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EAA Chapter 569 Newsletter

Lincoln, NE



EAA 569 Contact Information

President

Tom Winter
H: 402-488-9238
c150gpilot@yahoo.com
1010 Eastridge Dr.
Lincoln, NE 68501

Vice President

Tom Trumble
C: 402-540-6089
ttrumble@windstream.net
5545 N 17th St.
Lincoln, NE 68521

Secretary

Jerry Mulliken
C: 402-720-0125
jmulliken@speednet.com
118 S. 52nd St.
Omaha, NE 68132

Treasurer

Cristi Higgins
H: 402-217-9763
higginschristi@msn.com
PO Box 335
311 South West Ave.
Western, NE 68464

Tech Counselors

Erick Corbridge
402-499-1039
Corbe99@Yahoo.com

Tom Henry
H: 402-791-2116
W: 402-479-1540
TomHenry3@aol.com

Young Eagles Coordinator
Cristi Higgins
H: 402-217-9763
higginschristi@msn.com

Newsletter and Web Editor
Doug Volkmer
C: 402-890-2818
rv7doug@gmail.com
3720 Stockwell Circle
Lincoln, NE 68506



Meeting Announcement

No meeting in August.

A fly out is being planned after the Chapter breakfast on August 15th. Possible destinations are –

- Combat Air Museum
Forbes Field (KFOE)
Topeka, KS (116 nm)
- We-B-Smokin' BBQ
Miami County Airport (K81)
Paola, KS (156 nm)

If you're interested (flying or riding), contact Cristi Higgins. Her contact information is on the left.



President's Message Tom Winter

It's Gratitude All Over Again

You may recall my one-word Inaugural Address, "gratitude." It just keeps coming. My hat is off to Lori Oliveros, our organized Breakfast Wrangler, and her doughty crew. For the crew, see Dennis' photo elsewhere in this issue.

These people are all the more important now that our in-person meetings are an appendix to the Third Saturday Breakfast. And we note here that the next breakfast is the Ides of August, August 15.

Another who always gets things done is Tom Trumble: in addition to finding our meeting place, with the State Patrol Aero staff and their hangar, he is serving as Edi's deputy in Lincoln about potential Christmas Party sites. As for the State Patrol meeting, what an informational session that was! We owe thanks to Trooper Brian Peterson for a great evening, and for letting us run their jillion-dollar camera. I bicycled over yesterday after putting my plane away to add my personal thank you.

Our next zoom meeting is Wednesday August 12 at 7p.m. The password, as usual, will be "pancakes".

As you see in the minutes the Chapter picnic is September 6 at CEK.

Hot news item: I hear just this afternoon that Holly Dixon, daughter of Don and Yvonne Shoemaker, wants us back — a very happy thought for next year's post-Oshkosh picnic.

FOR SALE Zenith 601XLB

90% completed Zenith 601XLB taildragger with a 0 time Continental engine, asking \$28,000. If interested call 402-630-7139 - Omaha, NE



Click to enlarge

OLU's Keith Harbour -- advisor to China's Aircraft Industry

By Tom Winter

The Nanchang CJ6A, in continuous production for 50 years until 2009, is back in production, and the factory in Nanchang, China is actively looking into the chances of worldwide expansion into the civilian market. Until now, the marketing has been exclusively to military. (The CJs now in this country, about 250, had been surplused by the Chinese military.)

A delegation of three factory officials met the Nanchang pilots at Oshkosh at the Red Star Pilots Assn tent, and invited them to China, specifically to advise about adapting the military training plane for the US civilian market.

Keith Harbour was one of those invited. Keith is one of the highest time CJ6 pilots in the US, and his shop in Columbus, Nebraska maintains Nanchangs for owners throughout the midwest. In fact, while I was interviewing Keith, he got a phone call from a CJ6A owner in Salina, Kansas. They arranged for Keith to fly his Nanchang there, and to fly the customer's CJ back to Columbus for maintenance. Keith notes the pronunciation: "We say Nanchang [Nan like Nancy, Chang to be a vowel rhyme with "chain"]. They didn't know what we were talking about. They say it "Nunchung" — two quick syllables."

The meeting at last year's AirVenture culminated a relationship established years ago: In 2004, Keith had given a flight in

an Americanized CJ to both the then-head of China's answer to the FAA, and to the designer of the plane, Chan Bu Xi. "He designed it at age 27, and then got his first ever ride in one at 72!"

What the Americans advised

In all, the factory flew 20 Americans, pilots and mechanics, to Nanchang, which turns out to be a major city of more than five million people, with a major technical school that has a huge aviation department. All brought their ideas for making the plane more civilian friendly.

Keith was ready. "We've worked on them for twenty years. There isn't a single part that my main mechanic, Bob Galyen and I, haven't taken apart and dissected," he told me.

Some examples

In China, each plane has a ground crew of three. After every flight, they cut the safety wires to the drain plugs for cylinders 4, 5, and 6 ("Remember, half the engine is upside down!" Keith reminded me). In China, they wrench the plugs open, drain, then wrench the plugs back on, and re-safety wire. Nobody does that stateside: "we fit a pipe to each drain and connect all three to a single petcock. Open and close the petcock. Simple."

"We remove 157 pounds of non-essential radio and nav equipment and the related wiring looms.

"We replace the generators with alternators.

"We replace the gyros with glass.

"The dynamos with tubes, we replace with Dynons, which weigh 2.5 pounds each. All told, this saves

another 65 pounds. And of course, altimeters are required to be in feet instead of meters.

The visit coincided with several events. Overall, it was the celebration of the 70th anniversary of the CRP, 1949-2019. It was also the grand opening of a new airbase, and the highlight of this opening was an airshow.

Before the trip, the expectation was thematic to the goal of the visit: The four US CJ pilots would fly Nanchang CJ6s in formation in the air show, demonstrating Americans, American civilians, flying our Chinese planes — a visual expression of the marketing hopes.

"It didn't happen."

Impressions of Nanchang, China

On Sunday afternoon, 250 Nanchang University students came to hear the visiting US team tell them about flying in the US and about flying Nanchangs in the US. There was, of course, an interpreter, but the local pilots have English, and were eager to come up to exercise their English language skills on the Americans.

Though everyone was very hospitable and very gracious, the visiting group was under tight control, no straggling allowed, and at the CJ factory, no pictures were allowed. The visitors were not allowed into the modern part of the plant where contemporary jets are built, but were guided through the old part, which goes back to the 50's, where they saw 25 CJs in

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various stages of construction. To reopen the CJ plant, which just happened early this year, the factory management had to bring in the retired employees to train the new people on the construction of the planes.

But outside, there was an open-air aviation museum, and everyone got a picture posing with the CJ6A. Keith has pictures of the Nanchang Institute of Technology and its ultra-modern buildings. (See the institute's site: <http://en.nit.edu.cn/>) And at the Great Wall, the visitors all got a special souvenir: They (temporarily!) stuck a large Red Star Pilots Association badge on the Wall, and posed alongside it.

It was very interesting seeing the country: cruising the river at night, all the buildings were lit with shifting colors, like the buildings were dancing. Drones with lights were flown in patterns: Keith showed me a cellphone video of the drones forming a gull, and the wings even flapped realistically.

Control was not just limited to herding the visitors: there are cameras everywhere, in the streets, in the buildings, even microphones. Though the government pays for everything, everyone must do a certain amount of community service every month. The visitors were themselves an attraction. Everyone wanted to see them, even get their picture taken with the Americans. It was plain that the children had never seen an American before.

China owns Cirrus, and for 250 US dollars, you could take a flight

in a Cirrus over the Great Wall. Keith showed me a cellphone video of a Cirrus cruising low over the wall.

How did you get started in CJs?

Fred Ihlenberg was one of the first to import them. He was ex-Air Force and was in China looking for raw material for shoes, but he saw Nanchangs all laid out on a hillside. Turns out the Chinese Air Force surplused them after 3,000 hours. But before they were surplused, they overhauled the engines to zero-time specs. Exporting the airplanes had to be done in multiples of 4: 4, 8, 16... and two would fit in a container. (He showed me a RPA calendar picture of a partially disassembled Nanchang being crane-loaded into a container.) Ihlenberg, all told, imported 144 before he got done. Later an importer was shocked at a price increase. "Six months ago, it was

\$15,000, now it's 20! What's going on?" And for answer, they held up a copy of Trade A Plane. "We read Trade A Plane, too!" "For a while, they were the least expensive warbird around," and there are now about 250-260 CJs in the US.

Keith got started in CJs when two were being ferried across the continent, and did a fuel stop and an overnight at the Columbus airport.

Will they succeed in marketing the CJ6 to the civilian market?

"There was disappointment on both sides. We were disappointed that they wanted to sell them for 450,000 US dollars. You could see the disappointment on their faces when we replied that that would not work. Not that they're not worth it, they are, it's just that this plane is not what someone with \$450,000

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Keith Harbour looking after a customer's Nanchang CJ6A

would spend it on. Keith added that no matter how he dressed out a CJ, with the big engine, with the larger prop, he has never gotten more than \$200,000 for one. "My forecast is they'll have to change the price, and I don't see them doing that. They'll change the price or have to just keep selling them to the military. And we'll just keep buying them as surplus."

Characteristics of the CJ6

All the CJ's controls are pneumatic, and a pilot has to get used to left rudder instead of right, because of the engine rotation, but apart from that, the CJ is very comparable to a Beech T-34, with comparable engine, 285 horsepower, and comparable fuel burn, about 15 gph, though you can get it down to 13 in cruise. It's a complex airplane: retractable landing gear, variable pitch prop, but it's easy to fly and very stable with its dihedral. For example, get it into a spin, do nothing, and it will right itself. They are high quality aircraft, with high standards of materials and construction.

Minutes of the Board Meeting

The board meeting was called to order on July 15th by President Tom Winter at 7 pm and was held via teleconference Zoom.

Present:

Edi Bickford, Harold Bickford, Tom Trumble, Doug Volkmer, Tom Winter, Wayne Woldt, Lyle Eisenhauer.

Tom W opened the meeting by announcing that our Secretary Jerry

Mulliken is celebrating his 9th wedding anniversary.

The Chapter Breakfast: It's on, with same precautions as last month. See you all at the Crete Airport Saturday morning.

The Christmas Party: Tom Trumble will inquire at Villa Amore in Lincoln about schedule, pricing, availability, and report to Edi. Likely date: first Saturday of December, i.e, Dec 5.

August Meeting: will happen at the August Chapter Fly-in Breakfast, perhaps followed by a fly-out to K81 or Topeka.

Chapter Picnic: At CEK September 6. Gather at 4:30, eat at 5:00. Program to be developed from the Chapter archives.

Next Zoom Meeting: August 12, 7 p.m.

Other notes:

The Genoa Annual fly-in July 26, 7 - 11.

PIREPS is ending paper publication. On-line only from here on. If you're not receiving them, [save this as a favorite](#) to view current and past issues.

The first Saturday fly-in Breakfast at York resumes in August.

Respectfully submitted,
Tom Winter

You say it's your birthday?

Aug 13 – Wayne Woldt

Minutes of the Club Meeting

EAA 569 member meeting notes from July 7, 2020. Program only, no formal meeting.

The meeting took place in the Nebraska State Patrol Hangar. Nine members attended.

Brian Petersen and Jeremy Strack of the Nebraska State Patrol were hosts. We learned of the mission and methods of the aviation department of the Patrol. Two Cessna 206s, a Bell Helicopter, and a Super Cub are used. The Cessnas and the Bell are equipped with state-of-the-art surveillance cameras. They are used to find narcotics criminals, fugitives, monitor public activity when needed, and find fisherman, hunters and medical patients who have

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Events

Jul-Aug, EAA Webinars. [Click here for more information](#).

Aug 1 - York Airport (JYR), EAA Chapter 1055 Fly-in breakfast. 0800 - 1000.

Aug 15 – Seward, NE (KSWT), Midwest Aerobatic Club – IAC 80 Meeting and fun day, 10:00am. Aerobatic pilots flying for introductory fun judging. All are welcome. Lots of opportunities to participate for everyone.

More info: Tom Trumble 402.540.6089 or Harold Bickford 402.274.7530

Sep 6 – Chapter 569 Picnic

become lost. The Super Cub is used for traffic enforcement.

The current staff consists of four career officers. All state operations are based in the hangar on the Lincoln airport.

Funds for operations are largely provided from drug seizures.

Respectfully submitted,
Jerry Mulliken, Secretary



There are some happy, smiling faces behind the masks ready to serve our fly-in guests at the July breakfast.

July EAA 569 Breakfast

By Doug Volkmer

Despite the pandemic, we still had a fair turnout at our June and July breakfasts. We exercised all the necessary precautions to provide a safe environment for everyone.

There was one notable person missing from our June and July breakfasts.

As everyone has already heard, July started out on a somber note with the loss of [Harry Barr](#).

Harry was a regular at our breakfast, always arriving well before the 8:00am start time. Even if the weather was crummy, he'd still fly in. We'd hear his helicopter, triggering someone to say, "here comes Harry".

Harry was an accomplished pilot, having earned so many ratings he carried 3 airmen certificates on him.

Harry was a fixture at airshows, typically [performing his routine](#) of landing his J-3 Cub on a Chevy Suburban called the *Midwest's Smallest Airport*.

Harry would fly his P-51 to airshows as well. He told me once, he never really had to worry about finding a place to park when he brought that. "They'll find a spot for you", he said.

Thanks to Dennis Crispin for sharing his photos of the July breakfast.



And finally ...

Harry



Doug Prange captured this photo in 2013 when he, Harry Barr and Doug Roth flew over the Cornhusker Football Spring Game. If you have a photo you'd like to share, please send it to your newsletter editor.

John Cox
2279 County Road 2425
DeWitt, Nebraska 68541-2518

B-29 “Doc” in Omaha this weekend

Doc will arrive at Eppley Airfield Friday afternoon, July 31st and will be available for B-29 “Doc” Flight Experience rides Saturday, August 1 and Sunday, August 2. The tour stop is hosted by TAC Air – OMA (3737 Orville Plaza, Omaha, NE 68110). Book your ride [here!](#)