

EAA CHAPTER 80 NEBRASKA IOWA



News!

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October 2005

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FLYING A FORD - Part II by John Linke

Once at altitude, we pitch the nose over and do our best to level the wings with the horizon. It's a bit deceiving with that undercamber on the wings but after a half minute or so, we can bring the throttle back to cruise at 2100 turns, showing about 70 to 75 on the vane. That seems comfortable so we leave it there and take what the old girl will give. Visibility is pretty good ahead and to the sides forward but the wind whips over the little windscreen so I don't turn my head much for fear it'll take my glasses off my head. The noise is deafening, with those short stacks barking just a few feet in front of my head. The radiator puts out copious amounts of warm air, which is drawn into the front cockpit and back up the rear cockpit to keep me warm. When it's 85 degrees outside, you don't need to stay real warm.

I clear the area around me now, and ease the throttle back to see how she stalls. Maintain altitude with back pressure as the power keeps coming on back. Near idle, with the nose a bit above the horizon, the Aircamper just quits flying; the nose falls through on its own, and we are immediately flying again. No warning, no wing drop, just a mushiness in the controls and boom...she's done. Pretty benign but with no pre-stall rumbles in the airframe, it requires one to pay attention. We don't really want to do this close to the ground, even though the recovery is almost immediate.

Back to the airport for some pattern work. Nothing happens quickly with the Piet, so we descend with a bit of power reduction and enter the pattern from the overhead crossover. Left down wind, we run through GUMPS, most of which isn't on this airplane. If it's running the fuel is on; the gear is two wooden legs permanently attached to the lower longerons; there is no mixture control; the prop is an old wooden Sensenich 72X44 and the safety belt is cinched down tight. I guess we're ready! Opposite the proposed landing area, bring the RPM back to about 1700 and adjust the pitch attitude to maintain a comfortable rate of descent. A bit of pressure is required to hold the nose up when power is reduced. Base leg in close, keeping the power on. The Piet is pretty draggy without power on, so we use it to maintain a nice approach line. On final now, we start reducing the power a bit and ease back on the stick to keep the rate of descent and the attitude correct. Throttle adjustments control the rate of descent and as the ground nears, we smoothly reduce the throttle and start bringing the stick back to set up the three point attitude. By the time the throttle is at idle, the ship should be about 6 inches above the ground in the three point attitude. Now we just wait. If there is a cross wind, we try to angle into it. The large, spoked wheels won't take much side load, so we have to be careful about how the ship touches down. Then, we are on. The rough ground may bounce her back in the air so we monitor the throttle and the pitch attitude and the bank to keep her going straight. Once down, the roll out is pretty short, as the skid digs in a bit. As she slows down, we'll add some throttle and a bit of forward stick to get the tail light and add rudder in the direction we want to go.

Well, that's a flight in the Pietenpol Aircamper. It isn't very high tech, that's for sure. It is just plain, ol', ordinary aviation for the fun of it. Mark's ten year effort

has been a success and I am most pleased to have played a small part in that success. I look forward to many more hours in the 'pit, as we learn about flying and one another.

Meeting Time & Location.

The Chapter 80 monthly meeting will be held at 7:00PM on Monday, October 10th at the main hangar of Hangar One at Millard airport, Omaha, NE. The airport is located on South 132nd between Q and Harrison.

October Program.

Our program is Mike Howard with some entertaining stories about his trip to the Wild West. He will also enlighten us on some good to know mountain flying techniques, procedures and tips. Yes, Nebraska is pretty flat, but it does slope upward toward the west. If you ever wanted to fly to the west coast you will have to go over mountains somewhere and it is always helpful to hear it from somebody who has done it.

NOTE: Bring your own chair—ours were taken to the Wahoo Hangar for the Cessna 120 feed and left there for the Oct 22nd Rally.

Young Eagles News. If you had gone to either Plattsmouth, NE or Clarinda, IA on September 11th you would have seen some busy pilots as we flew a total of 91 kids. Our chapter had three planes at Clarinda and two at PMV with ground support at both locations, but luckily two Iowa pilots helped at Clarinda as the five pilots flew 67 kids. The sad news is that we had to turn away 40-50 kids due to the air show. The winds at Plattsmouth were blowing pretty good which contributed to the low turn out of kids. A big thanks to those that helped - Jim & Tammy Rattle, Bill & Susan Stromenger, Will Kroeger, Jim Dukes, Mike Howard, Pat Houlihan, Kevin Faris, Dick Austin, Tom Ostlund, Ronye McKay and Karly Kolden.

Chapter 80 Flight Rally. Yes, it is time for the annual Chapter flight rally brought to by the devious mind of Mike Howard – Rally Master. We will be holding our third sort of annual flight rally on October 22nd. In addition to the flight rally we will be having a chili feed after the event for all the survivors, those who didn't and those who are just hungry. See Flyer email attachment or hard copy insert. Good Luck. Mike Howard.

Offutt Fly-in/Open House Oct 15th. You may have to miss this one if you have not already contacted the base and filled out the appropriate paperwork. If you really want to go, then contact the Wing Safety Office at 402-294-3404.

JR & TW Fish Fry: Big thanks to Jim Rush and Tom Wieduwilt for the Fish Fry they provided Saturday Oct 1st. There were over 30 happy eaters. This was a last minute email event. Do we have your email? We do not if you are reading a hard copy.

Basic Parameters of the Certification of Aircraft and Airmen for the Operation of Light-Sport Aircraft Rule.

This month we be listing a synopsis of the repairman requirements. For more details visit one of the many web sites that cover this topic. This and the previous two articles came from the EAA e-hotline.

Repairmen Certificates:

- The sport pilot/light-sport aircraft rule creates a new Repairmen Light-Sport Aircraft certificate-with either a maintenance or inspection rating. To obtain such a repairman certificate, you must demonstrate a skill level sufficient to determine the aircraft is in a condition enabling safe flight, and
- For a Inspection rating - complete a 16 hour course on the inspection requirements of the particular class of light-sport aircraft;
- For a Maintenance rating - complete a course - 120 hours (airplane category); 104 hours (weight shift or powered parachute); 80 hours (glider or lighter-than-air) -- on the maintenance requirements of the particular class of light-sport aircraft.

Other LSA Maintenance Options:

- Maintenance--including all inspections on special light-sport airworthiness certificated aircraft--can be completed by:
 - An appropriately rated mechanic-that is, A&P, IA
 - An appropriately rated repair station;
 - A repairman (light-sport aircraft) with a maintenance rating, or
 - A certificated pilot (Sport Pilot rating or higher) may perform preventative maintenance.
- Maintenance--including all inspections on experimental light-sport airworthiness certificated aircraft--can be completed by:
 - An appropriately rated mechanic-that is, A&P, IA
 - An appropriately rated repair station; or
 - A repairman (light-sport aircraft) with a maintenance rating;
- To perform inspections on your own aircraft, you must have a repairman's certificate (light-sport aircraft) with an inspection rating.
- More extensive training can lead to a general repairman's certificate (similar to IA, inspection authorization) for operations such as dealers, manufacturers, etc.

The entire Light-Sport Aircraft rule is available at http://www.sportpilot.org/sportpilot_rule.pdf (452 pages, 950K)

Cessna 120-140 Convention: They were set up to serve the lunch at the Wahoo Hangar, but the weather was not cooperating. So, TW and his dedicated crew took everything to North Omaha and served 70-75 meals. They cooked Italian sausage, gourmet hamburgers, hot dogs, potato salad, coleslaw, chips, beans and pop. These guys not only moved the entire operation to North O, but also transported it back and cleaned everything. A big thanks to TW, Ken Bahr, Ron Wood, Dale McClure, Jim Rush and Rob Hansen.

For some **exciting aviation video** go to www.redbullairrace.com at 2:45PM on Saturday, Oct 8th to watch a live webcam of the Red Bull Air Race in San Francisco Bay.

FAA Website Provides **Special Use Airspace Real-Time Information.** The FAA has a new website that provides real-time information about special use airspace including restricted areas, and Military Operations Areas. It is easy to use and a valuable information source for any pilot. To access the site, visit <http://sua.faa.gov/atcaaSplash.jsp>.

EAA Chapter 80 September 2005 Minutes

12 September 2005

The meeting was called to order by Vice-President Dale McClure at the Commemorative Air Force hangar at the Council Bluffs airport at 7:00 PM. There were fifty members and guests present. Members introduced themselves and each told of a memorable flight story.

A motion was made and approved to accept the August 8 minutes.

Treasurers Report: Treasurer Rob Hansen reports an income was \$229.00, expenses were \$358.23, the ending balance was \$2,067.52

Young Eagles: Chapter 80 members flew 24 kids at the Plattsmouth fly-in and 69 kids at the Clarinda air-show on the same week-end.

Builders Reports: Member John Shively reports he is working on building his ninth aircraft.

Tom "TW" Wieduwilt reports he is getting his engine for his RV-6 this week.

Tech Counselor / Flight Advisor: None

Fly-out Schedule: It was discussed to have a fly-out to the Beaumont Hotel for lunch sometime. Beaumont is 255 statute miles from the Millard airport. Will Kroeger discussed the Offutt civilian fly-in event on October 15. You must have the permission paperwork in to the base by October second.

Librarian report: None

Old Business: There will be a Flight Rally / Chili Feed at Wahoo October 22. The Flight Rally will be 153 miles, starting and ending at Wahoo. From the devious mind of Mike Howard, you will have answer 16 to 20 questions to properly complete the Rally. The Rally will start at 10:00 with the chili feed event after. Please bring chili and desserts for the event. All members are invited, you don't have to fly.

Member Dick Austin advised new members to get with him for pictures for the roster.

New Business:

- The election of officers is coming up.
- The Cessna 120/140 convention at the North Omaha Airport is September 22-25.
- Chapter 80 is cooking lunch for them on Saturday the 24th. Chef TW requested a couple of volunteers to assist him.
- Chapter 80 has hats for sale at \$7.00 and t-shirts for \$10.00 each.
- Please sign the Commemorative Air Force guest book before leaving.
- There was some discussion on interest in alternate winter meeting places.

Program:

The Great Plains Wing of the Commemorative Air Force graciously allowed everyone to view the museum, the hangar, and "try on" the P-51D Gunfighter. Thanks to the Great Plains Wing for their hospitality.

Respectfully submitted,
Kevin Faris, Secretary

Calendar of Events: B-Breakfast/ L-Lunch

1st Sat of month	Fly-in B	York, NE
3rd Sat of month	Fly-in B	Crete, NE

Ultralight exhibit at the **Strategic Air & Space museum** Opens Oct 1st. November 12th "Wright Brothers: The Birth of Aviation"

For Sale:

Stits Sky coupe side-by-side with stick project. 90hp Franklin with 50hrs. Needs wing rebuilt, prop, windshield, interior and cowling. Stored 3-4 years. \$5800. Contact Dick Baber 712-322-8074 or 402-697-5160 or dickbaber@att.net

1/3 Share of a **1956 Cessna 172**, 6200 total time. Engine 600 Hr. since complete/major overhaul. Hangared at MLE (Millard) Presently insured for flight training. Contact Tom Wieduwilt (TW) -- 734-6580 or 305-2303 cell.

Cont 0200A out of C150, Overhaul 9-19-79, Tach time: 3780, 1244 Hrs. on eng. Complete engine...everything there. Call: Jan Daniels Home: 402-493-0789 (try 1st) or Cell: 402-670-2375. If you are traveling to different airports I would appreciate it if you could post this info.

2003 American Champion Scout for sale. Fully equipped with only 290 hrs on engine and airframe. If interested, call Don Meyer for specs and pictures. Phone: 402-650-2551 email:airmeyer1@cox.net.



Experimental Aircraft Association -
Chapter 80 C/O Hangar One
12916 Millard Airport Plz.
Omaha, NE 68137-4280

Pictures For October 2005



John Linke flying the Pietenpol AirCamper.
Photo from John Linke



Wood Biplane—95% complete. Just one of the many planes built by John Shively. Planes he has built include: Fokker DRI Tri-plane, Nieuport, Dehavilland, 2 Stardusters, Sopwith Camel and a Heath Parasol. He has also restored a Aero-Coupe.