

July, 2014
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EAA Chapter 569 Newsletter

Lincoln, NE



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Meeting Announcement

Date: Tuesday, July 1st

Time: 7:30pm

Program: Dick Miller

Dick is a former B-17 pilot. He flew 13 missions during WWII and was a featured member in our September, 2013 newsletter.

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

President's Message Cristi Higgins



June was a super busy month for 569. First at the end of May our riveting class went good and I can now say I have done some riveting. We had some young folks show up and the wise members not old were more than happy to teach the skill. Thank you again Don Shoemaker for the use of your shop.

The State Fly-in was a success in York. Edi and Harold Bickford were helping with the York chapter breakfast and 569 also provided 44 Young Eagle rides. Shout out to Gary Bartels who helped fly the kids as well as Jerry Clinch and Tom Trumble. Beatrice Young Eagle rides were cancelled due to high wind but Jason Linder provided a pre flight lesson to those interested. All of our pilots showed up that day to try for the kids but the wind just would

not cooperate at all. Thank you all for your strong efforts that day.

Now to the B-17 which was also a huge success. Thank you all who helped out in the hot sun keep the public safe and show off our beautiful bird. We sold 77 seats plus ground tours and souvenirs! What a great group effort and event! Nine lucky members got to go on the jump flight to Denver in the B-17. Our profits will allow us to keep sending a youth to Air Academy in Oshkosh each year along with the Young Eagle credits. What a wonderful gift we get to give making all the hard work worth it.

Happy Landings,
Cristi Higgins

Local 100LL prices



Airport	Price	As of	Full Service	Self Service
KAHQ - Wahoo	\$5.25	23-Jun		x
KJYR - York	\$5.25	18-Jun	x	
KAUH - Aurora	\$5.35	9-Jun	x	
OG3 - Tecumseh	\$5.50	3-Jun		x
KCEK - Crete	\$5.71	23-Jun	x	
KBIE - Beatrice	\$5.75	9-Jun		x
KSWT - Seward	\$5.89	23-Jun	x	x
KBIE - Beatrice	\$5.90	9-Jun	x	

And They Came to See the B-17

By Doug Volkmer

This was about my 3rd time helping out with the B-17 tour since I joined Chapter 569 in 2003. Not only do I find the B-17 an interesting airplane, I really find the people that come and tour the airplane interesting as well. And they came, young and old.

There was the father and son who came Friday afternoon to tour the plane. They came again Saturday morning, just to hear the engines run.

And there was the teenager who came with his Grandpa on Friday to ride in the B-17. He came again on Saturday, this time bringing his buddy. Once inside the B-17, the teens were picking Chapter 569 member Ed Siudzinski's brain about the B-17. Ed had no problem answering B-17 trivia. He knows alot about WWII planes. He volunteers at the SAC museum, making these birds look new again. Good guy to have in the plane.

And there was the young boy wearing a Chicago Bears t-shirt who was fascinated with the B-17. His father said his son even has a B-17 model. They asked if they could take pictures inside the plane. Certainly!

And there were the Texas Tech fans on their way to the College World Series. They heard about the B-17 and took a detour to see history.

And there was fellow Chapter 569 member Wayne Woldt with his father Lt. Col. Willard Woldt (ret.). Willard was a bombardier and navigator on a B-17 and then transitioned to the same duties on a

B-29.

And then there was 94 year old Roy Statton who came out with his grandson. Roy flew 35 B-17 missions. Roy didn't get shot down but he did have a midair collision with another B-17. A trailing B-17 had applied power to stay in formation and it's prop hit Roy's tail gunner, destroying the tail compartment. Roy remembers his crew crying out "we lost Mooney!", referring to Marion Mooney, Roy's tail gunner. Roy was able to make an emergency landing in France.

It's been almost 70 years since the end of WWII but it sure was clear people have not forgotten the young men and women who flew in these planes.

They came to see the B-17. To remember, to learn, to reflect.



Each day began cranking each prop 9 blades to circulate the oil in the 1200 hp radial engines. This was definitely a 3 to 4 person job.



The first group on Friday, all briefed and ready to go.



The first group on Saturday. Roy Statton, who lives in Lincoln, is sitting on the cart with his grandson to his right. Unfortunately strong winds grounded all the flights scheduled for Saturday. Roy said he was happy just to see the plane.



Several B-17 tour guests stopped to pose by Harry Barr's P-51. Thanks to Harry for displaying his plane next to the B-17.



How often do you see a B-17 flying over your backyard? This was a common scene over Lincoln Sunday morning. Those radial engines have a unique sound. The B-17 went up twice on Friday and 6 times on Sunday for a total of 77 rides.



Roy Statton and Don Shoemaker swapping stories.



Ed Siudzinski and Bob Chambers manning the souvenir stand.

State Fly-in



State Fly-in
By Doug Volkmer

The State Fly-in was held in York on Saturday, June 7th. The day began with a breakfast put on by York's EAA Chapter 1055. Chapter 569 provided Young Eagle rides to 44 kids. Thanks to Tom Trumble, Gary Bartels, Jerry Clinch and Cristi Higgins for making that happen.

The scheduled 90 minute afternoon airshow was cut short to 70 minutes due to a low ceiling. Harry Barr, Jessie Panzer and Doug Roth were still able to wow the crowd with their poetry in the sky aerobatics.

While watching them perform, I couldn't help but think about the late Charles "Doc" Carothers. Doc was a Lincoln dentist who was also an aerobatic pilot. The first time I watched him perform, it was in the early 80's at an airshow in Lincoln.

One stunt I remember him doing was breaking a ribbon. Sounds simple, doesn't it? Doc would make it interesting. There were 2 people on the ground, one on each side of the runway, each holding a pole that had a ribbon attached to the top that crossed the runway. Picture a big hurdle on the runway.

The PA announcer said the ribbon was 10 feet high (it looked a little higher than that but not much). Doc was to zoom down and break the ribbon while flying upside down. Well on Doc's 1st pass he got lined up with the runway, flipped upside down and then went beneath the ribbon! Yes, below the ribbon upside down! He was fun to watch.

Along with the air show, there were a few static displays to round out the show.



Harry Barr's Hiperbipe



Jessie "Giggly" Panzer's Pitts Special



Doug Roth's Staudacher, built by Jon Staudacher



No, this isn't Harry Barr. This is a Piper Vagabond landing on a Ford at an air show in York in 1948. Harry did perform this stunt at the State Fly-in.

(photo courtesy of Rosalie Hillmer)

Hangar Chatter



Tom Henry and Buddy Smith are making progress with the panel upgrade of their RV-9A (below).

That's an iPad on the right. They are now working on the condition inspection.



Keith Gomon and Matt Olsen are going to join forces and build a Pietenpol Air Camper.

John Cox is a proud owner of a Citabria (below). Hook up with him for a tail wheel endorsement or easy aerobatics. His contact info is located in the classifieds.



Kudos to Bruce Zimmerman of Pierce, NE for fighting the FAA and winning. If you haven't read his story, check it out here <http://goo.gl/pYGPdr>.

Accident Report

Accident occurred Tuesday, February 21, 2012 in Mariposa, CA
Probable Cause Approval Date: 02/27/2013

Aircraft: HAYCRAFT SPORT HORNET, registration: N72PD

Injuries: 2 Uninjured.

NTSB investigators may not have traveled in support of this investigation and used data provided by various sources to prepare this aircraft accident report. The pilot was returning to the airport when he noticed the smell of smoke in the cockpit. The smoke intensity increased, and after about 15 seconds, he opted to perform a forced landing into a pasture. During the landing roll, the nosewheel separated from the airplane, which slid to a stop. The pilot stated that after egressing, he observed fire emanating from underneath the engine area.

A postaccident examination revealed that the engine's predominant area of thermal deformation was around the No. 4 cylinder (right side). Examination of the bottom of the engine revealed that the right side exhibited hotter thermal exposure signatures than the rest of the engine. Due to the thermal destruction, it could not be determined precisely where the fire originated; however, the area where the damage was the greatest was where the fuel lines, coolant lines, ignition harness, and carburetor were located. It was also noted that no heat shielding was installed between the exhaust system and the engine, which more than likely had an effect on the initiation of the fire.

Both the engine and the exhaust manufacturers recommended installing heat shielding between the exhaust and engine components. The limits section of the Installation Manual states that if there is not proper heat shielding to protect the modules and fuel lines from the exhaust heat, the engine may be susceptible to a fire. However, because this airplane is experimental, there is no requirement for the installation of the heat shield.

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

Improper clearance and inadequate heat shielding between engine components and the exhaust system, which resulted in an in-flight fire.

What's this gizmo?



This is a digital caliper Tom and Buddy are using to measure the splines on the shaft between the engine and gear box on the Subaru engine of their RV-9A. They document it at every condition inspection.

Breakfast Help

By Andy Lahr

I would like to express my thanks to those members who have helped put the breakfast on every month. Especially Kerm Wenger, Doug Elting, Cristi, Brad, Buddy, Chuck and Ally Norris, Keith and Sue, Harold and Edi and many others.

I have enjoyed being involved with the breakfast, and recommend the opportunity to everyone in the club. I would like individuals who would be interested in helping, to please step forward so we can form a committee to manage the event. I believe a committee can accomplish all of the requirements of the event with the least load on each participant. Needless to say if an individual would like to assume the responsibilities of managing the event that would be great. This request has been mentioned at the monthly meetings, and to date little interest has been expressed in helping out.

Schedule conflicts with my employment prevent me from participating at my previous level, or at the level I would like to be involved. I will be withdrawing from the project in the very near future. If the event is to continue, the club will need to plan for continuation of the breakfast.

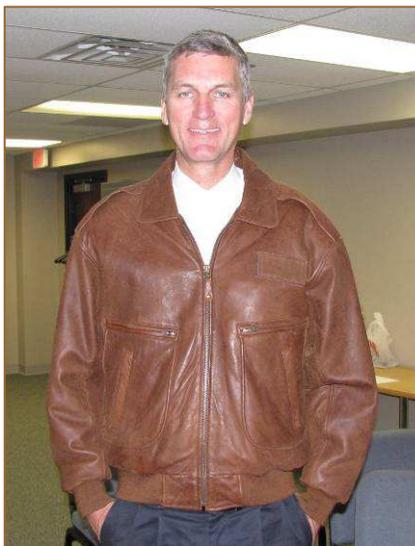
If you enjoy coming to the breakfast and you think it's a valuable activity for our club to continue to sponsor, please get a hold of Andy Lahr at 402-840-5235, or get a hold of the club president Cristi.

I look forward to hearing from you!

Art Curtiss

Art Curtiss passed away on May 29th. Art, 87, was a Chapter 569 charter member. He was a Piper Comanche owner/flyer. Our thoughts and prayers go out to the Curtiss family.

Silent Bid Auction Winner



John Cox was the silent bid auction winner of the leather jacket donated by the George Meyers family. Looking good John!

Rivet Workshop



Don Shoemaker teaching Cristi Higgins the fine art of riveting at the Rivet Workshop on May 31st.



Jayme Cox making good progress on her tool box.



“Lincoln Ground, this is ‘Overcast’, request permission to test guns!”

**Minutes of the Club Meeting
June 3rd, 2014**

Classifieds

The meeting was called to order promptly at 7:30 PM CST by President Higgins.

The meeting was called to organize the membership for the arrival of the B17 on June 13th, 14th and 15th. Sign-up sheets were presented and the membership indicated their preference for work hours. Vice President Gomon received a well deserved recognition for his work efforts in bringing the B17 to Lincoln and promoting the event.

Member Glen Witte donated \$500.00 toward the cost of an orchestra to play from 1:30 to 5:00 on Friday the 13th. John Cox donated money to help defray the cost of transportation for the promotion of the event.

John was also the winner of the leather jacket in a silent auction. It fit him well and he looked just like a real pilot.

The membership was asked to participate in a Young Eagles event on Saturday the 7th in York and on the 14th in Beatrice.

Bob Chambers' book of artwork will be on sale at the EAA Museum gift shop in Oshkosh.

The meeting was adjourned at 8:36 PM by President Higgins.

Respectfully Submitted
Doug Elting, Secretary, Chapter 569

Hangars for Rent
Tecumseh Municipal Airport (0G3) currently has several t-hangers available for rent. Reasonable rates. 3500x75 concrete runway in excellent condition. New self serve 100LL pump. Contact Mike Wendt (Airport Manager) 402-335-3303

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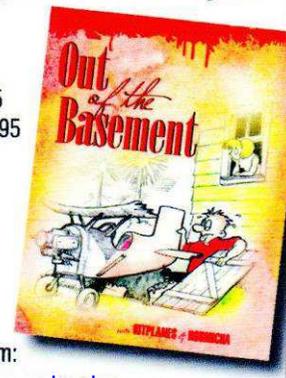
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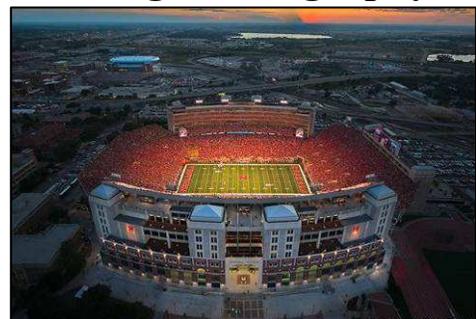
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Events

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 12, Tarkio Air Show (K57), Tarkio, MO., <http://wingnutsflyingcircus.com>

July 19 – 20, Defenders of Freedom Open House and Air Show, featuring the Blue Angels, Offutt AFB, Bellevue, NE., <http://www.offuttairshow.com>

July 28 - Aug. 3, AirVenture, Oshkosh, WI, <http://www.airventure.org/>



How to Become a Member...

Becoming an EAA Chapter 569 member is very easy to do! We now have an online registration system which helps make the registration process easier and faster. If you would prefer not to register online, we also have a form you can print off, fill out, and mail in. For more information about these options and how to become a member, go to www.eaa569.org and select Join.

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



Have a safe and happy 4th of July!