

Newsletter



569

www.eaa569.org

Lincoln, NE

September, 2007

Meeting Announcement

Date: Tuesday, September 4
Time: 1930 hrs
Program: Air National Guard Tour
Place: Air National Guard
North Park Road

As you are heading to the main terminal, take the General Aviation exit (south). This will be North Park Road. As you are traveling east on this, the Air National Guard will be on your right (south).

Unique Experience

President's Message

Dennis Crispin



I had a great time at Oshkosh this year. For years I have tried to get my daughter there without success. This year she finally made it and brought my grandkids, ages 9½ and 11.

I have taken kids in this age group before. If you haven't tried it, you certainly have missed out on a great way to see AirVenture.

We got in four days of great fun! Even with most of a month to think about it, the kids

still say that the helicopter ride was the most "awesome".

They rode the full motion simulator in the museum when it was running the rollercoaster program. This device seals the rider in a capsule and treats the rider to the visual and sounds of an impossibly big and fast virtual rollercoaster. The capsule has 360 degree end over end and 360 degree side rotation to add positive and negative G-load to the experience. One kid was loudly giggling and the other screaming until there was a sizable crowd of adults assembled to see what was going on. The ride finally stopped, the kids got out and proclaimed "that was fun! – can we go again?" Most of the adults that had ridden the simulator just slinked off, looking a little green around the edges.

The only down side was that it rained every afternoon that they were there and they never got to see a good air show. The kids are already plotting to come back, so maybe they can get in on some of the 85% that they missed this year.

The most interesting moment came at the end of the first day when my daughter said to me: "Dad, for my whole life I have always thought that you were unique. Now I suddenly find that there are thousands more just like you!" Somehow the statement seemed to define the Oshkosh experience.

As you read this, there are only a few days left to get your letters on user fees to your Senators and Congressman. If you haven't written, do it now. The user fee issue is one of the most important things that has happened in general aviation for some time. Make your voice heard before it is too late.

We are now down to three weeks before the TriMotor gets here. It was previously reported that the Midwest Ford Dealers have come on board as a major sponsor. We are planning to fill out our exhibition with some antique cars and tractors. If the arrangements all come together there will be some historical displays and exhibits that pertain to life in the late 1920s - early 1930s era. Our event will truly be an adventure in living history.

In the meantime we all need to focus on getting the word out. There will be some newspaper advertising and we are trying to arrange some mention on the radio and TV outlets.

We are updating our posters and handouts to reflect our sponsors. The personal touch is still the best advertising, so keep talking it up among your friends and acquaintances. Put up posters wherever someone might see them and hand out mini-flyers – lots and lots of mini-flyers. Others who have exhibited the airplane report that the little handout is one of the most effective promotional tools.

A great big “attaboy” is hereby awarded to Doug Volkmer who surprised us by getting a chapter website up and running. We will make good use of it in the next weeks before the TriMotor event.

Dennis Crispin
President EAA 569

Check it out!

Chapter 569 now has a website. Go to www.eaa569.org

TriMotor promotion materials

A number of members have asked for the files so that they might print their own posters and mini-flyers. The files for the poster, mini-flyer, press release and information letter can be downloaded from the web site. We are including a poster and an uncut sheet of mini-flyers with the hard copy versions of this newsletter.

USER FEES

You can keep up to date on the user fee issue by going to <http://eaa.org/userfees/>. In addition to the latest news there are links to sample letters, addresses for your senators and congressman, and other information. Get your letter on its way today – that is unless you are looking forward to paying \$25.00 to file your flight plan.

EAA Chapter #569

Dear Friends –

Thank you for your sympathy and caring during the time of our father's passing. Dad treasured the friends he had in the EAA and, as you all know, loved all things related to airplanes and flying. Thank you too for the beautiful floral tribute; it was a wonderful addition to his service. Dad will be missed but we can take comfort in knowing he's now flying in smooth air and cloudless skies. Your kindness, a reminder of God's love, will be remembered and is appreciated.

The family of Richard (Dick) Miller

Successful Flight!

On August 25th, Tom Henry made his first successful flight of his rebuilt Paracender Powered Parachute. He flew for about 20 minutes before sunset over a field south of Omaha. This was actually Tom's 2nd flight with his PPC. The first resulted in a forced landing due to an inefficient older wing (parachute). He installed a much newer wing that is a lot more advanced aerodynamically and structurally. His parachute is powered by a Rotax 447 two stroke cycle engine rated at 38hp. Cruise, climb, descent are all around 25 to 30 mph. On Saturday, he got up to 700 AGL. "I had a blast", Tom said. "I've never seen anything as easy and relaxing to fly as a PPC. I had all kinds of time to play with my watch/altimeter, look around and monitor my engine".



Tom Henry on the original flight on April 28th, 2007 which resulted in a forced landing.

Piper, Fleet, Norway: Three Aircraft Founders

(Tom Winter's recap of three books he recently read.)

Reuben Fleet put together Consolidated quite deliberately; Mr. Piper backed into Taylor Aircraft; Nevil Shute put together Airspeed to keep the R100 Airship engineering team together and employed when Britain turned its back on LTA.

All are the subject of a good read: Mr. Piper and his Cubs, by Devon Earl Francis, Reuben Fleet and the Story of Consolidated Aircraft, by William Wagner, and Slide Rule, Nevil Shute Norway's autobiography. In Consolidated, the planes keep your interest; in Slide Rule, it's more the person and the struggle; in Mr. Piper, if you'll forgive my oxymoron, it's the down-to-earth aviation. Bill Piper knew what aviation needed. That has not changed.

Curiously, William T. Piper, who was no aviation buff to begin with, was the one who was most dedicated to aviation, and did most to lay the foundation of our ability to fly. Everyone in aviation should be bound by law to read Mr. Piper and his Cubs. Reuben Fleet began wanting to produce a trainer for the military, Piper, after finding himself in the aviation business, began by wanting to produce a cheap trainer for everybody, and as a corollary, to get airstrips everywhere. (I remember in my childhood reading of Mr. Piper's efforts to get buyers to turn into dealers and turn their acres into airstrips. Many early Piper ads were aimed at air-minded farmers.)

Piper was a businessman in oil, when Pennsylvania was producing it. When C.G. Taylor got Taylor Brothers Aircraft going, Piper's oil partner was hit up by an emissary of local boosterism to kick in. Then they put him on the board to protect the boosters' investment. Finally when T.B.A. went bankrupt, William T. bought it all for less than \$800.

Fleet was brought up Army: his uncle owned Culver Military Academy, and that's where he went to school; he ended up in the Army Reserve, then active, after a career as a Lumber and Real Estate whiz kid. He was in charge of the government's first attempt to deliver Air Mail, and then, never envisioning any customer but Uncle Sam, bought up Gallaudet Aircraft and turned it into Consolidated. There were outbranchings: his Canadian branch eventually became Fleet, known for the Fleet Canuck, for instance, and his VP for Sales, Larry Bell, went off peacefully to form Bell Aircraft (Airacobra, Bell Helicopters).

The tone of Reuben Fleet/Consolidated is a bit of a brag: Wagner lets his tape recorder write much of the book, and so it reads much of it anyway, like a collection of Fleet's pet stories. One of these pet stories was a clever real estate deal, complete with diagram drawn by RF himself; another is now highly illegal: Fleet insisted on being sold stock in the companies that supplied Consolidated. He ended up with negative-cost engines that way: Warner wouldn't sell him Warner stock, so he didn't use their engines. Menasco sold him Menasco stock. When Menasco got the engine contract with Consolidated, Menasco stock went up so much that Consolidated made more money on Wall Street than the engines cost. Today, I believe you'd go to jail for that. (If Martha Stewart reads this, she'll think either "I was born too late," or "Jimmy Carter got it right: 'Life is unfair!'")

Yet Reuben Fleet's big problem was government interference. An Army buying agent nicked Consolidated for excess profits, and insisted on 50 biplanes at \$1 each in atonement. Since Consolidated had only one customer, they had to do it. The history is fascinating, but Fleet himself comes off somewhere between Colonel Blimp and Donald Trump.

Shute, also revealed by his own words, is justly a hero to Lighter-Than-Air fans everywhere. His employment as assistant to Sir Barnes Wallis and his work on the R100, which crossed the Atlantic both ways in 1930, is the heart of Slide Rule. Nevil Shute Norway was head of stress analysis for Vickers. When the Government Air Ministry's R101 went down like a lead balloon (forgive me!), the successful, ocean-leaping, but under-appreciated R100 was scrapped! They did no stress analysis whatever for the R101. They just built it, and when it would not fly, they added more volume! Here, too, political cover and interference comes to the fore: Lord Cardington insisted that the R101 fly to India, ready or not. Of course, in aviation, bull-headed insistence is self-penalizing.

In 1931, Norway founded Airspeed, intent on light transport, for private customers. A crowning achievement (literally) was the selection of an Airspeed Envoy for the King, replacing rival DeHavilland. Norway had no intention of being a government supplier, but Airspeed's perennial money problems were finally solved with war orders. First it was surreptitious buyers wanting eventually to get them in the Spanish Civil War, finally for Britain's own war needs. But this led to a bitter parting: Parliament passed a law requiring government suppliers to submit to accounting. The engines that Airspeed was counting on were coming from Lord Nuffield's car-building Nuffield Organization. (Interesting note: Lord Nuffield began life as William Morris, AKA Morris Garage, AKA MG.) Patriotic though he was, since these engines were Nuffield's only product for the war effort, Nuffield stopped producing them rather than have government accountants turned loose in his plants, leaving Airspeed quite in the lurch. Airspeed bought out Nevil Shute Norway.

All three books relate the challenges of selling to the government. Fleet, the military insider, Shute, needing his planes to get civilians around the British Empire, and Piper, who knew better than the brass how useful his little grasshoppers could be. Here Piper just wins your heart, just as his planes won over Mark Clark and Colonel Dwight Eisenhower. ("Good landing, Colonel Eisenhower!")

My favorite part of Mr. Piper and his Cubs comes early on:

A B-17 cut off a taxiing Piper Cub. Undaunted, the little Cub taxied right up under the B17 wing! Good grief! You can just imagine the sight! The bomber pilot screamed to Tower, "get that damn little doodlebug out of my way!" The Cub pilot said "Tower, the Doodlebug passenger is General Mark C. Clark. Doodlebug requests immediate take-off." The bomber pilot apologized, excusing himself on the grounds there were no rank insignia on the Cub. Reply: "The truck driver's apology is accepted." The source is Mark Clark himself.

Minutes of the Club Meeting August 4, 2007

1. We will receive a memorial for Richard Miller which will be used for education or some cause that furthers the EAA.
2. We will be putting Richard Miller's name on the memorial wall.
3. Local Ford dealers will meet within the next 2 weeks to vote on sponsorship of the Ford Trimotor.
4. Advertising will depend on sponsorship.
5. Keep passing out posters and mini flyers.
6. Personnel scheduling. We all need to sign up for helping with the Trimotor tour.
7. Someone must be on the ramp at all times with a gate/security pass. You can get a security pass at the communications department under the escalator at the main terminal.
8. Lori will be running the chapter boot during the Trimotor tour.
9. Press releases have been written and some have been sent.
10. Car and tractor clubs have been contacted.
11. The 1940's musical group "Avi8or" is being considered for a possible show during the Trimotor tour.
12. Parking & traffic control needs to be worked out.
13. Concessions sales will be handled by Starbase Nebraska.

Rich Boelts, Secretary

Minutes of the Executive Meeting August 6, 2007

1. We will receive a memorial for Richard Miller which will be used for education or some cause that furthers the EAA.
2. Donations are being accepted to put Richard Miller's name on the memorial wall. As in the past the club will match 50% of the donations.
3. Local Ford dealers will meet on the 14th to vote on sponsorship of the Ford Trimotor.
4. (They voted to sponsor us)

5. We need to get rates for advertising.
6. Keep passing out posters and mini flyers.
7. Personnel scheduling. We all need to sign up to help with the Trimotor tour. The Omaha EAA chapter will provide backup.
8. We can get security passes at the communications department under the escalator at the main terminal.
9. Lori will be running the chapter booth during the Trimotor tour.
10. Press releases have been written and some have been sent.
11. We are still trying to get a flyover of the stadium during the game.
12. KLIN, KOLN/KFIN & KFAB have been contacted.
13. Car and tractor clubs have been contacted.
14. We will probably not be able to find any other historical aircraft from the same time period to display.
15. The 1940's musical group "Avi8or" is being considered for a possible show during the Trimotor tour.
16. Parking & Traffic control needs to be worked out.
17. Concessions sales will be handled by Starbase Nebraska.
18. We need to do a second contact with Duncan, Silverhawk, and the Airport Authority.

Things to Do

Sept 8 Plattsmouth (PMV) Fly-in breakfast in conjunction with Kass Kounty Korn Festival. More info: Danett – 402.298.8601.

Sept 8 Kearney – Annual Fly-in by Mid-America EAA Chapter 1091, breakfast, lunch, etc. Breakfast free to Fly Ins. Hamburger, hot dog lunch. More info: Calvin Kelly – 308.468.5189
Cell – 308.380.1690

Sept 9 South Sioux City, Martin Field (7K8) Tommy Martin Memorial Fly-in breakfast, 7-11am, PIC eats free. Glider rides, Young Eagle rides, car show. More info: Gene 402.494.3667.

Things to Do (continued)

Sept 20-23 Lincoln (LNK) EAA Chapter 569 will host the EAA's Ford Trimotor on its fall tour, Thursday thru Sunday. Rides available each day for \$50 (\$40 for EAA members). The Ford Trimotor will be available for public viewing when not flying. More info: <http://www.airventuremuseum.org/fordtrimotor/>.

Accident Report

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 as follows:

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

EAA 569 Contact Information

President

Dennis Crispin
402-862-2892
ldovel@neb.rr.com
531 10th St.
Humboldt, NE 68376-9709

Vice President & Tech Counselor

Erick Corbridge
402-499-1039
Corbe99@Yahoo.com
5641 Harding Dr.
Lincoln, NE 68521

Secretary

Rich Boelts
402-476-4030
rboelts@juno.com
1901 Preamble Lane
Lincoln, NE 68521

Treasurer & Tech Counselor

Tom Henry
H: 402-791-2116
W: 402-479-1540
tom.henry@duncanaviation.com
TomHenry3@aol.com
1360 S 96th Rd.
Firth, NE 68358

Tech Counselor

Doug Hill
H: 402-730-8126
W: 402-474-5074
captdrh@yahoo.com
920 Lakeshore Dr.
Lincoln, NE 68528

Newsletter Editor

Doug Volkmer
H: 402-483-1108
doug_rv7@yahoo.com
3720 Stockwell Circle
Lincoln, NE 68506

Chapter 569 Picnic



A good time was had by all at the Chapter 569 picnic.



Doug Hill flew his Baron to the picnic, held at the Denton Airport.



A radio controlled airplane club entertained everyone with a real nice airshow.

Commercial / Instrument Test Prep Questions

1. What is the first thing you should do if you begin to lose altitude during a steep turn?
2. Why is overbanking tendency less apparent in right turns than it is in left turns?
 - A. Torque and P-factor tend to roll the aircraft to the right and work against the overbanking tendency during a left turn.
 - B. There is no difference between left and right turns; overbanking occurs because the angle of bank has exceeded the limits of the airplane.
 - C. Torque and P-factor tend to roll the aircraft to the left and work against the overbanking tendency during a right turn.
3. True/False. The entry speed for a steep turn should be above V_A .
4. How many degrees should you lead your desired heading when you initiate the recovery from a steep turn?

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.

Answers: 1. Slightly decrease the angle of bank first, then increase back pressure on the yoke to raise the nose. Once you regain your desired altitude, roll back to the desired angle of bank.

2. (C) 3.(False) 4. (25 degrees)