Tuesday, October 2
Time: 1930 hrs
Program: Roger Aspegren will discuss building and flying his RV-9A.
Place: Duncan Aviation Engine Shop
5000 NW 44th St

Ford Flying Fever

President's Message

Dennis Crispin



The great news of the moment is that the TriMotor event was successful beyond our wildest expectations. Perfect weather on Saturday and near perfect weather on Sunday allowed us to get off thirty flights each day, with never an empty seat.

The big smiles on the riders were so infectious that even the watchers all up and down the ramp were feeling that they had had a unique and wonderful experience. At one point I thought that we were going to have to widen the door of the airplane just to let the grins out.

Hundreds of people came out to see our rare piece of living history. Many individuals now

have an appreciation of how public air transportation developed and the role of the Ford TriMotor in helping create today's airline industry.

We have a great many wonderful stories to tell and, most importantly, a long list of thanks to print.

The press of time to meet the deadline to get out this newsletter prevents our going into any great detail now. We will devote the November newsletter to the TriMotor Tour and ask the members to submit their photos, stories and observations.

We are very happy about the great coverage that the local media gave our event. I have clippings from the three articles that ran in the Lincoln Journal Star and the one that was published in the Omaha World Herald. We managed to tape the excellent TV bit that was shown by channels 10 & 11. If you have clippings, notes or recordings from the many other newspaper, radio or TV reports please save them to share with the rest of us.

There were so many photos taken that we should get a rebate from Cannon, Nikon and Kodak. Once again we invite you to share your best ones.

I keep raging in this column about all the things that some members are missing by not coming to our meetings. This was especially true

at our September meeting, a tour of the Lincoln Air Guard facility. EAA Chapter 569 member, Lieutenant Colonel Mark Novak, gave us a great briefing on the role of the aerial refueling group. We then went aboard a KC135 aircraft where Mark demonstrated the neat new high tech “goodies” that have updated the venerable old airplanes. It is such a shame that most of the Lincoln community doesn’t even know of the local Air Guard’s existence and that even fewer realize the extent and importance of their contribution to our national defense.

In all of the hassle of preparing for the TriMotor, we missed establishing a nominating committee at the last meeting. Tradition dictates that we prepare a slate of officer nominations in October for the election held at the November meeting. We will then install the new club officers at our December Christmas party/meeting.

Our backup plan was to work on securing nominations during the free minutes that would occur during the Tri Motor event. However the free moments never occurred with the busy success of the sold-out flights.

So be prepared to volunteer to place your name in nomination at the upcoming meeting.

Dennis Crispin
President EAA 569

EAA Chapter 569 extends our heartfelt sympathy to members

DOUG PRANGE

and

ROGER ASPEGREN

Both of whom lost their mothers over the TriMotor event weekend.

Taking the Twelve to the Show

(This article appeared in the 4th issue 2007 of the RVator magazine and is reprinted here with permission. Ken Scott discusses his trek from Aurora, OR to Oshkosh, WI in Van’s RV-12, their new Light Sport compliant aircraft – Ed.)

When Scott Risan asked me if I’d fly the RV-12 to Oshkosh, I wasn’t sure if I’d drawn the long straw or the short one. On one hand, it’s a compliment to be trusted with the one and only example of the company’s newest, shiniest airplane. On the other, it’s also the company’s slowest airplane, so maybe I was getting the job because nobody else wants it. After making the trip and getting to know the RV-12 much better, I’m choosing the compliment.

In the preceding month, the RV-12 had been painted, received a new canopy and a new propeller, so there hadn’t been much time to practice with it. I flew it for an hour on Thursday to see if there were any dramatic changes. There weren’t, so I decided to leave mid-day Friday, giving myself three travel days and hoping for two.

The great circle route from Aurora to Oshkosh is 1457 nautical miles. It goes right over some of the most rugged country in America – the River of No Return wilderness of Central Idaho and the Rockies of Western Montana. It leaves the mountains behind somewhere just east of Billings, MT, continues over northern South Dakota, central Minnesota and on into Wisconsin.

Usually, given the RV’s climb capability, range and cruise speed, that’s exactly the way we fly it. The Lycoming powered two-seat airplanes can make the entire trip on two or three fuel stops and the RV-10 on one or two, depending on the wind and weather. There’s plenty of fuel capacity to get to the far side of the mountains on the first leg and the speed means you only spend twenty minutes or so over the really rough terrain. The RV-12, however, is about forty-five knots slower and has just one 19 gallon fuel tank, not two. This means that it requires at least four

stops – probably five. In the American West, airports are far enough apart that the difference affects flight planning.

In the end, of course, the route is chosen based on conditions. One of the major factors is smoke. Every year, forest fires burn for weeks all over the western United States and the results can be some strange ASOS reports; “sky clear below one two thousand, visibility $\frac{3}{4}$ mile.” This year there was a lot of smoke over the Bitterroot Mountains of central Idaho and it was going to take at least 14,000’ to get into clear air. While the RV-12 might do that, it would take quite a while to gain the altitude and cover the distance, so I’d be spending a long time at high altitude. With no O2 on board, I decided to take the longer, lower route through Southern Idaho. When I reached Idaho’s eastern edge I could decide whether to go over Bear Lake and through Wyoming or turn north and fly up the Dillon valley into Montana before turning east.

Since I was solo, I departed at about 175 lbs under the legal gross weight of 1320 lbs. I set up cruise climb of 80 knots, which got me from sea level to 7500’ in about fifteen minutes. I was pleased to find the airplane cruises about 115 knots TAS and going east I was consistently making about 120-125 knots over the ground. At cruise the Rotax burns about 5.5 gallons an hour, so three hours and 350 miles is the practical limit.

First stop, Baker City, near the Oregon/Idaho border. I met up with thick smoke in eastern Idaho and it became apparent that the Montana routing was the better choice. After a fuel stop in Burley (density altitude 7300’) I followed the Snake River north – I could see the river, at least. Finally, passing Idaho Falls, I got on the right side of the fire. I climbed to 10,500 in clear skies and set sail for Bozeman, where I would spend the night – after calling about eight motels to find a room.

Weithermeister.com showed no real concerns the next morning, so I chugged off east bound into progressively less-smoky skies. Passing Miles City, MT (the first stop for the

RV-10!) I made it to Baker, MT, gassed up and went on to Aberdeen, SD. It was over 100 F in Aberdeen and the winds were kickin’ at 19 gusting 26 knots – 50% of my approach speed. In an airplane as light as the RV-12, wind like that will command your full attention, but by now, I was pretty tuned into the way the airplane flew and I was liking it. I’m not sure how the engineering guys made such a different airplane, with flaperons and a stabilator, handle like an RV, but it does.

I slid slaunchwise around the pattern and made a final to both runways: 13 and 17. On very short final, I decided 17 was the better choice, landed in about 200’ and gingerly taxied back to ramp. I’d chosen Aberdeen because they were listed as having mogas, which the Rotax prefers to 100LL. They did, too, if you can drive your airplane through an eight foot wide gate to the pump. If you can’t, they will sell you 100LL for \$5.05/gallon. The service was good, though, and I was soon airborne again, looking for cooler air at 9500’.

A couple of years ago, returning from Oshkosh, we stopped for gas in Dodge Center, MN. It’s stuck in my mind ever since...if the Amish built an airport, or Norman Rockwell painted one, this would be it. Meticulously tended paved and grass runways, a clubhouse with antiseptic restrooms and planning facilities, cardlock fuel for a reasonable price. It’s a perfect slice of Middle America and a beautiful place to call it a day. But there must be a lot more people on the American highways than I realized, because, again, motels were fully booked. If I pushed on to Oshkosh, I’d arrive at deep dusk. We don’t have lights on the RV-12, so it looked like the couch in the clubhouse for me. But, just as I finished gassing up, an RV-6A landed and taxied to a hangar. Gordon Westphal and his wife Eileen were soon checking out the RV-12. Their friends John and Carol Stevens own a truck repair shop right across the road. The shop has a lunch/clean-up room in the loft, so phone calls were made and within minutes I had an air mattress, a shower and dinner with new friends. Perfect.

Then next morning, Gordon showed up with coffee and breakfast and I was on my way to Oshkosh. I found Ripon and Fisk in the Garmin 196 database, got them plugged in early, taped my cheatsheet of frequencies to the panel and got myself ready for the high intensity Oshkosh Arrival. Piece of cake. Got in line between a Cessna and an RV-8, followed the tracks, turned downwind for 27 over the gravel pit, cut the pattern short at the controller's request, landed on the green dot and taxied into the grass. It took about 15.3 hours of flying and just over eighty gallons of gas to make the trip and complete a personal "hat trick". I've now flown every model of RV that Van's Aircraft owns (no RV-3) to Oshkosh. Hey, I'll take braggart rights wherever I can find them!

The trip home, seven days later, was pretty much a reciprocal. I tried to go over the Bitterroots at 12,500' (an OAT of 19 C and altimeter of 30.05 gave a density altitude of over 15,000') but building cells, lowering visibilities and increasing turbulence changed my mind. Back south I went over the lava beds and sun blasted prairie of southern Idaho. Against the wind, the trip was longer by an hour or two.

So what has 34 hours of solo time in the RV-12 taught me?

First, it's just a comfortable – and in its way, just as much fun to fly as any of the other two-seat RVs and visibility is even more panoramic. The additional legroom planned for the production version can only make it better. Handling is quick, accurate, balanced and predictable – it's a very pleasant airplane to hand-fly. It is moderately powered, so climb rates won't burst eardrums, but it can reach and maintain good cruise altitudes. If you try to land too fast – say, 60 knots on final – it will float a long way.



The RV-12

Second, while the RV-12 is not intended for long cross-country flights, you can use it that way if you plan well. Very few airports seem to have mogas (I only found one – appropriately enough, Mobridge, SD) so I burned 100LL and added TCP to scavenge the lead. In places like Western Canada/USA or Australia, you will want to know there's fuel where you're going, because the relatively short range might compromise your ability to go somewhere else. Note that these comparisons are to other RVs...the airplane certainly goes fast enough, hauls enough, climbs well enough and flies far enough to compete with most production light airplanes as a traveling machine. (In fact, on the return trip, I met a pilot flying one of the LSA Cub clones. He'd bought it brand new when a medical issue forced him into the Light Sport Category after years of flying production airplanes. He was having second thoughts. He cruised about 25 knots slower than the RV-12 and figured his range at about 150 miles less on a gallon per hour more. The airplane was such a lightly wing-loaded kite that wind conditions were always on his mind. He'd never really considered a kit airplane, but when he saw the RV-12 and heard "800 hour build time" and "less than \$50K" I could see his mental gears going around.)

Third, I like the Rotax. After this trip, I'll take it anywhere I'd take the Lycoming. It starts instantly, runs smoothly and pulls well. In fact, the RV-12 is probably the simplest airplane I've flown. The pilot doesn't have to switch tanks, adjust the mixture or fiddle with the propeller. Essentially, I just shoved the throttle in to go up and left it there until it was time to come down.

With the pitch we've got set on the Sensenich ground-adjustable propeller, I ran about 5200 rpm at cruise altitudes. At Oshkosh, I heard many comments about how that was "just too fast, you'd never get used to it," etc. I didn't find that at all. It doesn't bother me to run an engine that's designed to run all day at 5200 rpm at 5200 rpm all day – although it would bother me to run one that was designed to run 2500 rpm all day at 4000. As far as fuel consumption, well, the rules of physics still apply. It takes fuel to make power...at cruise the Rotax burned 5.2-5.4 gph.

My overall impression was that this trip was just as much fun as all my other RV trips, albeit at a somewhat slower pace.

I don't have a winter project lined up yet... I wonder if I could fly my own RV-12 by next summer?

Minutes of the Club Meeting September 4, 2007

1. Kass County King Korn Carnival is on the 9th (there was an error in the newsletter). Chapter 80 is doing Young Eagles flights. Breakfast will be from 8:00 to 1:00 at Plattsmouth.
2. CAP open house will be on the 8th at Fremont. We are doing Young Eagles flights and need someone to help with the paperwork.
3. Christmas party. Reservations have been made at the Knolls. We need a chairman.
4. There is a Zenith CH801 for sale in Colorado.
5. The Ford TriMotor Tour September 20 to September 23.
6. The final planning meeting for the tour will be Thursday, September 13th at 10:00 hours.
7. The Midwest Ford Dealers have sponsored the TriMotor Tour.
8. We need to finish filling the schedule for the TriMotor Tour.
9. More posters and mini-flyers are available.
10. Press rides will be the morning of September 20th.

11. Signs will be made and put up for the TriMotor Tour.
12. We need space for a trailer (for the chapter booth) and for the EAA trailer.

Rich Boelts, Secretary

Things to Do

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

Crete Airport (CEK), EAA Chapter 569 Fly-in breakfast on the 3rd Saturday of every month. 0730-1030.

Accident Report

Accident occurred Thursday, January 04, 2007 in Columbia, SC

Probable Cause Approval Date: 7/25/2007

Aircraft: Cessna 182P, registration: N55YS

Injuries: 3 Fatal.

The pilot was cleared for a Localizer Runway 31 approach at Columbia Owens Downtown Airport, Columbia, South Carolina. Review of radar data for N55YS, revealed the airplane crossed HIDEE intersection at 1,300 feet (all altitudes msl), 500 feet below the published minimum crossing altitude. The Minimum Safe Altitude Warning alert activated and was presented on the controllers radar display as a recurring "LA" to indicate low altitude. The controller did not issue a safety alert to the pilot. The pilot informed the north radar controller that he was executing a missed approach and initiated a right turn instead of executing the published missed approach procedure. The minimum descent altitude for the approach is 660 feet and the airplane recorded altitude was 400 feet. The controller informed the pilot the airplane was radar contact, to climb and maintain two thousand one hundred and stated, "All right sir, hope you're on a heading of three one zero still on the localizer there, don't get too far to the north, I don't know what's out there at that altitude." The pilot acknowledged the transmission, and was provided the weather at

Columbia Metropolitan Airport and vectors for the ILS runway 11 at that airport. The pilot was cleared for the ILS runway 11, four miles from the outer marker and instructed to maintain 2,100 feet until established. The decision height for the approach is 436 feet. Review of radar data revealed the airplane crossed the outer marker at 1,700 feet. A low altitude alert was observed on the radar playback from this point for the remainder of the approach. No safety alerts were issued by the controller. The final low altitude alert was at 300 feet, 1 mile from the end of the runway. The pilot was instructed to contact the tower and acknowledged the transmission. There was no further contact with the pilot and the radar went into the coast mode. The airplane was located the following morning about 1 mile west of the runway in a wooded area. Examination of the airframe, flight controls, engine assembly, and accessories revealed no evidence of a pre-crash mechanical failure or malfunction. Examination of the flight instruments revealed no anomalies. There was no entry in the logbook indicating a current altimeter test.

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

The pilot's failure to follow approach procedures by descending below the prescribed decision height altitude resulting in an in-flight collision with trees and the ground. A factor in the accident was the controllers failure to issue a minimum safe altitude warning to the pilot.

Interested in becoming a member ?

If you are interested in becoming a EAA 569 member or just simply attending a meeting, please contact President Dennis Crispin at 402-862-2892.

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TriMotor Event pictures September 20 – 23, 2007



The 1929 Ford TriMotor.



9 seats in the cabin. Roomy and everyone has a window.



A very simple cockpit.



The 15 minute ride took us close to Memorial Stadium.