

April, 2023

Volume 48, Issue 4

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EAA Chapter 569 Newsletter

Lincoln, NE



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Meeting Announcement

Date: Tuesday, April 4th

Time: 7:00pm

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

Program: Mark Gaffney, FAASTeam Program Manager

Mark will do a presentation on flight 3701.

On October 14, 2004, Pinnacle Airlines flight 3701 crashed near Jefferson City, MO killing two crew members. The CRJ200 was on a reposition flight from Little Rock, Arkansas to Minneapolis, Minnesota and there was no flight attendant or passengers on board. The crew caused the accident chain of events, which lead to the crash. Most accounts of flight 3701 jump to the obvious unprofessionalism and poor airmanship of the crew, which was a major factor. However, there was more to the accident which lead to changes made industry wide with the CJR series aircraft. Mark was flying for Pinnacle Airlines in 2004 when the accident occurred and can add a unique perspective on the accident. The presentation goes into detail on the chain of events, but also goes over CRJ systems and how they related to the accident. All major and regional airlines have incorporated the accident into their human factors training program. The presentation is a perfect fit for any flight student or CFI thinking about working for an airline; however, it is also a good lesson on aeronautical decision making for any pilot at any level.

Our chapter is doing great things by hosting our monthly fly-in breakfast, Young Eagles flights, Ray Scholarships for flight training, and sending youth to the EAA Air Academy/camps. I'm proud of the active involvement of our chapter members, it takes all of us to make these things happen!



**President's
Message
Tiffany
Thompson**

I discovered my passion for aviation as an adult when I took a job at an engineering firm that did airport work. I can only imagine what I would be doing now, had I known about the opportunities for youth when I was younger. With that being said, what else can our Chapter do to help spread the word about aviation? I would love to hear your ideas.

Have a great April and a Happy Easter!

EAA Announces Inaugural Learn to Fly Week – May 15 to 20

Aspiring aviators will have the opportunity to discover multiple pathways to becoming a pilot as EAA presents its inaugural Learn to Fly Week on May 15-20.

Beginning May 15th, expert flight instructors and representatives from various aviation organizations will present free, interactive webinars. These webinars will cover topics from starting flight training, saving time and money in flight training, preparing for the FAA written exam, to passing the checkride, and so much more. While the live showing of these presentations will be open to the public, the recordings will be archived for EAA members to view at their convenience.

Learn to Fly Week will conclude on Saturday, May 20, with Flying Start events hosted at chapters across the country. EAA's Flying Start program allows EAA chapters to welcome, encourage, and educate new aviation enthusiasts about the fun, freedom, and accessibility of personal aviation in their local area. Following a short presentation about learning to fly, attendees will be offered a free introductory Eagle Flight to experience the spirit of aviation firsthand.

"Becoming a pilot is a dream for many, but few know where to start their journey. Learn to Fly Week was created to help encourage aspiring pilots to take action and begin the pilot training process," said David Leiting, EAA Eagles Program Manager. "Our goal is to show attendees how accessible achieving their dream actually is." Leiting also added that inspiration from this event stemmed from packed forums at the Learn to Fly Center at EAA AirVenture Oshkosh 2022, as well as the success of other EAA virtual events like Homebuilders Week and Virtual Ultralight Days.



Combining the educational forums from the Learn to Fly Center and the connections and inspiration found at Flying Start events, EAA Learn to Fly Week is the latest effort in the ongoing effort to help aspiring pilots achieve their dream of flight.

Sporty's Pilot Shop is the presenting sponsor of Learn to Fly Week. Sporty's will be participating in multiple webinars and offering product discounts during the week.

Full webinar schedule and more details on Learn to Fly Week can be found at EAA.org/LTFWeek.

Builder's Report

(I reached out to our builders for an update on their project. We'll publish their reports as they come in. Click any picture to enlarge. – Ed)

Builder: Colby Osborn
Project: [Bearhawk Model Five](#)
YouTube: [Click here](#)

"I've been working on wrapping everything up that I can on the fuselage, firewall back, while waiting for my engine to get finished. I've spent a lot of time working on the electrical system, avionics, panel layout, and installing all of the electrical components. It has been a significant learning curve for me trying to understand how to [design an](#)

[electrical system](#) that meets my needs, where and how to install all of the electrical components, and learning basic aircraft wiring techniques and best practices.



Per Bob Nuckolls recommendation, I chose to use multi-slot plastic fuse blocks that accept ATC style blade fuses for my busses. My goal with our electrical system is to have busses that can power my electronic ignition independently, yet charge from one alternator. I hope to accomplish this with a Schottky diode. This will allow for charging the aux battery off the main bus, but won't let the main bus draw from the aux battery. Additionally, the voltage drop from the diode will result in my avionics running off the main bus under normal operating condition.

I was told that my engine would be done almost a full year ago now, but still waiting on that. Hopefully that gets done soon so I can get going on firewall forward. Then I need to finish up my wings, paint, and will be eying final assembly."



Builder's Report

Builder: Bruce Holtmeier

Project: [Van's RV-10](#)

"The RV-10 is made up of four kits, empennage, wings, fuselage and finish kit. I am currently on the finish kit. The finish kit consists of cabin doors, landing gear, wheels & brakes, engine mount and cowling to name a few. I have attached the cabin doors which are gull wing style fiberglass doors that hinge at the top. I am using a McMaster Carr automotive type door seal for added sealing. I have upgraded the door latch system to an aftermarket latching system from Plane Around which has an added safety feature with a cam that pulls the door in toward the cabin as it latches into the door frame. I ordered a non certified Lycoming Thunderbolt IO-540 engine from Lycoming in March 2022 with an expected delivery date in July 2023."

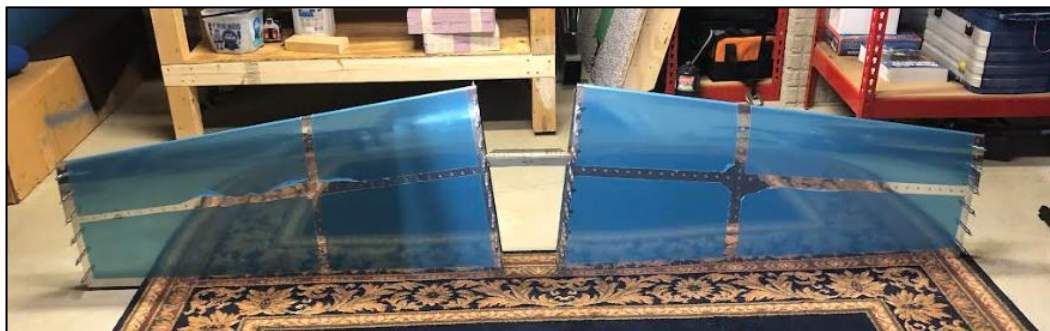


Builder's Report

Builder: Mark Basel

Project: [Van's RV-8](#)

"Here are a few pics of my RV-8 build so far. Kinda been jumping around on different components of the tail kit until back ordered parts come in and the service bulletin parts for the horizontal stab come in. Started the build at the end of November. Definitely a marathon not a race! I'm close to having the horizontal stab finished, just waiting for said service bulletin. I do have the vertical stab finished and close to having the elevators skinned, working on the trim tab as well. I've been pretty fortunate and only just lately had to order a replacement part because I dorked something up. I got a little carried away with the pneumatic rivet squeezer and dorked up a pre punched hole on the left elevator spar."



Builder's Report

Builder: Doug Elting

Project: [Helicycle](#)

"Late last summer I stripped the airframe down to weld the attachments for the new tricycle landing gear. After that was completed, I started reassembling the ship from the center of gravity out and updating as I went along.

I replumbed the main transmission by removing the aluminum oil distribution tubing and reinstalling stainless steel lines with nickel plated fittings. A custom round transmission oil cooler was installed along with a new oil filler fitting.

Next, I installed the auxiliary fuel tank to add an additional 5 gallons of jet A for a little more range. I am in the process of reinstalling the cyclic and finishing up and installing the collective below the auxiliary fuel tank. Then on to reinstall the main fuel tanks and landing gear."



Topping Off the Pilot

By Tom Winter

Lately I top off everywhere I land,* and why not? My 50 or 60 bucks for the little 150 might make a difference on the day's account. And for the pilot, full tanks mean you get to worry about the other stuff.

But what about topping off the pilot?

Thesis: ready access to refreshments, free, or donation, or at prix fix, is a part of FBO hospitality, and ignored at the risk pilots choosing to land somewhere else.

The Clinton, Iowa airport terminal has various snacks (bags of nuts, cracker sandwiches...) and hot coffee, and a note to put donations in a drawer. Many a time, I've made a meal at their snack array. Keokuk has fresh popcorn, as do Boone, Red Oak, and LNK

(Atlantic). Beatrice has a refrigerator-freezer with ice cream cones ("Drumsticks") and ice cream sandwiches. And alongside, there are small bags of Doritos, Fritos, and Cheetos. Grand Ledge, Michigan, a favorite, lays out bags of mixed nuts on a table. Help yourself! Grab a bag before you launch. This was great, as the occasional munch helped keep me alert for the cross-country from there to Valparaiso, Indiana. Next time I'm in central Michigan, Grand Ledge will be my choice to land. Fremont has side-by-side candy and pop vending machines - but you have to get change at the desk because the machines won't take dollar bills.

Lately I suggested to the head mechanic at Columbus — where the coffee carafe is unused, and the candy machine generally stands empty — that they should put in a freezer and offer various ice cream treats. The reply: "Ain't gonna happen." But I hasten to add that Columbus is tops in one aspect of hospitality: you land and a line guy is there to guide you to parking and see to your needs. Most places, land, and it's like The Fall of Icarus in the Breughel painting: Icarus falls out of the sky and nobody cares, nobody notices.

Payment? The price for the fuel is posted at the pump, and published on the web, but the price for topping off the pilot is quite fluid, from "put donations in the drawer" to a posted price list. Last year Diana Smith raised the posted drumstick price to \$1.50. Why? "Some people just don't pay." That, I don't get: as costly as flying is, there's no sense being penny-wise if the FBO provides a snack bar.

Diana Smith knew that hospitality affects pilot decisions. Suppose for a minute you're going to fly anyway, but have to decide where. First, the weather: which eastern Nebraska airport has the best wind and weather? but often, other things being equal, where to fly to in the first place is tummy driven.

Fly, yes, of course, but where?

Well, in Beatrice, there's ice cream!

Moral: A well-stocked and well-maintained refreshment counter is an additional step in FBO hospitality, and one that is remembered, and makes pilots happy to land there, even makes pilots CHOOSE to land there.

* If there is full service. It's been ten years since I've been willing to climb a stepladder while hauling a fuel hose, and now that I'm on a cane, climbing a ladder is completely out of the question.



(Although Amelia Earhart may be remembered as the first female pilot to fly across the Atlantic, she also had an interest in cars. [Here's a story](#) about the restoration of one of them, a 1937 Cord 812 Phaeton Convertible. Thank you, Holly, for sharing this interesting article. – Ed)



The pattern was full at the first Hamburger Fly in lunch of the year on March 25th in Hastings, NE (KHSI). The next one will be April 29th (rain or shine).

Month		EAA Chapter 569 Calendar
April	1	8:00am - 10:00am York Fly in Breakfast, EAA Chapter 1055 - KJYR
	4	7:00pm General Meeting - Duncan Aviation Engine Shop
	15	8:00am - 10:00am Crete Fly in Breakfast, EAA Chapter 569 - KCEK
	29	11:30am - 1:30pm Hastings Hamburger Fly in Lunch (rain or shine) - KHSI
May	2	7:00pm General Meeting
	6	8:00am - 10:00am York Fly in Breakfast, EAA Chapter 1055 - KJYR
	20	8:00am - 10:00am Crete Fly in Breakfast, EAA Chapter 569 - KCEK
	26-28	Wayne America Fly in - KLCG https://wayneamericaflyin.com/
	27	11:30am - 1:30pm Hastings Hamburger Fly in Lunch (rain or shine) - KHSI
June	3	Nebraska State Fly in - KGRI
July	24-30	Some airshow in Oshkosh, WI with a few airplanes.
August	26-27	Guardians of Freedom Airshow featuring the Blue Angels - KLNK

And finally ...

Ireland



In August, my son and I made the trip over to Ireland (along with a few other Husker fans). One day, we [boarded a helicopter](#) and flew from Dublin over to the western side to check out the Cliffs of Moher. We really had a nice bird's eye view of the countryside. The ceiling was kind of low. In fact, on our return trip, the pilot landed in a pasture to ride out some low passing clouds. The cows next to us were a little disturbed. – Ed [Click picture to enlarge.](#)

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