

EAA CHAPTER 80 NEBRASKA IOWA



News!

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June 2009

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On the Record

By John Linke

Springtime..ahh..the smell of flowers, the earth greening again and the fly-in season becoming a part of every pilot's reality. The grand daddy of them all, at least as far as spring is concerned, is Sun 'N Fun at Lakeland, Florida. What dyed in the wool, air show loving pilot has not dreamed of that trip, or Oshkosh? Well sir, I was bitten. I had made plans last year but finances just wouldn't bear the trip so I made up my mind that this year, it was gonna happen. I discussed this with my sweet, lovely wife and companion, and she was in general agreement. I asked a friend of mine to join me, and he agreed to share expenses for the roughly 1500 mile one way trip.

Planning for such an adventure can be a bit intimidating but if it is broken down into a series of short cross country trips, the whole thing doesn't seem so daunting. We were going to fly my Zenith 250, a two seat Cherokee-looking low wing sport plane. On board fuel is sufficient for two hours and thirty minutes, plus a healthy reserve. I laid out the trip with that in mind, using the tried and true method of drawing a line on a series of sectional charts, and consulting my ENFLIGHT flight planning service.

On a trip of this length, the weather can be the biggest hazard to successful completion, so we watched the weather for weeks ahead, monitoring the forecasts and watching general trends. It was looking really good for the week of the show, so we planned a departure from my home base early in the morning on the 20th of April. The airplane was loaded with fuel and gear, and the camping gear had been sent ahead, and was awaiting our arrival. It was cool on the morning of our departure but we both knew that we would want to be in shirt sleeves by the time we got into the deep south by early afternoon. Caps, sun screen and the overhead sun shield were all installed or readily available to protect tender "winter" skin, so we hugged spouses, took photos and prepared for the great adventure.

I opted to fly the first leg; Norfolk to Miami, Kansas, where fuel was advertised at less than three dollars a gallon. The Zenith lifted easily into the early morning sky and with nose pointed southeast, we climbed in smooth air to our 5,500 foot cruising altitude. I contacted Minneapolis Center for enroute flight following and we cruised along easily, making about 165 miles per hour over the ground. A nice tail wind at altitude would speed us easily on our way. Passing familiar landmarks, we took a photo of the sunrise with the PIC and the Platte River in the foreground.

Just under two hours later, the wheels smoothly kissed the pavement at Miami (K81) and we had a welcome reprieve from the cramped confines of the cockpit. The coffee from earlier was ready to be relieved, and the airplane was refueled. In short order, we had changed seats, pulled out new maps and were taxiing out for take off to Branson, Missouri.

My friend was the PIC for this leg, so I monitored the maps, while he cruised along on the western edge of the Kansas City Class B airspace. Once again, a nice tail wind scooted us along, and an hour and ten minutes later, we were entering the traffic pattern for Taney-Clark airport in Hollister, Missouri. I have a friend who lives in the area whom I had not seen in twenty five years or so, and that was the main purpose of our stop in the Branson area.

The landing at Branson was not what we planned. My friend got a little sideways on the runway



during rollout, and while I tried to correct, we ultimately drifted off the north side of the runway and started sliding very nearly sideways on the rain-slicked grass and mud. There is an elevated roadway adjacent to the runway, and drainage for the runway is provided by a depressed area on the north side. That roadway had a culvert underneath, to facilitate drainage. The Zenith slid into the berm, the nose gear striking the culvert and collapsing to the left. With the sideways motion continuing, the right main collapsed as it struck the berm for the roadway, the airplane leaped into the air slightly, and cleared the roadway, coming to rest adjacent to the roadway, with the wing overhanging the roadway.

“All was quiet” as Zack Mosley’s Smilin’ Jack comic strip might intone, after one of Jack’s or Jolly’s or other many misadventures with airplanes that the strip depicted over the years. I confirmed that my friend was okay, and we both exited the airplane normally, each a little sick in our own way. I shut everything down and waited for someone to show up. It didn’t take long. We had airport people, fire departments, paramedics and of course, the media on site in quick order. We assured all that we were fine and needed assistance getting the airplane moved from its position adjacent to the runway and into a facility where it could be disassembled for transport home.

So ends our adventure to Florida...or so it would seem. While the damage is substantial enough to require assembly of a new right hand main gear box, and manufacture of the nose gear mount components, the airplane took the damage pretty well. There is no fuselage damage, except for cosmetics to the fiberglass panel on the belly just behind the firewall. The main spar is not damaged, and skin damage will require replacement of segments of the upper and lower skins, out to the 5th rib.

The blessing in this, and one must find in every event a blessing, is that we met some really great people at the airport who were very helpful in getting the airplane moved. Mr. John Lawler assisted and provided hangar facility for disassembly, and helped with tools and labor during the process. A friend in northeast Nebraska volunteered to drive his trailer there and pick up the plane and bring it home. So, by midnight on the 21st, the Zenith was sitting in her hangar in Norfolk.

Now the purpose of sharing such an event with others is to glean some practical knowledge that may assist those others or oneself from becoming a statistic. I can assure you, having a broken airplane (or automobile for that matter) a long way from home, is a trying experience. But for the goodness of friends, flying and otherwise, it could have been a real trial. The same can be said for the assistance rendered by John Lawler and his associates. They all made a misadventure into a positive experience.

It has been suggested that there was not a clear “pilot in command” for this leg of the flight, since both my friend and I were trying to keep the airplane on the runway. While that may seem a reasonable explanation for the ship getting away from me, the fact remains that there are brakes only on the left hand side of the cockpit. After much thinking on the matter in the intervening days, I suspect that we were actually fighting each other on the pedals and the pedals were over-controlled with no use of the brakes. This allowed the airplane to “fishtail”. The runway is of sufficient width but when the ship started moving toward the edge of the runway, it was in a slide. Once it left the runway surface, we became passengers, regardless of who was “in control”. In the 265 hours I’ve put on the airplane, I suspect I’ve made 300 landings, with 50 or so at night. The ship is honest and straight forward in its handling but does not have direct nose wheel steering at landing speeds. The nose wheel is locked and steering is facilitated by the rudder and brakes, if necessary.

So, without placing blame (or accepting it all), I offer the following:

1. Assure that the pilot flying has sufficient experience in the airplane to handle crosswind landings, narrow runways and other

challenging situations that may occur.

2. If you are going to act as an instructor, assure that you have a full set of dual controls in both seating positions.
3. Brief each airport, landing expectations and go around criteria.
4. Don’t get angry – it serves no useful purpose and can easily alienate a valued friend.

The Zenith is now coming apart for its rebuilding. It is not how I wanted to spend the summer months but the airplane will fly again. My friend and I will fly again together and new adventures always await.

Safe skies to everyone...

Thanks to John for sharing this story.

June Meeting Time & Location

This month’s meeting is on Monday June 8th at 7:00PM at Hangar One at Millard Airport. The airport is still located on South 132nd Street between Q and Harrison.

June Program.

Our very own Gene Larsen will be our speaker. He will be talking about his trip to the Cayman Islands. See paragraph below.

EVENTS: (B) - Breakfast / (L) - Lunch

1st Sat	Chapter 1055 (B) (0800-1000) (not in June)	York, NE
3rd Sat	Chapter 569 (B) (0800-1000)	Crete, NE
4th Sat	Aviator’s Breakfast (0800-1000)	Chadron, NE
6 June	State Fly-in & Air Show	Fairmont, NE
6 June	Family Fun Day 7 Fly-in (B)	Scottsbluff, NE
6 June	Fly-in (B)	Red Oak, IA
7 June	Fly-in (B) (L)	Central City, NE
7 June	Fly-in (B)	Audubon, IA
14 June	Fly-in (B)	Spencer, IA
19-21 June	Cherokee National Fly-in	Osage beach, MO
20-21 June	Quad City Airshow	Davenport, IA
21 June	Fly-in (B)	maquoketa, IA
27 June	Fly-in (B) 0730-1030	Aurora, NE
27-28 June	Aircraft Electric Systems Seminar	Mason City, IA
28 June	Fly-in (B) 0800-1200	Pender. NE
28 June	Open House 7 Fly-in	Tipton, IA
29-30 Aug	Offutt AFB Open House	

Nebraska State Fly-in and Air Show, Fairmont, NE. Fly in breakfast hosted by EAA Chapter 1055. Static aircraft with and air show in the afternoon. Come visit the historic Fairmont airbase!

<http://www.nebraskastateflyin.com>

0800-1030 Breakfast

0900-1200 Tours of Historic Fairmont Air Base

0900-1200 Seminars 1130-1330 Lunch

1230-1500 Airport Closed for 1300-1430 Airshow

YOUNG EAGLES — Millard Airport, 13 June 0900
Call Jim Ratte if you can help.

Hi there, friends, relatives, countrymen,

Our fabulous adventure flying to the Cayman Islands is over, the bags are unpacked, we are back to our routine and the website is updated with the final account of our travels and pictures posted. Janet and I would like to invite all of you to check out the website and travel along with us as we lived "the dream". We will always have our memories of this great adventure. Now to start dreaming and planning our next great adventure.

Go to www.getBusyLivingNow.net Gene and Janet Larsen

EAA Chapter 80
May 11, 2009
Official Meeting Minutes

The meeting was called to order by President Tom Wieduwilt at 7:00 PM. Meeting was held at Hanger One, Millard Airport, Omaha, NE.

- Tom Wieduwilt, President
- Jim Ratte, Vice President,
- Don Meyer, Secretary
- Ed Haffke, Treasurer

Treasurers Report:

- Operating Account: \$3,711.36, Money Market Account \$4,822.21, CD Balance: \$2,971.90. Total Cash Assets: \$11,505.47.

Meeting Minutes:

- A motion was made and passed to accept the previous month's minutes.

Young Eagles:

- We had a great turn out at Red Oak and flew 50 YE.
- May 16th at Millard, expecting large group.
- Kathy developed a reservation system with flights scheduled to eliminate much of the waiting.
- We are booked for May and June events but we need ground volunteers.

Builder's Reports:

- TW moved his RV to hanger and starting to assemble.
- Bob Cartwright experienced an engine AD and had to replace the cylinders without ever running his engine
- Jerry Ronk replaced cylinders on his RV

Tech Counselor / Flight Advisor:

- Discussed the importance of having the correct fuel line diameter for the demands of the engine.

Fly-Out Report:

- May 17th is Poker Run and Chili Feed. Meet at Wahoo Hanger at 9:00 and first flight scheduled to depart at 10:00.

Old Business

- TSA airport security requirements. Ronye McKay suggested writing to our Senators and Congressmen regarding this issue.

New Business:

- Purchased a new wireless microphone.
- Christmas Party scheduled for December 14th at Piccilo Pete.
- Moved, seconded and passed a motion to except donated or purchase if necessary a printer for YE certificates.
- Passed motion to nominate individuals for officer positions for the coming year at the June meeting

Librarian Report:

- None

Membership Report:

- Need all dues paid asap!

Tool Report:

- Engine hoist in Ronye McKay's hanger; Trailer: AHQ; Scales: TW; Jacks: Ron Wood
- Brake Bleeding Set: Ron Wood; Grills: At AHQ

Web Site:

- www.eaa80.org

Program:

- Mike Howard presented an interesting discussion on structural integrity.

Meeting adjourned.

Don Meyer

Secretary

For Sale by Ralph W. Andersen

Headsets: Two Sigtronics Model 40, Noise Reduction, Electronic Mic and Transcom Model SPO22 Intercom - Play/Record, plus case - \$300
GPS Garmin III, Version 2 - purchased July 1998 - \$250.00
Two Italian 20 inch fold up adult bicycles - \$50 each.

For Sale by Herb Breitinger

B&C Alternator, Model 200G 14 Volt 12 AMP for Continental C85C90-0200

Seeking Help

Tom Newell is rebuilding the Stearman he found in a barn. He is in need of help re-covering the plane. Is there anyone out there that can assist him with this fabric work? Tom says he is willing to pay for any help.



Experimental Aircraft Association -
Chapter 80 C/O Hangar One
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Ron Wood is still selling his plane. Contact him if you are interested.



Another view of John Linke's Zenith. You can see the tire tracks and the culvert from his story.