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EAA Chapter 569 Newsletter

Lincoln, NE



EAA 569 Contact Information

President & Tech Counselor

Tom Henry
H: 402-791-2116
W: 402-479-1540
tom.henry@duncanaviation.com
TomHenry3@aol.com
1360 S 96th Rd.
Firth, NE 68358

Vice President

Kermit Wenger
H: 402-327-9332
KWenger@neb.rr.com
5421 S. 73rd St.
Lincoln, NE 68516

Secretary

Doug Elting
H: 402-423-3916
W: 877-445-6311
nelting@neb.rr.com
5701 So Coddington Ave
Lincoln, NE 68523

Treasurer & Tech Counselor

Erick Corbridge
402-499-1039
Corbe99@Yahoo.com
5641 Harding Dr.
Lincoln, NE 68521

Tech Counselor

Doug Hill
H: 402-730-8126
W: 402-474-5074
doug@hillaero.com
920 Lakeshore Dr.
Lincoln, NE 68528

Newsletter Editor

Doug Volkmer
H: 402-483-1108
rv7doug@gmail.com
3720 Stockwell Circle
Lincoln, NE 68506

Meeting Announcement

Date: Tuesday, November 2nd

Time: 7:30pm

Program: Lyle Stohlmann

Lyle will talk about the C-130 Gunship.

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

President's Message Tom Henry



2011 officer nominations are open only until the voting begins. Please consider giving of your time to the chapter to help keep it running. We still need nominations for officers for 2011. Secretary and Treasurer need at least one more nominee each.

At least here in Nebraska the flying season is nearing its end for this year for most of us. Do you properly preserve your aircraft for the months of inactivity? In particular, your engine and battery? There are literally infinite resources available with advice and information on keeping your aircraft safe, sound and beautiful and perhaps even saving time and money next flying season. Check out Lycoming Service Letter L180B (<http://www.eaa569.org/files/SL180B.pdf>) or Teledyne Continental's TCM Care

and Feeding Library (http://www.tcmlink.com/visitors/care_nfeed). Both are available free over the internet. Take advantage of them.

As always we have new members. Call them and reminded them of our meeting night and location. Offer to give them a ride to the meeting or even an airplane ride. There is no better way to fire enthusiasm for flying than to actually fly. Contact our membership chairman Roger Aspegren and volunteer to take a new member "under your wing" and make them feel welcome. Let's make sure our new friends feel welcome and wanted any way we can! Besides, everything is more fun with friends, both old and new.

Calm winds and clear skies,
Tom Henry



Mark Gaffney and his family flew into the Nebraska State Fly-In held at Kearney, NE on October 2nd.

Rockford, the Hard Way

By Harold "Budd" Davisson
EAA 22483

SOON IT will be that time of year again, when all roads lead to Rockford, but for some of us that road is longer than for others. Even if time is no problem, money often keeps many members of the "Everybody's Airplane Association" at home; this has been my plight for several years.

Every summer of my college career I literally dreamed of making it to the "Bethlehem of Aviation," but ever year, especially as I entered graduate school, a dollar seemed to grow in size and scarcity. Finally, I just couldn't let a minor thing like finances keep me at home.

When I decided to hitchhike to Rockford, a round trip distance of 1,500 miles, my earth-bound friends immediately shifted me to that portion of the population known as fanatics. I'd forgotten that to some people an airplane is just an airplane.

Youth provided all the impetus I needed, and 0700 hours on the 27th of July, 1967, found me standing on Interstate 35, south of Oklahoma City, with my thumb out—not a very streamlined position.

Between semesters of engineering at the University of Oklahoma I have done quite a little hitchhiking, and rides have been easier to catch if I carried a sign proclaiming my destination. On that crisp morning in 1967, I added a new sign, about a foot square. It read, "EAA." The sign and my thumb transported me to St. Louis, where I spent the night.

The first car that passed me the

second morning nearly slid off the road, as it clamped down on the binders. Ralph Macintosh, an EAAer from Waco, Texas, had seen my sign.

A hobo never had it so good. The next 300 miles, while lengthened by anticipation, were shortened by good conversation — about airplanes, of course. I imagined the same scene being played out in an endless number of cars converging on Rockford; airmen talking about air machines.

As we turned through the gate into the EAA camping area, a pair of biplanes droned overhead, and I knew the trip was more than worth it. I was home!

Those of you who make Rockford an annual affair know what I mean, but you arm-chair experimenters just wouldn't believe that week at Rockford. Everything, and everybody, is guaranteed to be there.

"Hi, aren't you Curtis Pitts?"

He was!

Initially, the whole affair is overwhelming, and you honestly don't know where to begin. I headed for a Knight "Twister", was sidetracked by a PJ-260, stopped to look at a "Tailwind", and never did make it to the "Twister" because a covey of "Miniplanes" flew over, and I lost my place.

I ran into my good friend Leon Davis and spent quite a bit of time helping him ward off the numerous questions about his new four-place DA-2 (or is it DA-2Vi?).

The question most frequently asked at the convention: "Do you really plan on carrying four people on 65 hp, Mr. Davis?"

The aircraft would be enough, but the warmth and hospitality of the

people make the convention unbelievable. Everybody was out to help the next guy, and they bent over backward to help me learn, and see, whatever I wanted. No fanatics here, just real people.

Hey, look! It's me, talking to Ann Pellegrino!

This is where it's at! You name it! Imagine, lying in the shade of Hal Krier's "Chipmunk" (Joyce Funsch's Pitts doesn't throw a very big shadow) watching Bob Herendeen flatten out the top of a square loop, or patiently waiting for Duane Cole to finish his slow, slow, slow roll.

"The Man," Mr. Poberezny, was everywhere . . . I mean everywhere!

Saturday arrived, and the only way of telling that a week had gone by was the increasing severity of my sunburn. Had I really had dinner with Ed Leshar? Was that really a P-40 I had seen growl across the deck? Was Paul Poberezny really the Wisconsin Whistler?

As I helped Leon Davis load his airplane, I knew that all the miles behind, and ahead, were more than worth while. I wouldn't walk a mile for a Camel, but I'd walk a lot more than a mile to experience the August happening at Rockford.

Even though I'll be graduating with my master's degree in June, my finances won't be a bit better, so keep your eye on the side of the road for an anxious looking type with a suitcase and a sunburn.

(This article originally appeared in the July, 1968 issue of EAA Sport Aviation).

Accident Report

Accident occurred Friday, June 26, 2009 in Manassas, VA

Aircraft: Michael J. Kohout Glassair III, registration: N2YT

Injuries: 2 Serious.

The pilot/owner stated that he conducted a "thorough pre-flight inspection" of the experimental amateur-built airplane, which was fully fueled for the accident flight. Engine start, taxi, and all other preflight activities were unremarkable. Just after takeoff from the controlled airport, the passenger noticed fuel venting as the right wing fuel cap had separated from the filler neck, and he informed the pilot of his observation. The pilot requested an emergency landing on the departure runway, in the direction opposite the takeoff direction. The two tower controllers saw the airplane start to turn, and then descend "fast" into trees just beyond the airport. Total flight duration was approximately 1 minute. The pilot told investigators that the airplane handled "erratically" due to the venting fuel, and that he "decided to perform a forced off field landing." Postaccident examination revealed that the fuel caps and filler necks were not placarded in accordance with the kit manufacturer's guidance concerning cap orientation. Subsequent testing of the right main fuel cap did not reveal any anomalies. Available evidence did not support the pilot's perception that the fuel venting constituted an extremely time-critical situation that rapidly resulted in a significant fuel imbalance, and a lateral control problem. The pilot's response to the fuel venting resulted in his preoccupation with requesting and executing an immediate return to the airport.

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

The pilot's failure to maintain aircraft control while attempting an emergency landing after takeoff. Contributing to the accident was the pilot's inadequate preflight inspection and distraction due to a separated fuel cap in flight.

Young Eagles in Transition

By Tom Winter

I've been Young Eagle Coordinator for the chapter since 1998. I've seen changes. Two main ones: Personnel here, policy there, in Oshkosh.

The most pressing one is pilots. As Hugh Dowding says in the film "Battle of Britain," "We need pilots."

Over the years, we've lost some heavy hitters. John Zimmer, whom I could always count on, has gone west. Likewise Lynn Elsner. Others, like Wally Peterson, have lost their medical; Phil Jossi, one of the most consistent volunteer pilots, has moved out of state. Others have gone on to other projects.

Currently my big heavy hitters have been John Cox, Tom Trumble, and Glen Witte. The first two, in fact, have also become Young Eagle Coordinators. More recently, Ed Printz has also been flying the kids. But if one or more of these four cannot fly at a Young Eagle rally, yours truly is "in a world of hurt."

Consider a hypothetical example. 40 Young Eagles to fly, 4 days to go, and two pilots who have said "I will be there." Plus me in my Cessna 150. That would be a sweat!

That would be seven YEs per flight cycle, and to fly them all, 5 cycles. Closer to 6. Count 40 minutes per cycle. That is a long four hours. Two more pilots would make this 13 kids per flight cycle, and need only three cycles to fly the entire group. A pleasant

morning instead of a potential grind.

I lied. I wish it were hypothetical. It is actually where I am right now. Sweating.

Conclusion for this part: Get your license! Get yourself a plane! Fly kids and build the future of Aviation!

The other change is Oshkosh policy. We can't fly camp kids as Young Eagles anymore. The explanation is simple: if the flight is out of a camp, and there is a charge for the camp, it is inseparable, and a paid flight. There can be no such thing as a paid Young Eagle flight. No EAA additional coverage, no entry in "The World's Biggest Logbook." (Though it does save us paperwork and postage!)

So ACE camp and the All Girls All Math Math Camp this summer were flown purely as passengers, on our own liability, purely on our own insurance.

Personally, I have stopped doing open events where you invite the world and risk having too many to fly and unhappy crowds; or lots of earnestly sought pilots hanging around with nobody showing up. But when I coordinate with an organization that has a youth program, precise planning is possible. They bring in a pre-set number of Young Eagles and I line up the tower, and the FBO, and the appropriate number of pilots (if I can!)

Conclusion for this part? There is no conclusion for this part. It is a substantive change, and we need to talk it over.

It's Party Time!

EAA Chapter 569 Annual Christmas Party

The Knoll's Restaurant
2201 Old Cheney Rd., Lincoln NE

Sunday December 5, 2010

Social Gathering 6:00pm - Buffet Dinner 6:30 pm

.....
Cut Here - Mail Below Portion With Payment

EAA Chapter 569 Christmas Party Reservation

\$17.50 per buffet meal, includes non-alcoholic beverage, tax & gratuity
(Cash Bar Available)

Send your reservation & payment to:

Sue Volkmer
3720 Stockwell Circle
Lincoln, NE 68506

Please enclose payment of \$17.50 per meal with your reservation

Make checks payable to: EAA Chapter 569

Dinner Reservation for# _____ Total Enclosed\$ _____

Make Nametags For:

1. _____ 2. _____

Please submit your reservation by November 30th, 2010

Minutes of the Club Meeting

October 5, 2010

The meeting was called to order by President Tom Henry at 7:32 PM.

The members were asked to introduce themselves and give a status report on their projects. New member included Mr. Walter Lueke. Jerry Carlson brought a guest.

Program: Jim Fix of Fix Prop Shop was the program. He presented a very informative slideshow on rehabilitating a propeller. By just looking at a propeller, he can guess what type a plane it came off of.

Young Eagles Report: Tom Winter reported a Young Eagles event coming up on October 16 at the Seward Airport. Tom would like some help with approximately 40 Junior ROTC cadets.

Treasurer's Report: The Treasurers report was not available.

Spark Plug Award: Seeking nominees for the 2010 Spark Plug Award. Members should notify an officer of anyone who should be considered for this award.

Tech Counselor Report: Tom Henry is scheduled to visit Andy Lahr's Pelican "PL" project.

Movie Night: President Henry has had 7 responses from his email survey.

2011 EAA Calendar: Let Erick Corbridge know if you would like

to order a 2011 EAA Calendar.

Mall Show: Another mall show for next spring is being considered.

Ford Partner Recognition: Current EAA members (and spouses) can save a lot of money on a purchase or lease of a new vehicle with this partnership. If you want more information, President Henry has brochures.

Open Business: Dave Eloge reported he attended the Zenith Aircraft Open Hanger Day.

President Henry received an email from former member Steve Davey. Steve, now in Houston, TX says to tell everyone "hi".

The meeting was adjourned at approximately 9:46 PM.

Doug Volkmer for
Doug Elting, Secretary

Minutes of the Executive Meeting

October 16, 2010

The meeting was called to order by President Tom Henry at 10:20 AM.

Election of Officers: A list of the current candidates were reviewed. Other possible candidates were also mentioned.

Christmas Party: Erick has placed a deposit at the Knoll's. Cristi Higgins will put together a video for the party recapping 2010.

Program: Vice President Wenger is still working on the November program.

Spark Plug Award: Candidates for the 2010 Spark Plug Award were discussed.

Movie Night: President Henry has received 10 responses. We'll consider a movie night this winter.

Meeting was adjourned at approximately 11:01 AM.

Doug Volkmer for
Doug Elting, Secretary

John Cox graduates another

Jeff Pieper of York is now a private pilot! He took lessons on breakfast Saturdays until he could solo over to Beatrice and train with John Cox. He took his checkride at the towered airport in St. Joseph, MO. Congratulations Jeff!

Classifieds FOR SALE

**1978 Piper Tomahawk**

PA-38-112 2216 TTAF&E
Very Clean, new June, 2010
Annual All AD's Current. \$19,500

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

Email Tom at:
td_johnson@tbarjne.com

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.

2010 Nebraska State Fly-In - Kearney, NE



A turbine engine display by Western NE Community College. They fired it up a few times during the day.



Diane Bartels, holding the Charles E. Taylor commemorative plaque, is being interviewed by a reporter.



SNS-7 Hiperbipe

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

