

April, 2013
Volume 38, Issue 4
www.eaa569.org

EAA Chapter 569 Newsletter

Lincoln, NE



EAA 569 Contact Information

President

Cristi Higgins
H: 402-798-0230
higginschristi@msn.com
P.O. Box 68
Cortland, NE 68331

Vice President

Keith Gomon
H: 402-766-4791
207 John St
P.O. Box 132
Odell, NE 68415

Secretary

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

Treasurer

Mark Werth
2110 Spring Meadow Circle
Lincoln, NE 68521
mw92713@windstream.net

Tech Counselors

Erick Corbridge
402-499-1039
Corbe99@Yahoo.com

Tom Henry

H: 402-791-2116
W: 402-479-1540

TomHenry3@aol.com

Newsletter and Web Editor

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



Meeting Announcement

Date: Tuesday, April 2nd

Time: 7:30pm

Program: Gary Redding

Gary comes from an aviation minded family and will share with us his story.

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

President's Message Cristi Higgins



I hope Spring has sprung! I have trapped the groundhog and keeping him against his will. Seeing a lot more airplanes flying now at the airport so I think it is working. We have several Young Eagle events coming up in the next couple months. Please if anyone is interested in flying kids let me know.

Dennis Crispin, Don Ostrander and myself went to the SASM museum March 28th to judge the science fair.

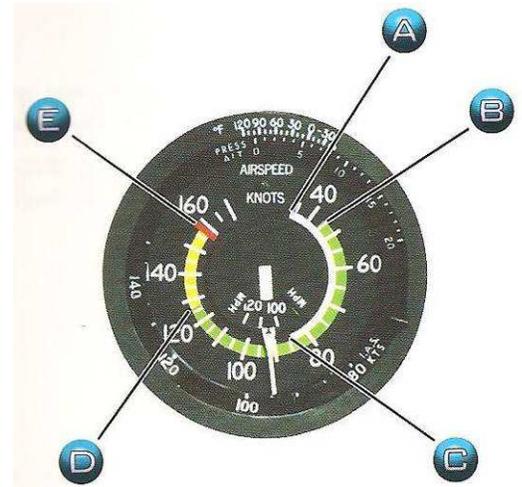
We had a great time and I snuck in the restoration room to check on Rollie's lift the family donated. It is coming along nicely but Ed reports we are missing some handle parts. I'm sure Ed will work it out and I know Rollie would love that it is being restored there amongst lots of aircraft.

Thanks again Ed for all your hard work! Now go get rid of some cabin fever and fly safe!

Happy Landings!

Questions from the Private Pilot Test Exam

1. Pitot pressure is used by which flight instrument(s)?
2. Referring to the airspeed indicator below, identify the V-speeds associated with the colored arcs.



3. Which important airspeed limitation changes with aircraft weight and is not depicted on the airspeed indicator?
4. What type of movement is depicted by the attitude indicator, but not the turn coordinator?

Answers:

1. The airspeed indicator is the only instrument which uses pitot pressure.
2. A. V_{so}
B. V_{s1}
C. V_{fe}
D. V_{no}
E. V_{ne}
3. Maneuvering speed (V_a)
4. Pitch

Builder's Report

By Doug Volkmer

Well March 16th was a big day in the airplane factory. I felt like I was ready to hang the engine. I felt like I had the firewall ready. Before you hang the engine, you want to make sure you have everything installed on the firewall while you still have access. I emailed Van's and spelled out to them what I had done to ensure I was ready. They replied back saying, "Sounds like you're ready to hang the engine to me." So Saturday, March 16th after the Chapter breakfast was going to be the big day.

I've had the engine in the garage since late November. I checked out the engine hoist from Chapter Toolbox and also lined up a buddy to help me so I was all set.

My buddy had a commitment after the breakfast but would call me when he was ready. While waiting for him, I got the engine on the hoist and positioned it in front of the dynafocal mount. I also got the Lord mounts, bolts and washers all laid out and ready.

Well it got to be 2 o'clock and I was anxiously wanting to get this baby hung. I decided I would get started by installing the top 2 bolts. I cranked up the hoist, positioned it in front of the mount and got the 1st bolt started. I partially tightened it and then went over to the other top one and got that one started as well. Cool, half done! Now it was on to the bottom 2 bolts.

The bottom bolts would be a little more difficult. With the top 2 bolts already in place, I hoisted the engine up a bit (and part of the aircraft too). By doing this, it

flexed the upper Lord mounts in enough which helped line up the lower bolt holes. Once I got the bolt started, I took a ratchet and was able to work it in. This same approach worked for the other lower bolt as well.

The airplane really looks sweet now with the engine hanging on it!

Now it is on to hooking it up. This engine, as I stated in a previous newsletter, was on an RV-6A at one time. The seller did a pretty good job packing and labeling everything. I need to sort through it and decide what I want to use or replace.

I'll probably start by installing the carburetor and then the fuel pump fittings and hoses.

I haven't purchased anything for the instrument panel yet. I need to seriously start thinking about that. I'll probably be doing some serious shopping at Oshkosh this year.

One other thing I did was make a pair of wheel chocks. I believe I saw this in an issue of Sport Aviation. I went to the aviation aisle at Menards and picked up some PVC materiel. I went with 3/4 pipe and fittings.



Engine hung! If someone is willing to store our engine hoist until I get a hangar at Crete, please let me know.



\$3.80 in materials and about 20 minutes of labor.

From the EAA 569 Archives ...

(Dennis Crispin did a terrific job covering several different builders' projects when he was newsletter editor. Here is one that he did in August, 2005 on Dean Hoy's Velocity XL-FG. I thought it was worth reprinting. Enjoy. – Ed.)

Builder's Report

By Dennis Crispin

When Dean Hoy went looking for an aircraft project to build, he was most concerned with finding a "user friendly" construction system and a high level of professional builder support. He found all he was seeking at Velocity Aircraft and along with it got a fantastic airplane.

The Velocity is based on the revolutionary Rutan Long EZ design, using the canard "tail first", pusher engine layout and composite construction. Over the years the design has been refined into a pre-molded kit aircraft with 4 seats, "gull-wing" doors and the ability to carry large power plants.

Just like in shorts and shirts the XL in the model designation stands for "extra-large". In this case it is a 47.5" x 94" x 43.5" cabin, larger than almost all other kit designs and even bigger than many factory twins!

The plane is 20 feet long, 7'9" high and sports a 31' wing span. The suggested gross weight of 2800 lbs. allows for a useful load of 1100 lbs.

Dean elected to equip his plane with a Continental IO550-N2B

engine producing a performance profile of:

- o Take off 1,300 ft.
- o Climb (sea level) 1,300 fpm
- o Landing 1,500 ft.
- o Cruise (75% power) 185 kts
- o VNE 200 kts
- o Ceiling 20,000+ ft.
- o Range (65% power) 816 nm
- o Minimum speed 65 kts
- o Landing speed 75 kts

WOW!

The FG defines the craft as the fixed gear variant which Dean selected for its simplicity, economy and safety.

The Velocity organization offers a head start program where builders can begin construction of their airplanes at the factory service center. Dean elected to do the complete building job at the service center to make use of the factory jigs, tools, ready parts supply, great working environment, and – most important – ready availability of professional advice and assistance. Dean rented a small apartment near the Sebastian, Florida factory and

began hands on construction on February 15, 2002. Working 8 to 10 hours or more a day and often 7 days a week he concentrated on construction of the airplane, far from the usual hassles of life that often get in the way of such projects.

After a month and a half long break in April, the airframe was complete and ready for paint in July. Finding an opening at a paint shop, he left the plane for a trip home. His professional mentors were a bit unhappy with him, feeling that the plane should have been completed and flown before it was painted.

Returning to full time construction, the Velocity was ready for its first flight at the hands of a factory test pilot on October 2, 2002. The initial testing went well, revealing only the need for a minor 3 degree change in the canard incidence.

After flying off the required 40 hours, Dean started the long cross country flight home with his fully

(continued on page 4)



Dean stated he once had a nice tailwind on a return trip from Austin, TX. He made the leg from Stillwater, OK to Crete, NE in 1 hour.

(continued from page 3)

completed airplane. The trip was marred only by a forced weather stop in Walnut Ridge, AR where he couldn't even buy a drink.

The airplane has been finished to a high level of detail with a great paint job and fine professional upholstery. The panel is setup for full IFR capability with Apollo glass screen avionics including GPS, navcom, transponder, HIS and 2 axis autopilot. A JPI system monitors fuel and engine functions and a 3 blade MT constant speed prop completes the equipment package.

With 152 hours to date, Dean's Velocity has been near problem free. An early concern over oil temperatures resolved itself as the engine became fully broken in.

Dean has now used the airplane for many short local flights and longer trips to the Albuquerque, NM balloon meet and favorite vacation spots in Yellowstone and



Dean readying to take some Young Eagles for a ride.

the Black Hills. One return trip from Rapid City, SD to Crete was made in 2 hours. As we write this, a second trip is about to get underway to a great fishing hole near International Falls, MN.

When discussing the challenge of building such a complex and involved project, Dean uses phrases like "it was a kick" and "kind of neat". It is obvious that he is thoroughly enjoying his new Velocity.

Dean has been in the insurance business for 43 years and operates a major line agency. Dean and Lorraine recently celebrated their 114th wedding anniversary (57 for her and 57 for him). They proudly claim 3 children, 4 grandchildren and 2 great grandchildren.

(Dean recently put his Velocity up for sale. If you are interested, he can be reached at (402) 489-7171.

Also, did you know Dean is in the Lincoln High Athletic Hall of Fame? – Ed.)



**Minutes of the Club Meeting
March 5th, 2013**

The meeting was called to order promptly at 7:30 PM CST as President Cristi Higgins gavelled the membership's attention.

The program was presented by Ms Mindy Wright. Ms Wright is an English Teacher at Lincoln Southwest High School. The topic was "Flight during World War I". Mindy described how the role and purpose of the airplane evolved from an observation craft to fighters and eventually bombers.

Mindy's presentation brought the progression of aircraft and the impact of WWI "Aces" as they were allowed access to the aircraft manufacturers. New concepts and ideas such as the synchronized machine gun, monoplanes, monocoque fuselage construction, improved control surfaces and many other advancements were put into action.

The Lafayette Escadrille was discussed through the means of excellent period photographs. Ms Wright was applauded for bringing aviation to many young persons in the educational system.

President Higgins showed a video clip of the seaplane base at Alma, Nebraska and several ways of promoting this asset to aviation were discussed.

Young Eagles will be flown at Crete, Nebraska on March 23rd and at Beatrice, Nebraska on June 15th.

Mark Werth presented the Treasurers report. A contribution of \$565.00 was donated in remembrance of Rollie Woodruff for the plaque at the wall at Oshkosh.

A motion was made to contribute \$50.00 to the Aviation Art Contest. Motion was seconded and carried by vote of the membership.

It was noted that Roger Tracey has completed his Sonex project.

The meeting was adjourned by President Cristi Higgins at 9:09 PM.

Respectfully Submitted
By Doug Elting, Secretary

Classifieds

Interested in a Ercoupe 415-C partnership?

Light Sport Partnership Opportunity! Are you looking for inexpensive flying time in a Light Sport qualified aircraft? If you are interested in exploring opportunities with an Ercoupe 415-C (rudder pedals) located at Wahoo (KAHQ), contact Wayne Woldt at [402-450-6170](tel:402-450-6170) or wwoldt1@hotmail.com.

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

FOR SALE

1944 STINSON L-5B

This is a really nice, well maintained 1944 STINSON L-5B. TTAF 2,467; TTE 1,364; SMOH 818; 412 hours since new 3 ring pistons/chromed cylinders. Zero time since December 2012 annual. Aircraft has always been hangered. Cleveland brakes. Narco Comm 120, Terra Tx 720, Narco AT50A w/AT3000; AM/FM Radio. Price includes a spare O-435 Engine, cowling set, miscellaneous parts, complete manuals. This plane has been owned and flown by a professional pilot for over 25 years. The owner passed away December 2012 so the aircraft is for sale to settle the estate. Clear title from owner's spouse. This aircraft has been flown regularly at EAA Airventure, Offut AFB and many other Warbird shows for many years. Aircraft was featured on the back cover of the December 2001 EAA Warbirds magazine. \$49,950 For more information and additional pictures, call Dale at 712-366-6631.

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

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

June 30, Pender Veterans Fly-in, Pender, NE (0C4). Annual Fly-in breakfast for over 35 years. 0800-1200. More info: Paul Peters: 402.380.9882

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



Young Eagle Events

June 15th - 0900 -1300 (Beatrice)

July 17th and 24th 1800 - Math Girls
(Lincoln - Silverhawk Aviation)

September 14th -1000 -1300 (Fremont)

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

