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EAA Chapter 569 Newsletter

Lincoln, NE



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Meeting Announcement

Date: Tuesday, August 6th

Time: 7:30pm

Program: Don McPherson

Flying a Grumman F6F Hellcat, Don was a WWII Ace. This will be a very interesting program that you won't want to miss.

Place: Duncan Aviation Engine Shop
5000 NW 44th St – Lincoln, NE

Vice President Keith Gomon has been doing a great job lining up an informative program each month. If you have an idea for a program, please let him know.

President's Message Cristi Higgins



Oshkosh is here! For pilots it is like waiting for Christmas to come around every year. I can't wait to see all the pictures. I have already heard about how cold the temps were so hopefully everyone stayed warm.

We have an awesome program this month with a WWII veteran taking us back to WWII. Hearing these stories are always a favorite of mine because learning history from the ones who were there is the best way to experience it.

I hope everyone is getting a lot of flying in this awesome cooler weather and happy landings.

Cristi Higgins



Mark Gaffney shared with us the FSDO's findings on several Nebraska airplane accidents at the July meeting. He stated the NTSB recently released their report on the 2011 Christen Eagle-II accident in Seward. The report showed the probable cause as "the pilot's inadvertent pulling of the mixture control lever on takeoff, which shut down the engine."

CHICKEN WINGS

BY MICHAEL AND STEFAN STRASSER



Builder's Report

By Harold Bickford

As some of our Chapter 569 members may know, I have been working on a Pietenpol Air Camper project for the last couple of years. Most of that time has been spent gathering information, plans, parts and wood. To date that includes some Douglas fir and spruce, a couple of instruments and Corvair and Ford "A" engines.

Often the question is asked, "when do you think you will have it done?". The answer of course is when it is finished! On the eve of Oshkosh with Doug's encouragement I thought offering some perspectives might be interesting.

The choice of a Piet came down to economy and applicability for the E-LSA category under E-AB

type aircraft. Also desired was a proven plans built aircraft that had a "vintage" aspect to it with a wide range of engine options. All things considered the Piet looked to be a good choice.

So a set of both Air Camper and Sky Scout plans were ordered from Andrew Pietenpol (grandson of designer Bernard Pietenpol) along with the 1932 manual. Vintage and history, indeed. Joining the Broadhead Pietenpol Association became a logical step right along with being an EAA member.

In any building project there is some background work to be accomplished such as where to build, where to get materials and what skills need to be learned. That is only the beginning of course. In the case of a Piet learning about wood properties (spruce, Douglas

fir and birch or mahogany plywood) and adhesives (i.e. T-88) becomes a new skill set.

Finally this summer building commences with the fuselage albeit not as a typical Piet. The design is from Kyle Bradford in Michigan who created a side by side version rather than the normal tandem seat arrangement. His approach borrows from the one Ford V-8 powered example Bernard Pietenpol built in 1936. That particular aircraft was derived from the Sky Scout and used a wider fuselage to accommodate the extra width of the V-8. The result was a side by side cockpit that was at least as tight as a Cessna 150/152. Nonetheless I liked the setup and ordered a set of Kyle's drawings for the conversion. His Piet has flown over 20 hours

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A 1/12th scale fuselage mock-up.

(continued from page 2)

since last fall using a 65 hp Lycoming O-145 with good flight characteristics using the normal Pietenpol flying surfaces. A slight speed advantage over the normal Piet has been observed.

The photos show the 1/12 fuselage mock-up model. I chose this method to create a 3D rough sketch of the fuselage as it varies from the standard tandem seat Pietenpol. The other photos show the soaking tube for capstrips and two types of bending jigs for capstrip. The prototype rib shows the Pietenpol airfoil and rib structure. It is known as an FC-10, apparently for "French curve, tenth try". Over 80 plus years of use have proven it to be a good airfoil for the Pietenpol.

In the next article we'll have a chance to look at the basic fuselage and the beginning of an airplane taking shape.

The \$100 meat ball

By Doug Volkmer

Looking for a place to go grab lunch in your plane? Head over to Hastings, NE (KHSI). Dennis Schmidt and his wife, regulars at our Chapter breakfast, told me about a really good Italian Restaurant across the street from the airport in the mall called Napoli's. Plenty of food and reasonably priced. You'll use every bit of that 6,450 ft runway when you leave. LOL.

Go to <http://www.napolishastings.com> for a copy of the menu.

Any summer trips?

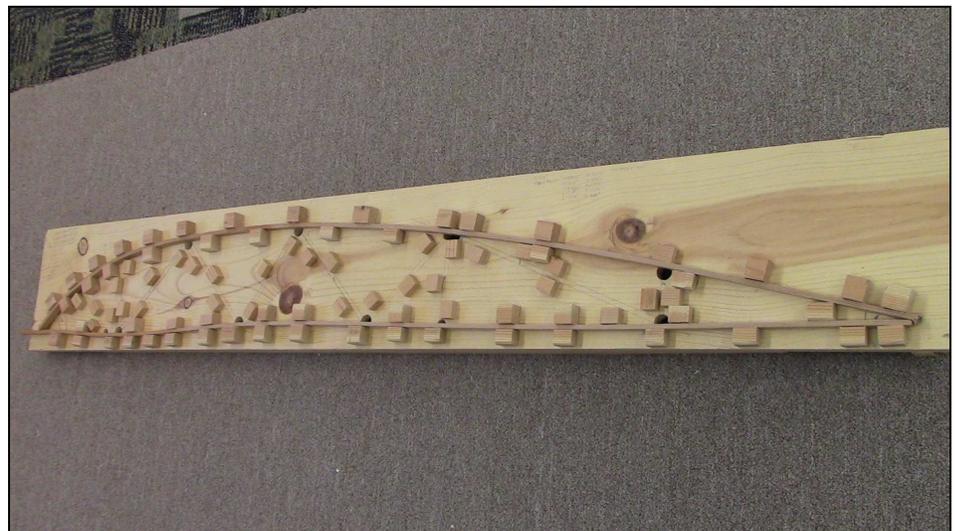
By Doug Volkmer

Are you heading to Oshkosh or some place else in your airplane this summer? Feel free to send me your pictures to share in the newsletter.

My son and I drove over to Tarkio, MO on July 13. It was their annual Wing Nuts Fly-In headed up by EAA Chapter 1405.

Several airplanes performed, including a P-51, Corsair, B-25, Red Bull Helicopter as well as a real Japanese Zero. I would estimate around 100 planes flew in for the event.

If you are looking for a simple, low-key fly-in, pencil in this one for next July.



The AeroShell T-6 Aerobatic Team performing at the Wing Nuts Fly-in in Tarkio, MO.

A few random pictures from AirVenture 2013

By Doug Volkmer



A picture with the man himself, Dick VanGrunsven, Founder / CEO of Van's Aircraft.



Funk B85C 1995 Reserve Grand Champion



Cozy III 2012 Grand Champion



Tailwind W-8 1965 & 1970 Grand Champion



Piper Tri-Pacer 2011 Grand Champion



1939 Waco ARE



Stinson SR10J 2005 Reserve Grand Champion

Minutes of the Club Meeting July 2nd, 2013

The meeting was called to order promptly at 7:30 PM CST by Vice President Keith Gomon. Vice President Gomon introduced member Mark Gaffney, who presented "A Discussion of Causal Factors and Risk Management". Mark noted that the FSDO investigates all accidents for the NTSB at their request. There were 6 fatal accidents this year in Nebraska which far exceeds the normal occurrences. Mark showed a series of slides including a biplane flying into cables over the Platte River, a PA-18 Super Cub with alcohol involved and a Cessna 152 in an apparent suicide.

More extensive discussions as to causal factors involved several accidents including:

- Dragonfly II
- Christian Eagle II
- Extra 300
- Beechcraft Baron
- Piper Colt

A short presentation by Young Eagles student Glen Williams related his experiences at the Chapter 569 sponsored EAA camp. He was excited by his 30 minute stick time flying a Cessna 162 "Fly Catcher". Glenn showed his skills forming an aluminum sheet metal rib and a composite cut foam rib. He also talked about his experience building a wood truss rib in a jig. Glen passed around his co-pilot handbook and his certificate of achievement to the membership. Glen thanked the membership for sponsoring his experience.

Vice President Gomon talked with Glenn Witte regarding the Chapter By-laws; a motion was made to send the revised By-laws to the EAA for review. The motion was seconded and approved by acclamation.

The speaker for the meeting of August 6th will be a 92 year old Corsair pilot.

The treasurer's report indicated expenditures for the Glen Williams transportation costs and the tribute to Rollie Woodruff.

The meeting was adjourned by the Vice President at 9:30 PM.

Respectfully Submitted
Doug Elting, Secretary, Chapter 569

Classifieds FOR SALE 2002 Velocity XL



318TT, New Continental IO-550 N2B, 310hp, cruise speed 175 knots, always hangared, built in Sebastian, FL under Velocity supervision, \$150,000. Contact Dean Hoy, 402.489.7171.

Hangar Available in Aurora

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Events

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

Crete Airport (CEK), EAA Chapter 569 Fly-in breakfast on the 3rd Saturday of every month. 0800-1000.

July 29 - Aug. 4, AirVenture, Oshkosh, WI, <http://www.airventure.org/>

Aug 11, Airport Breakfast at Vermillion (VMR), SD. Breakfast 8:00am-noon. Free-will donation to Lions Club for breakfast – fundraiser for the Senior Citizens Center in Vermillion.

Aug 11, Airport breakfast at Flandreau (4P3), SD, 8:00am to noon. Scrambled eggs, French toast, coffee, juice. PIC FREE.

Adults \$6.00; kids 4-12 \$3.00; kids 3 & under free. Breakfast served by “Team of Angels.” Sanford/Avera Medic helicopter display. Harry Thompson will offer rides in his WWII military T-6 trainer for a fee. Young Eagles Rally by EAA Chapter 289.

Aug 18, Airport breakfast in Hartington (0B4), NE, 7:00am-12:30pm. “BEST sausages in a 100 miles.” PIC & co-pilot FREE, adults \$6.00, Kids age 5-10 \$4.00, under 5 free. Served by Holy Trinity Grade School. Sponsored by Becker Flying Service.

Aug 19, National Aviation Day

Aug 25, Fremont (FET) Fly-in breakfast & airport open house. 0730-1100.



Young Eagles Events

Nothing to report.

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