

December, 2017

Volume 42, Issue 12

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# EAA Chapter 569 Newsletter

Lincoln, NE



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## Meeting Announcement

**Date:** Sunday, December 3<sup>rd</sup>

**Time:** Social Hour – 6:00pm  
Buffet Dinner – 7:00pm

**Program:** Christmas Party

**Place:** Misty's Restaurant & Lounge  
6235 Havelock Ave  
Lincoln, NE 68507



### President's Message Harold Bickford

Here we are with Thanksgiving just past. Being with family and friends is good; sharing our blessings is always that great part of the giving equation. As the year comes to a close we continue in a spirit of thankfulness.

Before we know it our Chapter 569 Christmas party will be happening. The date is Sunday, December 3<sup>rd</sup>. The place is Misty's in Havelock. The time is 6pm (open bar) followed by dinner at 7pm. This is also the December meeting and our official business will be the installation of officers for 2018. We have the Pius X HS choir scheduled to perform at 8pm for an evening program. There will be a variety of door prizes and awards presented as well. In short, a fun evening together during the 2017 Holiday season.

Our last event of the year will be our monthly fly-in/breakfast on December 16. People at EAA are impressed that

we do a fly-in/breakfast every month; clearly word travels! Let's plan on having great weather (we can dream, right?) and a good turnout for our last event of 2017.

In January we'll have a report on the Air Cam project EAA is building at Oshkosh. The airplane will be used for Young Eagle flights as well as photo and video work at Oshkosh. Edi and I signed up for the last build session of 2017. It will also be fun to see Oshkosh in a different way.

So, to all of our Chapter 569 family a joyous holiday season and yes, a Merry Christmas to all and on the night of December the 24th, to all a good night!

Harold Bickford,  
Chapter President

## Santa Arrived Early



Santa arrived early for Derek Schroeder, bringing him a new Rotax 503cc engine for his Challenger 1 project.

## Happy News!

By Tom Winter

Things are happening at FET: the apron make-over is just the beginning.

At Fremont the old North-south runway 1-19 is closed. Look at your current Nebraska airport guide: the runway is not there (except in the picture.) Look at my picture, and yes, those are three big yellow Xs. Look to the right of the picture: see that solid black? New!

I confess, I was wanting to use the old N-S runway today: the wind was 12-15 from 210-220, and the big runway (the only runway now!) is 14-32. (70-80° of crosswind) But I feel like such a pro landing on the upwind wheel. And paying attention!

Taxiing in, I admired the new look of taxiway and apron. You have to focus closely to see that it's a coating rather than new asphalt. Sure looks nice. And they have filled in the pothole where you turn the corner. And the newly black-coated apron just LOOKS bigger. The new parking stripes are a bit farther out from the edge, and thus a bit easier to line up on. At the terminal desk, I chatted happily with Deb and John about the changes.

What's next? See the cleared area next to the segmented circle? Site of the new apron. Then will come a new terminal building, with the new apron and big concrete runway for its front porch. Guys, I'm going to love this. But we have to be patient: Here are some details from David

Moll at the Department of Aeronautics: "In talking to our engineers who are working with Fremont, the design costs are in fiscal year 2018, and construction in fiscal year 2019. Funding is not finalized yet and is a work in progress." And he added, that's just for the new apron.

Another word from David Moll: "I'm sure you will like the FBO plans, because from the proposed location, you can actually see the runway." Yes!

Deb and John at the FET terminal building have been telling me for

Public Works at the Fremont Development Council, who explained that the upgrade for 23rd Street was with federal funding, and the FAA was among the federal hurdles. New street lighting there would interrupt the approach to runway 19, so 1-19 had to close to get the FAA sign-off. The Department of Aeronautics had also asked why there was no NOTAM. "We tried to get a NOTAM, but the FAA responded that it was already closed. You can't NOTAM the closure of an already closed runway!" Kind of comic, that. Goedeken also told me that funding for the flatwork is in place for 2018.



years that when 23rd street was upgraded, they would have to close runway 1-19, and it has finally happened: at the right of the picture, you can see that 23rd Street is just a stone's throw from the north end of 1-19.

There was never a NOTAM. Why? A series of phone calls got me to Dave Goedeken, Director of

## Chapter Officers Named for 2018

The current Chapter Officers have agreed to stay on for another year. When you see them, please thank them for their time. They are:

**President:** Harold Bickford  
**Vice President:** Jacob Smith  
**Secretary:** Doug Elting  
**Treasurer:** Mark Werth

## Builder's Report

By Doug Volkmer

There's the smell of wood coming out of a shop in Dodge County, NE. No, it's not coming from a piece of furniture that is being built. Nor is it a shelf or picture frame. It's an airplane.

Jerry Mulliken's interest in wood started at a young age. His father was a talented craftsman. Some of his fondest memories were spent watching and helping his father with his wood projects.

Sometime after that, Jerry was in Wisconsin and tagged along with a friend who was going up for a flying lesson. After that flight, Jerry was hooked. He was determined to learn to fly someday.

Jerry went on and earned his Private License. And just this past year, earned his Commercial License. He's owned a couple planes, first a Cessna 172 and now a Cessna 177.

Building a plane has been an interest of Jerry's. And with his exposure to wood working, building it out of wood would even be better.

The Culver Cadet, designed by the famed Albert Mooney was Jerry's first consideration. He purchased the plans and after studying them felt there just wasn't enough information there.

His next choice was the Falco F.8L. He had read about it in magazines. He bought the plans for it and was thoroughly impressed with the drawings and the step by

step construction manual. He proceeded to purchase the kit.

The 2-place, all-wood side by side aircraft, designed by engineer guru Stelio Frati, made its debut in Italy in 1955. The kit was later introduced in the U.S. in 1979 by Sequoia Aircraft of Richmond, Virginia after Alfred Scott bought the rights to sell the plans. "Alfred was a huge believer in the design", Jerry says. "He's responsible for 90% of the North American Falcos in existence".

The structure of the plane is primarily made from spruce with birch plywood used for the skin. The plywood, which varies in

The interior surfaces are then coated with epoxy while the exterior is covered with a thin layer of fiberglass and epoxy for moisture protection.

I didn't know much about the Falco but in preparation for this visit



**The Falco utilizes a retractable landing gear.**



**Jerry currently is prepping for the installation of the skins. He says he makes good progress on his project in the winter.**

thickness 1 mm to 2.5 mm, is softened with steam to allow you to shape it over the structure and then glue it in place. Jerry is using Aerolite glue, which is becoming hard to find.

to Jerry's project I did some research and am impressed with this plane. I really like the sleek design and this plane is fast. A few have topped 230 mph on the standard 160 hp engine, which Jerry is putting on his. It will make an outstanding cross country performer. Operational limits are +6g and -3g at

aerobatic weight. So if you have an itch for an occasional loop or roll, the Falco gives you that option.

The controls are reported to be light and precise. Jerry has seen that after riding in a Falco a few times.

*(continued on page 4)*

An electric motor turns three long jackscrews to raise and lower the landing gear. A hand crank between the seats is available for emergency purposes.

Jerry, who also does aerial imaging in the summer, is currently prepping his wings for the skins. This entails sanding and shaping the ribs to the precise measurements called out on the specs. There are 14 ribs in each wing with each one a different size.

If you fear riveting, there are no rivets on this airplane. On a trip down to Texas a few years ago, Jerry rode along with a group of Falco flyers to tour the Mooney factory. As the group was returning to their planes after the tour, an assembly line worker was closely checking out their planes. He commented, "I looked these planes all over and I could not find a single rivet!". They told him they were made out of wood. He gave them a blank look, not really believing what they said.

Sequoia Aircraft is no longer selling the kit but the plans and construction manual are available online at <http://seqair.com/Store/Plans/Plans.html>.

Jerry is still making sawdust in Dodge County. It's not a coffee table or an entertainment center. Well, maybe you could call it an entertainment center.



**When Jerry is finished, he is going to have one nice airplane and a rare one as there are only around 100 flying in the U.S. I hope to see it at our Chapter breakfast someday.**

#### SPECIFICATIONS

**Seats:** 2  
**Length:** 21'9"  
**Height:** 7'6"  
**Wing Span:** 26'3"  
**Empty weight:** 1,212 pounds  
**Maximum gross weight (normal):** 1,880 pounds  
**Maximum gross weight (aerobatic):** 1,650 pounds  
**Powerplant:** Lycoming IO-320-B1A  
**Horsepower:** 160  
**Propeller make and type:** Hartzell CS  
**Fuel Capacity:** 40 gallons  
**Useful load (normal):** 668 pounds  
**Useful load (aerobatic):** 438 pounds  
**Payload with full fuel:** 428 pounds  
**Baggage:** 90 pounds  
**Wing loading:** 17.5 pounds / square foot  
**Power loading:** 10.3 pounds/hp

#### PERFORMANCE

**Never exceed speed (VNE):** 240 mph  
**Maximum speed:** 212 mph  
**Cruise speed (75 percent at 6,000 ft):** 190 mph  
**Stall speed, clean:** 75 mph  
**Stall speed, flaps/gear down:** 62 mph  
**Max rate of climb:** 1,140 fpm  
**Best rate of climb speed:** 104 mph  
**Climb gradient:** 662 feet/statute mile  
**Fuel flow at 75% power:** 8.5 gph  
**Endurance at 75% power:** 4.4 hours  
**Takeoff distance:** 570 feet  
**Landing distance:** 750 feet  
**Range, economy cruise:** 1,000 statute miles

#### The Mathematics of Aircraft Ownership

*Submitted by Wayne Woldt*

The minimum number of planes one should own is one. The correct number is  $n+1$ , where  $n$  is the number of planes currently owned. The maximum number of planes one should own is  $s-1$ , where  $s$  is the number of planes owned that would result in separation from your partner.

## Minutes of the Club Meeting November 7, 2017

The meeting was called to order at 7:31 PM by President Harold Bickford.

The presentation for the evening was presented by Jessie Panzer who has packed more adventure into a summer than I have had in a life time.

Jessie started the summer with an acrobatic show at Sun and Fun in Florida. This was her second appearance at Sun and Fun. Jessie then spent April through August flying in Alaska. She then performed at yet another airshow in Danville, Ill. Attended the Reno Air Races in Reno before heading to the Canary Islands for an all-female extreme sports adventure.

Jessie was drawn to Alaska by the offer to fly a Cessna 182 float plane for a resort located in Halibut Cove across the bay from Homer, Alaska, the location of the reality show "Alaska, the last Frontier." The aviation community in Alaska is relatively close knit with very little presence by the EAA. Following the gig in Halibut Cove, she based her activities in the Anchorage area, flying a variety of aircraft.

She was unable to participate in the races in Reno this year due to her race plane being fitted with a new engine that was not quite ready for prime time. She did, however witness one of the most exciting Unlimited race in years between two skilled veteran pilots.

While at Sun and Fun, she was invited to participate in an extreme sports event from October 12th until the 31st in the Canary Islands. Her schedule did not allow her to participate in all events but it was surely a time to remember.

Each puzzle box contains 133 individual pieces on 6 puzzle boards, one battery box, one sheet of stickers and one small piece of sandpaper along with printed assembly instructions.

Two LED lights illuminate the playing field. Requires 2 AAA batteries (not included).

When completed measures approximately 10" x 12" x 3 1/2" high.

A great gift idea for that Husker fan or an addition to your personal Nebraska collection.

Each puzzle is \$29.95.

Contact Doug Prange at (402) 432-0774 if interested.

The annual Christmas Party will be held at Misty's in Havelock again this year on December 3rd. Get your reservations in by November 26th. The meal will consist of a buffet with prime rib and salmon. The cost is \$30.00 per person.

It was suggested that the Chapter look for a meeting location with all the present amenities but located on a ground floor to accommodate those of us who may have difficulty with stairs.

## Classifieds

### Nebraska Memorial Stadium 3D Puzzle



Two LED lights illuminate the playing field.

Ten young people were flown by Tom Trumble for Young Eagles.

Nominations were closed and the new slate of officers was seated for 2018.

The meeting was adjourned at 9:03 PM.

Respectfully Submitted  
Doug Elting, Secretary, Chapter 569

## Events

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

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

### Christmas Party!

EAA Chapter 569  
Annual Christmas Party

Misty's Restaurant & Lounge  
6235 Havelock Ave  
Lincoln, NE 68507

Sunday December 3<sup>rd</sup>, 2017

Social Gathering 6:00pm  
Dinner 7:00 pm  
Music Program 8:00pm

*Feel free to donate a door prize!!*

***(Return your reservation ASAP!)***

Mail Below Portion with Payment

### **EAA Chapter 569 Christmas Party Reservation**

Enclose payment of \$30.00 per meal with your reservation

Make checks payable to: EAA Chapter 569

Dinner Reservation for # \_\_\_\_\_

Total Enclosed \$ \_\_\_\_\_

Send your reservation & payment to:

**Mark Werth**  
**2110 Spring Meadow Circle**  
**Lincoln, NE 68521**

Make name tags for:

- 1) \_\_\_\_\_
- 2) \_\_\_\_\_

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

