

April, 2015

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# EAA Chapter 569 Newsletter

Lincoln, NE



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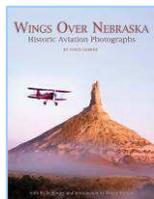


## Meeting Announcement

**Date:** Tuesday, April 7th

**Time:** 7:30pm

**Program:** Vince Goeres



Vince will talk about his book "*Wings Over Nebraska*" which he put together while volunteering at the Nebraska State Historical Society.

**Place:** Duncan Aviation Engine Shop  
5000 NW 44<sup>th</sup> St – Lincoln, NE



### President's Message Harold Bickford

Previously I have encouraged folks to make this the year to start an airplane project; plans, kit, parts, whatever. Just make a start. Surprises can happen!

Last week the good folks at Zenith Aircraft called and asked if it would be all right to ship our 750 STOL kit early. Gulp! We hadn't finished cleaning out the bay in the garage, figuring we would have plenty of time after visiting family in San Diego. So since we had nothing else to do (ha!) it was on to clearing out the space for the big box of parts and pieces. Officially that box is 13.5 ft long and weighs 820 pounds. Unofficially the shipper insisted that it is 14 ft long

and weighs 1,000 pounds. Ah well, neighbor Kevin volunteered his tractor with lift and was just as excited to see what was in the box as anybody else. So mid morning on March 27 the shipper arrived with said box of parts. About an hour later we had it in the space with the lid off and seeing just what goes into a kit box along with the 14 pages of inventory listing. One thing is for sure; we will never get it back in the box the same way. Of course the idea is to build an airplane from the contents.

Like all such projects you go a step at a time and watch small parts become bigger parts. Then one day.....

At our meeting this month we will have opportunity to talk more of building and the upcoming builders tour in May. It is also getting to the time when the wx improves so we can get skyward again. Look forward to seeing you then!

Harold Bickford,  
Chapter President



**Harold and Edi at the Zenith Workshop.**

Meet an EAA 569 Member

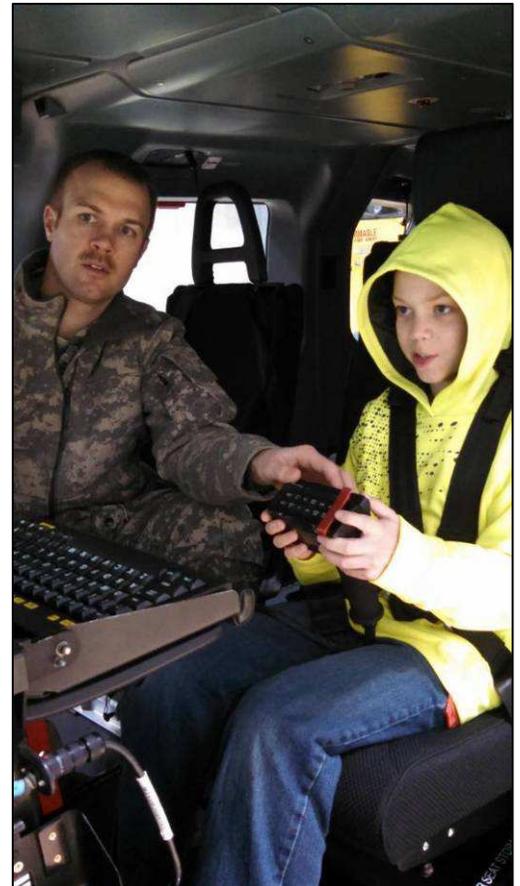
Keal Bockelman

Hello, fellow Chapter 569ers! My name is Keal Bockelman, and as one of the Chapter's newest members (I joined in July of 2014) I would like to thank you all for taking it easy on me for the first few months! I live in Lincoln with my wife, Hayle, and my 10 year old son, Kale. I "work" as a Chief Warrant Officer for the Nebraska Army National Guard, where I get paid to flight instruct in the UH-72 Lakota helicopter (Eurocopter 145). I had been interested in aviation throughout childhood, and at the age of 17 I earned my private pilots license in Wayne, NE (and joined the Army Reserves the same year). Since then I have had the pleasure of flight instructing in airplanes, flying for two regional airlines, and now flight instructing in helicopters.

I figure that to become fully qualified as a professional aviator I

need to learn a little about aircraft maintenance, so I began building a Zenair Zodiac CH-640 in my garage this past summer. For those of you wondering, the CH-640 is a 4-place low-wing which doesn't get a lot of marketing attention from Zenith. Prior to this point of my career, I had never imagined that I would join the group of crazy guys (and gals) who think they can build and fly their own aircraft. Just the placard "EXPERIMENTAL" was enough to scare me back to the cushy seat of a "professionally built" airplane. The build is going slower than I had expected though the learning curve is still quite steep - the hope is to be flying in about two years.

When I'm not actively engaged in aviation activities, I enjoy running to the point that I forget I'm running. I also like talking with people who are wiser than me so that I can keep learning - which is exactly the reason that I joined the EAA.



Keal with son Kale, playing with the sensors in the UH-72. Keal will be running in the Lincoln Marathon on May 3rd. Come out and cheer him on!

Welcome new members!

Name: Doug Smith

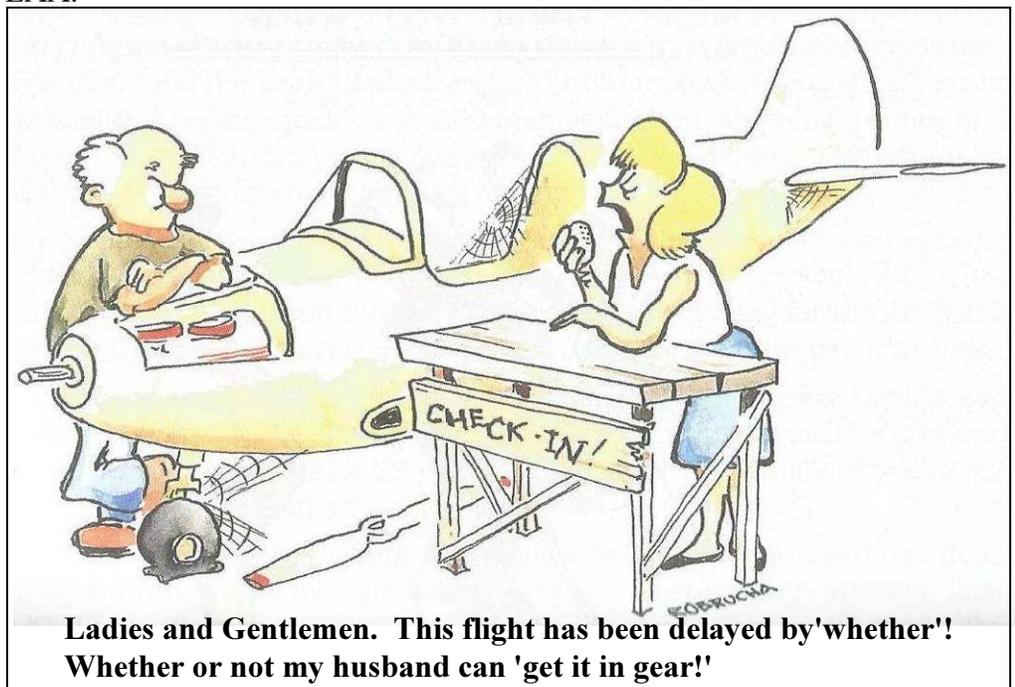
Airplane Project: Zenith 701 (maybe 70% complete)

Memorable Aviation Experience: My first experience in a small plane (172) was an IFR flight in actual instrument conditions. The pilot was a WW II B-17 pilot. I was hooked immediately.

\*\*\*\*\*

Name: Allan Macklem

Airplane Project: Pietenpol



Ladies and Gentlemen. This flight has been delayed by 'whether'! Whether or not my husband can 'get it in gear'!

## It's Airworthy!!!



**Congratulations to Jerry Ebke! He now has an airworthiness certificate for the Zenith 650 he built. Now the real fun begins!**



### Looking out the window

*By Tom Winter*

My flying life has been first a matter of admiring airborne model planes from the ground, followed finally, in my 50s, by admiring the ground from an airplane. Of course, I always look up when I hear an airplane — and if you are reading this, so do you! But a model airplane is right there next to you, circling just a few feet overhead. I built my first model airplane when I was about nine or ten. Rubber powered, Comet Struct-o-Speeds mostly. Couldn't get them to fly under power, but being sheet balsa, they made pretty good gliders, especially with a steel chair-glide for ballast on the nose. Most successful of these was a sheet balsa Curtiss Robin. I threw it like a baseball, and it would transition into a glide. It looked so good in the air! One flight will never leave

my memory: it was flying sweetly, it turned, and was gliding straight down the street. Nice! But — Oh no! Here comes a car! I watched, hopelessly waiting for the steel nose to break the car's windshield! But of course, it slope-soared right over, up the slope of the windshield and over the car. I can still see it. Thank you, great little airplane!

Once upon a time, when I was a free-flight modeler, and serving as an official at the 1987 AMA Nats, the outdoor freeflight contests were held at Mead, Nebraska. All those airplanes in the air! The big free flight gas models screamed clawing for sky for a 30-second engine run, and then transitioned to glide. I had always just done rubber powered stick and tissue models, so it was all new to me. My job was to certify that there was no over-run, and then keep my eye on the model

for 180 seconds. Three minutes, I should explain, was the maximum endurance time, and if all competitors “maxed,” then they'd fly again until the most consistent modeler — who was also best at picking thermals — out-maxed the other contestants and won the event. The big gas jobs all had dethermalizers, just like the Virgin Galactic Spaceship Two, and the dethermalizer would usually bring them down. And since the planes were all trimmed to fly in circles, the distance to retrieve would only be at most, the radius of the circle plus wind drift.

Oh, but when the the wind came up, and the thermals got active, the planes could go OOS, “out of sight.” One big-name contestant suffered this fate, and actually went to Wahoo, and rented a plane to fly over the field to find his big model.

*(continued on page 4)*

When he left the contest area, I heard him say it would have to be a high wing plane. First idea I'd had of what flying has become for me: looking down. Not looking for lost model airplanes (though I've sure lost some!) but appreciating the scenery.

The scenery is always changing. Does Nebraska's fall color rival New England? Or Michigan? The pat answer is no — unless you're aloft looking down on the all fields! True, we don't have as much red, but flying over Nebraska's fall fields is an aesthetic delight. Then later, if there is snow, all the contours are accentuated. The land does patches — why, I could be a little child again, at play over one of Mom's quilts!

Obstructions, oh there are obstructions. I used to think, collecting Model A engines for a Pietenpol project, that that tall

radiator right in front of you, would be a blinder, and I should put that radiator under the nose. Then one day, cruising out to a fly-in breakfast, I was crabbed into the wind enough at 90 mph on the ASI that I was looking ahead out the side window! In a Piet, which is not happy going much over 70 (I read that somewhere), you'd be looking to the side to see ahead any time the wind was not dead-on!

The fabulous 150 is only somewhat better:

**Case #1:** my big solo cross country was to Marysville, then Nebraska City, then home to LNK. Piece of cake. I'm up. I'm a big boy pilot! There's Pickrell, there's Beatrice... Marysville? I never did see Marysville! Finally there was this huge body of water! Amazing! How did the Mississippi River get over here? It was the Twilight Zone in full daylight. Pulled out the

Kansas chart. Oh. Turtle Creek Lake. And down there — aha! There's a bridge! I found the bridge on the chart, not look as flat, and the plowing contours are fields of abstract art. And of course, at any time of year the sand-braiding platte is best appreciated from the air. To appreciate Nebraska's fall color, you need an airplane. Fall color — gold, burnt sienna, dirt brown, brilliant yellow, all in neat and turned around. On the ground, my CFI told me what I had done: "You were looking for landmarks over the nose!" Okay. Fly on the right hand side of your course line! That was Tak Yamamoto, and Tak, if you are reading this, I remember you fondly, and I'm still grateful! Yup. A 150 doesn't need a tall radiator front and center!

**Case # 2:** Tak and I were in the east practice area, and Departure called traffic at our 10 o'clock. Didn't see it, so I lifted the left wing and held it up there with rudder to get a better look. "Nice slip!" said Tak. I still do that. If I really want to clear right or left, I lift the wing and hold it there still to this day. Interestingly, the engine and prop sound different when you are slipping. Useful thing to know.

**Case # 3.** The Sweetie Pie and I have been blessed with a grandson, right here in town. Of course he gets airplane rides. If the weather isn't fit for flight, he wants to go even if we drive. When he was small, I got him some cushions, so he could see out the passenger window. After a few airport breakfasts, I, too, realized that I could benefit from some extra



Patterns and colors, late summer.

*(continued on page 5)*

height. Nowadays, padded upwards like a five-year-old, I see out the right window about as well as the yours truly the unpadded pilot saw out the left window. And I have better visual leverage over the nose! Thank you Grandson Eric!

Then I got to know Chuck Levsen at the Clinton, Iowa airport. Chuck restores Ercoupes, and gave me a flight in one. Well, talk about a treat! The low wing obstructed the downward view less than I had thought, and I loved the visibility! Why, I could see the airstrip from everywhere in the pattern! Now, except where close-in towers make big patterns less than a good idea, such as at Marysville (and as for Marysville what the heck were they thinking putting a tower that close to the runway?) or North Omaha, I fly a wide enough pattern with gentle turns, to see the airstrip from everywhere in the pattern.

You may have heard the story of the farm boy who went off to college, got a pilot's license there, and when he got home, just had to take his dad up in a plane. They were in no hurry. Flew over the streams, the valleys, the lines of trees, and of course they flew over the farm. Dad never said a word. They landed. They got out and walked toward the FBO. Dad still silent. Finally the lad says "Well?" And his father replies:

"All these years I never realized I was looking at the farm sideways."



**What's snow good for? Accenting the patterns!**



**I never noticed the tributary of Twin Lakes (lower right) until it was emphasized in snow.**

## Minutes of the Club Meeting March 3rd, 2015

The meeting was called to order promptly at 7:34 PM CST by President Bickford.

The program for the evening was presented by Harold and Edi Bickford about their experiences participating in the "One Week Wonder" build this past Air Venture in Oshkosh. After completion in Oshkosh, the plane was flown to the Zenith Aircraft Company at Mexico, Missouri. Both Harold and Edi took flights in the STOL 750. Edi was the first passenger to fly in the completed aircraft.

Harold and Edi participated in a one week quick build program of the tail rudder assembly. The task was completed with simple hand tools at the shop at Mexico, Missouri along with several other teams. Harold and Edi subsequently purchased a STOL 750 kit and will be building it along with their Pietenpol.

The bylaws will be presented and voted upon by the membership at the April or May board meeting.

New members were introduced and welcomed to the group.

A builder's tour is planned for Saturday, May 30th.

Tour stops will include visits to:

- Mark Gaffney
- Dave Eloge
- Doug Volkmer
- Doug Smith
- Harold and Edi Bickford

It was noted that an A&P class will be started at Iowa Western Community College if the 10 people can be found to make a class practical. The class will extend over a two year period.

The meeting was adjourned at 8:55 PM.

Respectfully Submitted  
Doug Elting,  
Secretary, Chapter 569

### Accident Report

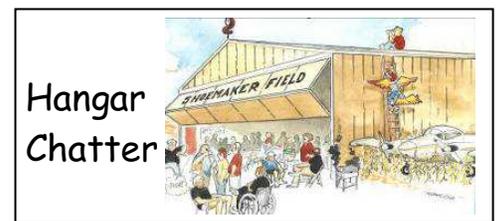
Accident occurred Sunday, July 22, 2012 in Mapleton, ME  
Probable Cause Approval  
Date: 08/13/2013  
Aircraft: CESSNA A185F,  
registration: N5168E  
Injuries: 1 Uninjured.

During a cross-country flight at an altitude of about 2,500 feet mean sea level and about 5 nautical miles from the destination airport, the pilot observed a sudden decrease in engine power. After activating the high-power fuel boost pump setting and subsequently switching fuel tanks, the pilot performed a forced landing to a nearby field; the boost pump remained activated for the rest of the flight. During the landing, the airplane collided with trees, resulting in substantial damage to the fuselage and right wing. Fuel normally flows by gravity from each wing's fuel tank to a three-position selector valve. The selector valve then allows fuel flow from either the left wing tank, the right wing tank, or both tanks simultaneously. A post accident examination of the airplane revealed no fuel in the right wing tank, 10 to 12 gallons of fuel in the left wing tank, and unobstructed

fuel lines from the left wing tank to the fuel selector. A visual engine examination and engine test run with fuel supplied directly to the fuel selector revealed no engine operating anomalies, indicating that the pilot likely had the right fuel tank selected when the engine first lost power. When the pilot attempted to regain engine power, he left the auxiliary fuel pump activated for the rest of the flight, well beyond the 3- to 5-second interval dictated by the airplane's engine restart procedures, which likely resulted in the engine flooding.

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

- The pilot's improper fuel management, which resulted in fuel starvation and a total loss of engine power, and his use of an improper engine restart procedure.



Hangar  
Chatter

It's been a few years since a Chapter Directory (hard copy) has been produced. I'm going to try to put one together. Please email me ([rv7doug@gmail.com](mailto:rv7doug@gmail.com)) your mug shot or I'll try to corner you at a meeting or breakfast.

\* \* \*

The Builders' Tour will be on May 30th. If you have a project and would like to be on the tour stop, please let Harold know. His contact information is on the front page.

Chapter 569 Shirt Order Form

T-SHIRT ORDER FORM									
QTY	SIZE				NEED IT LONG?	COLOR (please circle)	PRICE PER SHIRT	TOTAL	
	S	M	L	XL	(add \$2 for long)	GREY or WHITE	\$7.50 ea		
	2X	3X	4X	5X	(add \$2 for long)	GREY or WHITE	\$9.50 ea		
LONG SLEEVE SHIRT ORDER FORM									
	S	M	L	XL	(add \$2 for long)	GREY or WHITE	\$12.75 ea		
	2X	3X	4X	5X	(add \$2 for long)	GREY or WHITE	\$12.90 ea		
SWEAT SHIRT ORDER FORM									
	S	M	L	XL	(add \$4 for long)	GREY or WHITE	\$12.75 ea		
	2X	3X	4X	5X	(add \$4 for long)	GREY or WHITE	\$12.90 ea		
<b>New!!!</b>		<b>HOODED SWEAT SHIRT ORDER FORM</b>							
	S	M	L	XL	(add \$4 for long)	GREY or WHITE	\$25.00 ea		
	2X	3X	4X	5X	(add \$4 for long)	GREY or WHITE	\$27.00 ea		
<small>(price includes tax)</small>									
<b>Grand Total: \$</b>									

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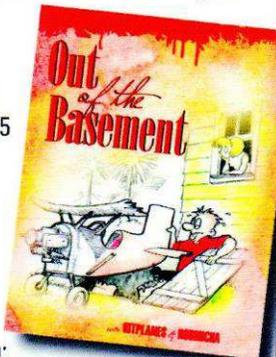
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## Events

**York Airport (JYR)**, EAA Chapter 1055 Fly-in breakfast on the 1<sup>st</sup> Saturday of every month. 0800-1000. Free will donation.

**Crete Airport (CEK)**, EAA Chapter 569 Fly-in breakfast on the 3<sup>rd</sup> Saturday of every month. 0800-1000.

**May 2**, Larry Smith Memorial Fly-in breakfast, York, NE (JYR). 0800-1000. The purpose of this event is to honor the memory of Larry Smith, the airplane pilot and reminisce about a remarkable man. Wear something red, fly a red streamer from your plane and wear some pilot stuff. More info: Kyler Nelson: 402.721.8924

**June 6**, Nebraska State Fly-in, Hebron, NE (KHJH), <http://www.hebronairport.com/>

**July 20 - 26**, AirVenture, Oshkosh, WI, <http://www.airventure.org/>



### Young Eagle News

Tom Trumble is seeking Young Eagle pilots for an event on Friday, April 17<sup>th</sup> starting at 9:00am at the Department of Aeronautics (KLNK). If you can help Tom give 27 8<sup>th</sup> graders rides on that day, please contact him at 402-540-6089. Also, we need pilots for the following upcoming Young Eagle events.

#### Young Eagle Events

June 6<sup>th</sup> – Hebron (State Fly-in)

June 20<sup>th</sup> – Beatrice (Homestead Days)

John Cox

2279 County Road 2425

DeWitt, Nebraska 68541-2518

