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EAA Chapter 569 Newsletter

Lincoln, NE



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Meeting Announcement

Date: Tuesday, November 4th

Time: 7:30pm

Program: Jessy Panzer

Jessy is a corporate pilot and a member of the U.S. Advanced Aerobatic Team. She was mentored by the likes of Bill Stein and Sean D. Tucker and has been on the airshow circuit for several years. She has performed all over, including Oshkosh. This will be another great program. Bring your spouse!

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

President's Message Cristi Higgins



Welcome to November fellow aviation enthusiasts. Time to start winterizing machines and houses for the cold weather. Winter is my least favorite season but I always find ways to still have fun.

Our Christmas party is December 7th at 6pm. This year the Christmas party committee has decided to have the party at Wilderness Ridge. Details are on the back page but I promise you a fabulous time with food and friends. Sure is a beautiful place to celebrate our year.

Please come to the meeting this month and have your vote on future officers.

Happy Landings, Cristi Higgins

EAA Air Academy Camp

Do you know anyone 12 to 18 years of age who would be interested in attending the EAA Air Academy camp next summer? EAA has a scholarship, named after former EAA 569 member Wally Peterson. A Nebraska applicant will have preference towards this scholarship. If you know someone interested in attending, contact an EAA 569 officer.

Christmas Party location change

The Christmas Party committee has moved the party this year. The party will be on December 7th at 6:00pm at Wilderness Ridge. It will be held in the Bitterroot Room. Details are on the reservation form on the back page of this newsletter.

Get your reservation sent in!

Gaston's White River Resort

Looking for another place to go for that \$100 hamburger? Check out Gaston's in Lakeview, Arkansas. Tom Trumble and his wife recently flew down there. Check with Tom before you head south. He'll give you a few tips to get in and out of there.



Gaston's (3M0) 3200ft turf runway. Their website is <http://www.gastons.com/>.

plane talk by *Lauran Paine, Jr*

MY KIDS CALLED HIM UNCA DON. He wasn't really their uncle; he was a friend of the family. But they called him Unca Don nonetheless. They still do, 30 years later.

It all started in the early 70s. The Vietnam War was winding down, I was fresh off active duty with the U.S. Air Force, pilots were a dime a dozen, and the airlines had hundred of pilots on furlough. Like many others, I couldn't buy a flying job. So, armed with the GI Bill, my wife and I went back to the books, she to nursing school and I to graduate school.

We had no money and one small child, but you know, in retrospect, it was a good time. We had a roof, food, and dreams; we discussed ideas and engaged in simple pleasures. I remember once raiding our son's piggy bank, taking the coins to Puck's Donuts and then going to the park and tossing the Frisbee. It was the best we could do at the time. Low budget fun. Life is generally bad only when you give up; we never gave up. On the occasion when I let myself think about it, however, I did miss flying.

Enter Unca Don and his family. My wife, Kay, met his wife at work, and "the flying thing" entered into the conversation. Kay mentioned that I was a former U.S. Air Force pilot; Don's wife mentioned that he was a corporate pilot. And, from there, it all began.

Unca Don worked for a company that manufactured those big, caterpillar-type tractors that go in the snow. You see them on the slopes in all the major ski areas.

And he flew the company's Cessna 310, with the flared tip tanks. It was a really spiffy-looking flying machine.

Unca Don invited us over for a barbecue. We had a couple libations while the barbecue sizzled, and Don and I talked. Our wives listened, a little amazed, I think, that two guys who had just met could talk so long and so passionately about one thing: flying. That night our young son dubbed our host "Unca Don." It stuck.

We got together often, often for pizza. Don usually bought, we being poor students and all, ordering the big, everything-type combo with anchovies. On the rare occasion when my Visa dipped below its \$300 student limit, I bought. Don would then order the pepperoni, the cheapest pizza on the menu.

I was a "Midlife Eagle," rated but with no flying job and none on the horizon. But I still harbored the dream of someday again flying for a living. Somehow. Some way. Sometimes, however, in darker moments, I'd try and convince myself that "I didn't have to fly, for cryin' out loud." Other people seem to get by without it just fine. But, for my part, it was always a feeble argument, invalidated every time I looked up at a partly cloudy sky and a distant contrail.

Enter Unca Don again. When the Cessna 310 would come out of annual inspection and need to be test flown, Don would call me and ask if I wanted to go. I did. And, once again, I was in the air, juices flowing, alive with the wonder of flight and noise and scenery and the challenge of keeping the needles

centered on the ILS. No, I wasn't imagining that I love to fly; I do love to fly.

When one of the owners at Don's company bought one of those newly manufactured, two-cylinder Champs, Don called me to come fly in it with him. When Don wanted to do some aerobatics, he rented a Citabria, called me, and away we went for some twists and turns in the sky. When two employees at Don's company wanted to learn to fly, they bought a Cessna 140. Don then steered them to me to teach them. Bit by bit, with Don's covert help, I was climbing back into the aviation saddle.

More motivated now than ever, I kept calling the National Guard. I finally got my break. Right after graduate school I was back in the military again, part time, and off to get checked out in the OV-1. I was back in the big aviation saddle, single pilot, with stick, canopy, ejection seat, and a great mission right where I wanted—and needed—to be. I flew the OV-1 for 16 years and enjoyed every single hour of it. Once I flew it to Portland to inquire about a rumor I'd heard that a startup airline was hiring. I walked into the building in my smelly flight suit and asked about a flying job. That was on a Thursday. On the following Monday, I was flying Navajos for the airline. That was 24 years ago and remains the only airline interview I've ever had. That airline evolved into what is now the Alaska Air Group.

But we're not done with Unca Don. Several years ago he held a "6,000 hour party." He invited several couples. We split into

groups of three or four and were given a box of aviation items. Using the things in the box, we had to come up with a skit. I remember one box that had one of those pinwheels on a stick and a feather. This guy pulls the pinwheel out and starts touching it with the feather, saying, "Feather one! Feather one!" Maybe you had to be there, but at the time it was darn funny.

One more Unca Don story. (Pssst! Don't tell my wife I told you this story...) When my wife was pregnant with our second child, we went to the hospital with labor pains. The hospital deemed her not quite ready and sent us away. We drove back and forth across several railroad crossings, doing what we thought we had to do. Nothing. Our apartment was way south of town, so we went to Unca Don's house to hang out for a bit. His son, Ed, 10 years old and the only one home, let us in. Ed saw the pregnant woman and her wide-eyed husband—me—and his eyes got big, too. But he offered us Oreos and milk. It was an offering both noble and good. And then my wife's water broke, right there on Unca Don's new leather couch. Back to the hospital we went, and Unca Don soon had another "nephew" who calls him Unca Don to this day. I guess Don forgave us because he and his wife drove a long way to attend our oldest son's wedding. I told "the couch story" at the wedding, and he just laughed. What a guy!

Where's Unca Don today? "Retired" in Montana with room to roam under a big sky. I use "retired" in quotes because the local college lured Don back to teach

some aviation classes. He had ended up flying those fancy corporate, glass cockpit airplanes, so he now passes on advanced systems and cockpit knowledge to fledgling flight students. I can't think of a better guy to do it. He's smart as a whip, passionate about aviation, and cares about people. He's doing for his students now what he did for me, putting them on track to succeed and be happy. He doesn't do it for advantage or money; he does it because that's just the kind of guy he is.

So, for helping a Midlife Eagle 30 years ago, I'll say it here and now (because if I said it to his face, I'd get all tongue-tied and goofy), from my bride, my boys, and me, "Thanks, Unca Don."

(This article originally appeared in the September, 2002 issue of EAA Sport Aviation.)

Questions from the Private Pilot Test Exam

1. What effect does high density altitude have on aircraft performance?
 - a) It increases takeoff performance.
 - b) It increases engine performance.
 - c) It reduces climb performance.
2. What effect, if any, does high humidity have on aircraft performance?
 - a) It has no effect on performance.
 - b) It decreases performance.
 - c) It increases performance.
3. Ground effect is most likely to result in which problem?
 - a) Settling to the surface abruptly during landing.
 - b) Inability to get airborne, especially after leaving an EAA 569 breakfast, even though airspeed is sufficient for normal takeoff needs.
 - c) Becoming airborne before reaching recommended takeoff speed.

Answers: 1. (c) 2. (b) 3. (c)



Harold and Edi Bickford recently attended the Zenith Open Hangar Day & Fly-In in Mexico, MO. While there, they got a ride in One Week Wonder, the Zenith CH 750 Cruiser built in 7 days at AirVenture this year.

**Minutes of the Club Meeting
October 7th, 2014**

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

Vice President Gomon introduced our own Buddy Smith who gave an excellent presentation on the work done to replace the electronics and instrumentation on N678RA.

Buddy first reviewed the original panel. The first thing he noticed was the Garmin 196 black and white navigation device. He then described the cockpit innovations that have occurred in recent years compared to his days as a pilot of an F-4.

The factors the team considered in the upgrade were as follows:

- Integrated components
- Color touch screen GPS
- Instrument approach capability
- ADSB in functions
- LED lighting
- 2 axis autopilot
- Synthetic vision EFIS
- And finally, “Don’t break the bank”

Buddy walked us through the steps of installing a modern day digital experimental panel system including bench mock-up and installation.

All in all, it was a great learning experience that highlighted the depth of knowledge and experience of the chapter membership.

The business meeting followed with the announcement that the

2015 calendars will be available soon.

Next month we will vote in a new slate of officers. Nominees are as follows:

- President, Harold Bickford
- Vice President, Matt Olson
- Secretary, Doug Elting
- Treasurer, Mark Werth

The chapter is seeking an interested young person to sponsor for next year's Young Eagles sessions at Oshkosh.

The meeting was adjourned at 9:15 CDT.

Respectfully Submitted
Doug Elting,
Secretary, Chapter 569

Is your Medical due?

Here's a list of Aviation Medical Examiners in southeast Nebraska:

FIRST	LAST	CITY	PHONE
JOHN C	WILCOX	AURORA	(402)694-3191
CARROLL L	VERHAGE	GENEVA	(402)759-4431
STEPHEN	HAUDRICH	LINCOLN	(402)465-0010
DALE E	MICHELS	LINCOLN	(402)488-7400
DENNIS E	DALEY	OMAHA	(402)330-1410
FRED W	FEUERSTEIN	OMAHA	(402)354-7500
ANDREA	LAWLOR	OMAHA	(402)330-1410
MARK JOHN	PTACEK	OMAHA	(402)552-3222
PAUL	SHERRED	OMAHA	(402)572-3165
JAMES	STEIER	OMAHA	(402)354-8990
JAMES M.	TRACY	OMAHA	(402)391-1800
GREGORY N	WOODS	YORK	(402)362-5555

(source www.faa.gov)



Accident Report

(The Big Ten Network recently aired a documentary called "Unbeaten: The Life of Brook Berringer". Brook, who had just finished his senior year at UNL and had a promising NFL career ahead of him, was killed in an airplane accident along with his friend Tobey Lake. Below is the NTSB findings of that tragic accident. - Ed).

Accident occurred Thursday, April 18, 1996 in RAYMOND, NE
Probable Cause Approval Date: 01/17/1997

Aircraft: PIPER J-3, registration: N6510H

Injuries: 2 Fatal.

Witnesses reported that after departure from a grass runway. The airplane reached an altitude of about 250 feet, then it departed controlled flight, and descend into the terrain. The winds were reported to be from 280 degrees at 17 knots with gusts to 24 knots. The fuel valve was found in the off position. The cockpit control lever for the fuel valve was found approximately three quarters of an inch aft of the on position. The aircraft's owner reported that the fuel valve handle was always left in the on position. The propeller did not show any evidence of engine power at the time of impact. No preimpact abnormalities were noted when the engine was disassembled.

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

failure of the pilot to ensure that the fuel selector was properly positioned to the full 'on' position before takeoff, which resulted in a loss of engine power due to fuel starvation during the initial climb after takeoff; and the pilot's failure to maintain control of the aircraft. The gusty wind condition was a related factor.

Classifieds

1969 Cherokee 140 For Sale

Contact Nancy or David Moll at: dnmoll@windstream.net / davidmoll66@gmail.com

Airplane is hangared at the Lincoln Nebraska airport



Aircraft TT: 7,435 hours Asking \$30,000 Since overhaul: 843 hours

One owner since 1981 July 2014 Annual New Airtex interior



For Sale

Garmin Aera 500

New in the box, \$575

Contact Dorothy Anderson, 308-991-1455



For Sale

Heat Muffs

Fits 1 3/4" exhaust pipe,
\$25 each

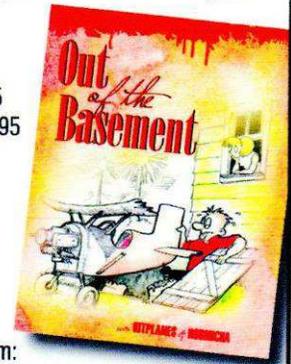
Contact Doug Volkmer,
402-483-1108 or email
rv7doug@gmail.com



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(I've personally done business with Tom. Quick turn-around, quality work and reasonably priced. – Ed)

Prange Photography



Check out Doug Prange's Aerial Photography work at www.prangephotography.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.

Christmas Party! New location!!!!

EAA Chapter 569
Annual Christmas Party

Wilderness Ridge
(Bitterroot Room)
1800 Wilderness Woods Pl, Lincoln NE

Sunday December 7th, 2014

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

Walk ins are welcome!

Entertainment and Door Prizes!



Mail Below Portion With Payment

EAA Chapter 569 Christmas Party Reservation

\$25 each for buffet with choice of roast beef or chicken
and all the fixings plus dessert.
(Cash Bar and Valet Parking Available)

Send your reservation & payment to:
Mark Werth
2110 Spring Meadow Circle
Lincoln, NE 68521

Please enclose payment of \$25.00 per meal with your
reservation

Make checks payable to: EAA Chapter 569

Dinner Reservation for # _____

Total Enclosed \$ _____

Make Nametags For:

1. _____
2. _____

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

