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EAA Chapter 569 Newsletter

Lincoln, NE



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Meeting Announcement

Date: Tuesday, May 4th

Time: 7:30pm

Program: "Nebraska Aviation Accidents"

A discussion of casual factors and risk management.

Presenter Mark Gaffney.

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

President's Message Tom Henry



There is no President's Message this month. Tom is busy trying to get wireless internet setup on his Powered Parachute so he can submit his column from the air. – Ed.



Matt Rye spoke about his Blue Angels ride at the April Meeting. He was one of three lucky recipients to be given a ride at the Offutt AFB Open House last August.

Cross Country in an RV-12

By Larry Geiger

(Larry spent 888 hours in 2009 building an RV-12. Now he is having a blast flying it. He just got back from flying it to Sun n' Fun in Lakeland, FL. – Ed.)

Now that I have been able to clean the bugs off, wash my clothes, change the oil, and cleaned out the Florida "dirt" I would like to report on the cross country capabilities of the RV-12 during my round trip flight of nearly 2,300 miles from Lincoln, NE to Lakeland, FL. for SnF.

I left Crete, NE (KCEK) Friday, April 9th, 2010, wheels up at 5:00am on the dot. I like to watch the sun come up and the forecast was for haze and clearing skies the rest of the day. No weather was forecast for the entire trip, and I had 35-40 MPH tail winds at 9,500 MSL. I did not see one cloud the entire trip down. A pretty amazing day!

But, I'm getting ahead of myself. I normally flight plan using AIRNAV so I can find airports that have credit card readers and MOGAS along the route. I usually don't plan on stopping at a specific airport (unless they have mogas) rather I stop at one that is near the end of my usable fuel. In the -12 (as with most RV's) after 3 hours I am ready to see if I remember how to land the plane again. My goal is

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Meet an EAA 569 Member



Matt Olson

I got started in aviation when I was 14 and lived in Ft. Leavenworth KS. I had spent a lot of time messing around with the early versions of Microsoft Flight Simulator, and when I found out that the MWR had a flying club, I convinced my parents to let me sign up for the Right Arm Course, which was their version of a pinch-hitter course. It was 10 hours of flight instruction and 5 hours of ground school. I was only allowed 1 lesson a month and then only if my grades were acceptable. I quickly found out that I could not easily understand the radio with my hearing loss, but that never really became a problem in training. I completed the course just before my family left Ft. Leavenworth and moved to Clarksville TN. Right away I found the local airport, Outlaw Field, and continued flying lessons for a few more hours. One day, my instructor completely surprised me after the third touch-n-go when he had me taxi back over to the FBO building and he said "OK I want you to go do three takeoffs and three landings...." as he got out and slammed the door behind him. I made the first takeoff and the first landing, the second

takeoff and the second landing, the third takeoff and the third and fourth landings. After I parked and secured the airplane and went inside for debrief, my instructor glared at me, trying to keep a straight face. He said, "I said three landings, not four." Dang it! I was hoping he hadn't noticed that.

So with my first solo completed, I decided to seriously pursue the private pilot license instead of just going up for a joyride every once in a while. So I worked various jobs and kept flying whenever I had enough money scraped up. Took me until I was 19 before I finally took the checkride. Passed with flying colors.

I went to Texas State Technical College, thinking I was going to get into the professional pilot program so I could get paid to fly one day. But when the advisor for the flight program asked me how I was going to get an instrument rating if I couldn't understand the radio, I didn't have an answer for him. Since the instrument rating was required to complete that program, I went and signed up for the aviation maintenance program. I got my A&P and moved to Kansas State University in Salina to finish a bachelor's degree. I spent my last semester at K-State working as an A&P for Mead Aircraft in Hutchinson, a Piper Malibu specialist. I even got to fly a Malibu while I lived in Salina. After that I moved back to Texas and worked as an A&P for a small FBO for about a year before

coming to Lincoln to work for Duncan Aviation. I have been an Airframe mechanic at Duncan for the past 5 years, working on Falcon and Hawker jets. I have continued to fly whenever I can, in whatever craft I can find. Since getting my certificate, I have flown numerous different airplanes, including aerobatics, ultralights, hang gliders, and I just got the high performance and complex sign-offs.

New Chapter 569 Logo ???



I asked our local cartoonist Bob Chambers if he would be interested in designing a logo for our Chapter to be used in our newsletter and website. Above is the 1st draft. What do you think? I think it looks pretty cool. I'd be interested in your thoughts. You can email them to me at webmaster@eaa569.org

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to have an hour of fuel in the plane minimum at all times, in the -12 that is 4-5 gallons so burning 5 GPH I have a range of 3 hours.

Going to SnF

From	To	Time	Miles	MPH Avg
KCEK	KPOF	3.1 hrs	459.4	148.2
KPOF	11A	2.9 hrs	451.1	155.0
11A	KLAL	2.5	340.0	136.0

I did not keep track of the fuel I added at each stop because the Dynon and the "Bender/Santic Marine Gage Mod" is so accurate I just added fuel and went. At no time did I add more than 17 gallons so my plan to have at least 5 gallons remaining got bumped once. Remember, you can't switch tanks like other RV's, when you are out of fuel you are OUT! 🤖

Before I left I set the ground adjustable prop for max cruise and ran the engine at 5300 - 5400 RPM most of the way. Temps were all really good; oil was 200F - 210F, CHT's were under 190-200F. I was burning between 5.0 - 5.3 GPH. The engine was incredibly smooth as I dynamically balanced the engine and prop after painting.

Please do not let the unavailability of mogas keep you from going CC in your -12. In my honest opinion, only constant use of 100LL should be avoided. Several tanks in a row are not going to hurt the engine. Just change the oil & filter when you get back home, and every 25

hours for the next couple of oil changes just to flush the lead out.

I took off from SnF around 9:00 am for the return trip. They did have mogas at Winterhaven, FL 15 miles east of Lakeland (SnF) so I hopped over there and filled up for the start of the return trip. Coming home I had 5-15 MPH head winds most of the way at any altitude so it was "sit back and enjoy the ride" time. I really like going low & slow so I can get to see the country side and this trip did not disappoint. We live in an incredibly pretty country. This was the first time in 10 years of going to SnF that I was able to make the trip each way in 1 day.

Return Trip

From	To	Time	Miles	MPH Avg
KGIF	KTOI	3.1 hrs	390.9	126.0
KTOI	KNQA	2.8 hrs	335.5	119.0
KNQA	K3GV	2.8 hrs	352.2	125.0
K3GV	KCEK	1.5 hrs	196.2	130.0

Landed at Crete, NE around 7:30 PM. What a great day!

In my honest opinion, the -12 is a capable cross country machine. I do not have an auto pilot so I hand flew the entire trip. Most of the time I was using my finger tips and the plane was rock solid once trimmed out. Altitude holding was amazingly steady for no AP. I will be adding a lumbar support for long trips and I suggest you do the same if you are over 18. My legs got a little "ansy" but I could move my right leg over to the passenger side and stretch out a little.

I did use the arm rest to lift myself up a few times and was greeted with the Dynon telling my wing spar pins were "BAD" My heart jumped a beat, until I realized it was my last actions that caused the alarm.

All in all, the -12 is more than capable of long cross country trips so keep pullin those rivets and start making plans for your cross country adventure.



Larry's plane at Sun n' Fun with Van himself standing in front!

Inaugural Movie Night a Success!

By Sue Volkmer

Members of Chapter EAA 569 gathered at the Joyo Theatre on Thursday, April 8th to watch *Those Magnificent Men In Their Flying Machines*, the first movie chosen for the chapter's aviation movie night. Family members and friends came along to make a crowd of about 45 people.

After popcorn and soda purchases were made, Dennis Crispin briefly shared some information about the movie and then the show began - a comedy about an early 1900's air race from London to Paris, with pilots from all over the world competing. With much poking fun at the various nationalities and some pretty crazy-looking aircraft and their zany pilots, it was entertaining from start to finish. Though the Englishman won the race, the American was the hero by forfeiting the victory to save another pilot, and of course he wins the beautiful girl in the end.

Though the Joyo Theatre has seen better days, the seats were comfy, the popcorn was tasty and parking was right outside the door. With a small contribution towards the theatre rental, it was bargain entertainment and thoroughly enjoyable.

Suggestions for future movies may be made on the forum at the Chapter Website - www.eaa569.org.

Young Eagles Event

Tom Trumble has a Young Eagles event scheduled for May 15th at Crete. This is the same day as our Chapter breakfast. He has 16 kids lined up for rides. Start time will be at 9:00am. If you can help Tom please call him at 464-3089.

Huge turnout for breakfast!!

The April breakfast had a great turnout! The breakfast crew estimates they served 80+ plates and a count of planes on the ramp was around 35. It seemed everyone had spring fever and was anxious to pull the plane out of the barn and head out for an omelet. We had people from all over fly in. There were a group of RVs from Lee's Summit, MO that even came up.

With spring finally here and the summer flying season upon us, we anticipate the ramp filling up again. It takes a lot of work to put this on. If you can help the breakfast crew out at all, please contact Roger Aspegren at (402) 797-5825.



This RV-7 was one of a group of RVs that flew up from Lee's Summit, MO for the April breakfast.

Minutes of the Club Meeting

April 6, 2010

The meeting was called to order by President Tom Henry at 7:30 PM.

The members were asked to introduce themselves and give a status report on their projects. Several visitors and new members were present. New members included Bob Workman and Harold Bickford. Visitors included Doug Sessions, Dennis Bowman and Steve Nast. Members should make our visitors feel welcome and encourage them to join the chapter.

Following introductions, the program was provided by Matt Rye who recounted his experience riding with the Blue Angles. Matt indicated that his ability to stay conscious and not lose his lunch counted as major achievements.

Cristi Higgins reported the movie "Those Magnificent Men in Their Flying Machines" would be shown at 7:00PM the following Thursday at the Joyo Theatre.

The dates of May 22nd and 23rd were not available for the Mall show. It was suggested that the dates of June 5th and June 6th should be pursued. Doug Elting so motioned and Tom Winters seconded the motion. Motion carried.

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Mr. Tom Trumble provided the Young Eagle report. Tom made the motion that Chris Bruner be designated to attend the EAA Air Academy program and that \$900.00 in Young Eagle credits plus \$100.00 be made available for that purpose. Tom so moved and the motion was seconded by Eric Corbridge. Motion carried. May 22nd was designated as Young Eagles day with 60 ROTC cadets from Northeast High expected to attend. August 3rd was also mentioned as a Young Eagle outing with the All Girl Math Camp group.

No secretary's report or treasurer's report was given however it was noted that we now have 52 members in the Chapter. Roger Aspegren made a motion that the three charter members of the Chapter be granted free membership. Tom Winters seconded the motion and the motion carried.

Nebraska Aviation Art fund will give their presentations on April 24th.

Tom Johnson discussed his attempts to create a grass strip in Lancaster County and asked for members to support his efforts through attendance in public hearings.

The meeting was adjourned at approximately 9:50 PM.

Doug Elting,
Secretary

Minutes of the Executive Meeting

April 21, 2010

The meeting was called to order by President Tom Henry at 7:00 PM.

Treasurers Report: The Treasurer was not in attendance.

May Program: Mr. Mark Gaffney will provide a safety report on recent aviation accidents that have occurred in the area.

Mall Show: The mall show is starting to take shape. It is Dennis's intention to have Andy's Pelican available, Cristi's photos of EAA events, Bob Chambers cartoons and possibly Larry Geiger's airplane available. Dennis will coordinate insurance requirements.

Appreciation Awards: The 2010 nominations are available from Tom Henry.

Movie Night: May 13th was selected as the next movie night. Our first night was deemed to be a success with a small profit made after expenses. Movie selection will follow.

Equipment Purchases: Mr. Lyle Bender reported to the Board on his research into the purchase of a prop balancer. The device made by DynaVibe appears to be the best available at this time. A competing balancer made by ACES model 1015 may be available this summer. The ACES equipment may provide future expandability.

Meeting was adjourned at approximately 8:15 PM.

Doug Elting,
Secretary

Chapter Member Recovering

Bill Splinter is recovering from a fractured hip caused by a slip on the ice which happened on March 20. He had been at Tabitha but was discharged on April 24th. He noted that long time Chapter member Wally Peterson is at Tabitha also.

Classifieds

TRADE FOR A GLIDER??



1978 Piper Tomahawk

PA-38-112 2120 TTAF&E
Very Clean May Annual
All AD's Current. \$19,500

More Pictures at <http://tbarjne.com>

Email Tom at td_johnson@tbarjne.com

FOR SALE



1962 Cessna 182E

1545TT
Last compression check was 70/80, 70/80, 64/80, 70/80, 70/80, 69/80.
Needs paint. Glass and interior are still great. Cleveland's and new tires a few years ago.
Rebuilt carb in 2006 and have not used auto fuel since. \$35,000

Jim Chambers
Cell: (402) 440-5270
Home: (402)488-8814
Work: (402) 465-3806

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.

May 1, Airport Open House/Pancake Feed, Abilene, KS. Annual airport open house and pancake feed. Military, homebuilt, classic have been invited to attend this 16th year annual event. Contact James Price. Phone: (785) 263-3970

May 13, Chapter 569 Movie Night, 7:00pm Joyo Theatre, 6102 Havelock Ave, Lincoln, NE.

June 4 – 5, National Biplane Fly In, Junction City, KS. Contact Jim Clark. Phone: (785) 210-7500

July 4 – Free Airshow, Seward, NE 11:00am. Fly-ins welcome. Airport closes promptly at 11:00am and will reopen immediately after the show (usually around 12:00 – 12:30). Any questions call Seward Airport at (402) 643-2125.

July 26 – August 1, AirVenture, Oshkosh, WI <http://www.airventure.org/>

August 28 – 29, Defenders of Freedom, Offutt AFB, Bellevue, NE. Performances by AirPros, Greg Poe Airshows. Contact Maj. Eric Nelson. Phone: (402) 294-8800 <http://www.offuttairshow.com>

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