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EAA Chapter 569 Newsletter

Lincoln, NE



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Meeting Announcement

Date: Tuesday, February 5th

Time: 7:30pm

Program: Andy Bajc

Andy built an Oshkosh award winning RV and will discuss aircraft preventative maintenance.

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

President's Message Cristi Higgins



This month I want to honor our founder and first President of 569, Rollie Woodruff. Rollie accomplished his passion for flight in his teens and Friday, January 25th received his angel wings at age 86. He owned several aircraft and served our country as a tail gunner during World War II in a B-24 Liberator. He served our local community as a mortician, funeral director, ambulance attendant, Police Officer and Detective. I had the great pleasure of knowing Rollie. Like his family says he made friends quickly with his kind heart. He had me at hello when I found out he knew my Grandfather that had passed several years earlier. He told me stories of him without asking knowing I needed and loved to hear them. I know many of you knew him longer and I am sorry for your loss. If you missed the last meeting you should

know Rollie gave a heavy lift tool to the chapter. Ed Siudzinski has taken the restoration project under his very capable wings and the plan is to reveal the finished project at a breakfast. We will invite the family of Rollie's as our guests when it is ready. We should find comfort knowing he is now with his loving wife Mary. I found this part of an article Rollie wrote about her and 569's beginning in 1998 to share with you.

Mary and I began our EAA life as guests of a homebuilder friend who invited us to accompany him to Rockford back in the early days. We then joined Omaha's Chapter 80 and a few several enjoyable years with this Chapter we decided we'd see if there was enough interest in our Lincoln, Nebraska area to start our own Chapter. We found so much interest, desire and talent that we had soon formed EAA Chapter 569. Although Mary deserved the position as much as I, I became our Chapter's first President and Mary became the Chapter mother and so remained until her unexpected death on February 8, 1998.

*From my heart. Her loving husband,
Rollie.*

So now our Father and Mother are flying higher than ever in the clear calm skies above us.

Much love to their family,
Cristi Higgins
EAA Chapter 569 President

Builder's Report

By Doug Volkmer

After working on a certain task for several weeks, it's always refreshing to turn the page and move on to something else. Kind of like that class in high school or college that you can't wait to finish. That's how I feel about moving from the canopy to the firewall. The canopy definitely has been an exercise in patience and perseverance, getting the canopy frame, canopy and canopy skirts to all come together and integrate nicely on to the fuselage. Oh, and then it needs to slide easily in the tracks when you open/close it. It's one of those deals where you put 8 hours in the shop and don't have much to show for it. I still have some work to do on the canopy but I'm holding off until warmer weather. I don't want to risk cracking the plexiglass in a cold garage. Once I have the canopy riveted and screwed to the frame, it'll be time for my Fiberglass 101 class. Van's uses a fiberglass mold to join the windshield to the front skin. I'll be contacting some you "Fast Glass" builders for some tips.

I bought an engine for my plane in November so I'm preparing to hang that now. It's a certified Lycoming O-360 with only 135 hours since new. It came off a perfectly fine RV-6A. The gentleman lost his medical and did not want to sell the airplane. He was concerned about liability so he scrapped the plane and sold everything firewall forward.

So I've been spending my time

lately preparing the firewall for the engine mount. Drilling holes into the firewall for control cables and hanging things like the brake reservoir, gascolator and battery box while I still have easy access. Van's uses a stainless steel firewall. That is TOUGH stuff to drill. What I've found that works really well is to first take an awl and make a nice little dimple. Then you'll want a sharp bit and drill slow with a little pressure and some support on the opposite side. I also shoot some WD-40 on the bit to keep it cool. I also had to drill a 2 inch hole for the heat vent. There was smoke coming off my whole saw when I drilled that baby.



I'm building the tail dragger version of the RV-7. Once I have the engine mount installed I'll be able to install my landing gear. The landing gear legs are mounted

into the engine mount. I'm looking forward to that. It'll be nice to have the fuselage off the saw horses and be able to move it around in the garage.

After listening to Jeremy Thelander of [CrossLinc Custom Coatings](#) speak at our January meeting, I decided to have him powder coat the battery strap. Below are the before/after pictures.



Throughout the entire project, Van's will suggest places to drill optional lightening holes, thus the 3/4 inch holes in the battery strap and the 2 inch holes seen in the battery box on the firewall. I've been drilling these all along, anything to make the plane lighter.

Next builder's report. The engine mount!



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Rollie Woodruff and his Curtiss Wright Jr replica. This picture was taken in the mid 1970s at the Arrow Airport (North 48th St). Rollie founded EAA Chapter 569 and was the first president in 1976. Rollie passed away on January 25th at the age of 86. Our thoughts and prayers go out to the Rollie Woodruff family.

Accident Report

Accident occurred Thursday, October 28, 2010 in Aiken, SC
 Probable Cause Approval Date: 06/28/2012

Aircraft: CESSNA 210A, registration: N6655X

Injuries: 1 Fatal.

NTSB investigators either traveled in support of this investigation or conducted a significant amount of investigative work without any travel, and used data obtained from various sources to prepare this aircraft accident report.

During a visual flight rules (VFR) cross-country flight, an air traffic controller advised the non-instrument rated pilot that a broken line of weather with moderate-to-heavy precipitation existed, which extended almost to his destination airport. During the ensuing conversation, the pilot advised the controller that he was underneath the weather and that he had weather radar. The pilot then entered the weather in the vicinity of his destination airport. Radar imagery, witness statements, and measurements

from local surface stations indicated that areas of light, moderate, and possibly heavy precipitation existed and that the airplane was most likely in instrument meteorological conditions in its final 2 minutes of flight. Review of radar data revealed that, after entering the weather, the pilot's altitude control became erratic, and the airplane entered an ever-tightening right turn, consistent with the pilot experiencing spatial disorientation. The airplane completed about two and a half 360-degree turns of progressively smaller diameter before radar contact was lost, and the airplane impacted terrain. No record of the pilot obtaining a weather briefing or filing a flight plan was discovered.

Examination of the wreckage revealed no evidence of any preimpact malfunction or failure of the airplane or engine, and it did not reveal any evidence that on-board weather radar was installed. During the wreckage examination, the remains of a portable global positioning system receiver were discovered. The receiver was not

certificated for use under instrument flight rules and was intended by the manufacturer to be used as an aid for VFR navigation. It was capable of displaying weather data and images from the NEXt-generation RADar (NEXRAD) ground radar network, but, unlike on-board weather radar, transmitted NEXRAD data is not real-time. The receiver manufacturer cautioned that the lapsed time between collection, processing, and dissemination of NEXRAD images can be significant, and, therefore, they should only be used for long-range planning purposes and not for short-range weather avoidance.

Furthermore, according to the Federal Aviation Administration (FAA), NEXRAD data or any radar data should not be used to penetrate hazardous weather. Rather, it should be used in an early-warning capacity of pre-departure and en route evaluation. As discussed in the Safety Alert issued by the National Transportation Safety Board (NTSB) on in-cockpit NEXRAD, because

NEXRAD images present radar data from multiple ground sites as a single mosaic image, the age indicated on the NEXRAD image does not show the age of the actual weather conditions but rather represents the time when the mosaic image was created. The actual weather conditions could be up to 15 to 20 minutes older than the age indicated on the image. Both the FAA and the NTSB advise that advanced avionics weather data systems should not be used as a substitute for a pre-flight weather briefing.

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot's inadequate weather planning and improper decision to continue a visual flight rules flight into instrument meteorological conditions, which resulted in a loss of control due to spatial disorientation. Contributing to the accident was the pilot's improper use of in-cockpit next generation radar imagery for short-range weather avoidance.

Chapter 569 Breakfast

Mild January weather brought a ramp full of planes to Crete on January 19th for our monthly breakfast. Thanks to Brad, Kerm, Cristi, Don, Andy and everyone else for your hard work in making it a success.



Minutes of the Club Meeting January 8, 2013

The meeting was called to order at 7:36 PM by President Cristi Higgins.

The meeting began with introductions followed by the program which was Jeremy Thelander. Jeremy owns CrossLinc Custom Coatings. He discussed powder coating and showed slides of all the various things he has powder coated.

Cristi has been in touch with Rollie Woodruff's son, Bill. Bill would like to donate a center lift to our Chapter. Bill also mentioned that Rollie's Curtiss Wright Jr replica will be going to Boeing.

Anne Schutte suggested the Chapter sponsor her 13 year old neighbor/friend for the EAA Air Academy summer camp at Oshkosh. Anne gave several good reasons why this teen would be a great candidate to attend. Erick Corbridge motioned the Chapter sponsor the teen, Harold Bickford seconded. Motion carried by vote of the membership.

Dennis Crispin would like old sectional charts for the Boy Scout Aviation Merit Badge program at the Strategic Air and Space Museum.

The Nebraska Aviation Symposium will be January 23rd thru 26th in Kearney, NE.

Cristi is taking EAA Calendar orders. They are \$10 each.

The meeting was adjourned by President Cristi Higgins at 9:45PM.

Respectfully Submitted
By Doug Volkmer for
Doug Elting, Secretary,
Chapter 569

Classifieds

FOR SALE

1/4 share 2007 Van's RV-9A



This is a strong running airplane that can go anywhere right now. Runs on auto gas with a very economical burn rate. Cruise speed is 170 MPH and the prop and engine combination is smooth as silk. Based in Crete.

More information at http://www.geicodevelopment.com/rv_9a1. Please contact Andy Lahr at 402-423-1722 or Tom Henry at 402-417-8558.

FOR SALE

Ercoupe 415-C

Light Sport qualified (fly without a medical). About 2300 TT, with zero time on rebuilt Continental C-75 engine. Engine has new Titan ECI nickel cylinders and new slick mags. Propeller rebuilt by Fix Prop Shop. Wings rebuilt by Skyport. Rudder peddle STC. All logs and paperwork since new in 1946. Call Wayne at 402-450-6170 if interested.

FOR RENT

Nice Cessna 152 available for rent out of Beatrice. \$89/hr includes all fuel and oil...you provide the fun! Complete checklist and radio script always handy. No instructor charge for rental checkout. Call John Cox 402-239-3953

FOR SALE

1996 Van's RV-6



RV-6 with 185 HP Titan engine (210 smoh by Nevada Engines)), TT 820. New Sterba prop, King KY96 com, Apollo SL60 GPS-com & Apollo 360 moving map, Narco AT50 Txp mode C, RST-504 audio panel, electric flaps, manual pitch and aileron trim. Strobe, nav, taxi & landing lights. Digital Tach & Hobbs. New altimeter, oil temp, tires, brakes and seats. Built by an AP. Great short field performer and fast cross country plane. Bought last December and flown 120 hours since but have decided to go Sport Pilot. Based in Seward, NE. 402 643-3464 or Cell 402 540 5679. Asking \$ 50K obo. • Contact Charles H. Krutz, Owner - located Seward, NE • Telephone: 402.540.5679 . 402.643.3464

FOR SALE

2 Lightspeed 25XL ANR headsets. \$150.00 each for EAA 569 members.

Lightspeed is offering credit of \$250.00 each for these if you are upgrading to their newest headsets under their "trade up program".

These headsets work perfect and Lightspeed gives away new ear seals at Oshkosh but they ran out this year before I got there!

I changed to an over the ear headset because at 6'6" I need all the clearance from the canopy I can get!

Contact Tom Henry 402-791-2116

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.

June 14 - 15, Holdrege Swedish Fly-in, Holdrege, NE (KHDE). Airport will be open to camping and transportation will be provided to all city events. More info: Dan Powers: 308.991.3641

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



2013 Dues are Due!!!

It's time to renew your Chapter dues. The amount remains at \$20. Whether you are a new member or renewing your membership we are encouraging members to go to the Chapter website (www.eaa569.org) and fill out the online form. After submitting your form, you will be instructed on where to mail your \$20. For those who prefer to fill out the paper form, that is available as well on the website.

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