



Communicator

Chapter 569
Lincoln, Nebraska
August 2005

Meeting Announcement

Date: Tuesday, August 9, 2005
Time: 1930hrs
Place: Duncan Aviation Engine Shop
Classroom
Program: AirVenture Debriefing

AirVenture is over and it is time to share the excitement. If you were there, bring your photos and memories. If you weren't there, come see what you missed. Please note date. The meeting will be held in the classroom at the Duncan Aviation Engine Shop. Enter Airpark from the north or south on NW 48th Street. Turn east on West Cuming Street, go four blocks to NW 44th. The building is on the Southeast corner at 5000 NW 44th. Parking is available west of the building, with additional space across the street to the northwest.



Dean Hoy with his Velocity XL-FG

Our Aircraft of the month is Dean Hoy's Velocity XL-FG

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 premolded kit aircraft with four 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 twenty 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:

Take off	1300 ft.
Climb (sea level)	1300fpm
Landing	1500 ft.
Cruise (75% power)	185 ktas
Vne	200 ktas
Ceiling	20000 ft.+
Range (65% power)	816 nm.
Minimum speed	65 kts.
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 seven 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 by 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 it's first flight at the hands of a factory test pilot on October 02, 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 completed airplane. The trip was marred only by a forced weather stop in Walnut Ridge, Arkansas 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 set up for full IFR capability with Apollo glass screen avionics including GPS, navcom, transponder, HSI and 2 axis autopilot. A JPI system monitors fuel and engine functions and a three 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 Balloon meet and favorite vacation spots in Yellowstone and the Black Hills. One return trip from Rapid City to Crete was made in two hours. As we write this, a second trip is about to get underway to a great fishing hole near International Falls.

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 Hoy has been in the insurance business for forty three 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 three children, four grandchildren, and two great grandchildren.



The IFR capable panel on Dean's Velocity



When Velocity builders are accused of putting the engine on the wrong end, they point to the performance figures and say “it could be the other guys who have it wrong!”

Minuets of the EAA Chapter 569 July Meeting

Our July meeting was the annual family picnic get together held the evening of July 5, 2005. We met in the hanger at Shoemaker Field. Our hosts, Don and Yvonne Shoemaker, even provided near perfect weather for a summer evening picnic.

President Andy Lahr made some announcements and surveyed the members for empty seats to Oshkosh and persons needing transportation. Dennis Crispin will serve as the club message center at AirVenture.

Allan Weigle reported that he has only four responses (so far) on his tool loan program survey.

Ray Supalla reminded us that the ceremony at Memorial Wall will be at 1100hrs on Sunday the last day of AirVenture. Our departed member Lester Davis will be among those honored. Let's try to have as many members as possible in attendance.

Tom Winter announced that he will need one or two more pilots for the upcoming Young Eagles event.

The program of the evening was Luella Fankhauser, an octogenarian from Humboldt, NE, telling of her adventures in building airplanes as a 20 year old welder at the Martin Bomber Plant in World War Two. She has some fascinating tales to tell and was very well received by the members and guests.

Luella Told Us About How Airplanes Were Built in the Old Days.

Our guest speaker at the July Picnic meeting was Luella Fankhauser, who built airplanes at The Omaha Martin Bomber plant during World War Two.

Her story began when a 19 year old Nebraska farm girl enrolled in the riveting short course that had been set up at Omaha University. Her instructors noticed her skill with her hands and recommended that she take up welding instead. Not long after beginning the welding course she was sent to the plant to work.

Her specialty was welding aluminum and she got very good at it, gaining a reputation as the lady who could handle the most difficult jobs.

Her multiple welding qualifications took her up the pay scale until she was the highest paid woman hourly worker in the plant, making only a few cents less than the top wage for the most skilled employees.

Although there were, at times, other women welders, for most of the 2 1/2 years she was the only woman in the department of nearly 100 welders, helpers and inspectors.

After some time she qualified to weld steel and welded one pair of motor mounts before going back to aluminum.

While speaking she passed around the cluster weld that had been her final qualification test on steel. Our own experts pronounced it very, very good.

They didn't know what they were building at the time and no one knew exactly what parts went on what plane, but there is a very high probability that parts went over Luella's bench that were used on *Enola Gay* and *Bock's Car*, the two aircraft that dropped the atomic bombs on Japan.

Luella's memories include the day President Roosevelt waved to her while touring the plant and the bad day that an out of control plane crashed through the assembly area roof one floor above the shop where she was working.

She related how she had several family members in the service at combat areas around the world. One cousin was lost in the Pacific.

Her boy friend was rejected as 4-F by all the services so he continued to farm. She continued to work after they were married in the last year of the war. They frugally saved their money and by the time it was over, they had enough for a down payment on a farm of their own.

Throughout her talk you got a strong sense of the unspoken pride and patriotism of a young woman who eagerly did her part to help win the war.

All through our history Americans have stepped forward in time of crisis, but none have done it as well as the generation who fought and supported the fighting of World War Two. Soon this gallant group will be gone and the events of that struggle will no longer be within living memory. We thank Luella Fankhauser for sharing her bit of history with us.

There were a few questions for which Luella didn't have the answers. We have found the following information at The Nebraska State Historical society and other sources.

The Martin Bomber Plant at Omaha began production on January 1, 1942 with the first flyaway deliveries in August of that year. Initial production was the Martin B26C. A nearby modification center opened in March 1942 to update the Baltimore built B26Bs. The plant was later retooled to produce the B29 aircraft. Included in the B29 run were the dozen planes especially equipped to carry the nuclear weapons.

The plant was honored by a visit from President Roosevelt to note 33 months of on schedule deliveries, a feat accomplished by no other defense plant.

The Omaha plant was the only heavy aircraft factory that produced delivery ready planes.

By time the plant closed in 1945 the work force had grown to 11,019 at work in the main plant and 2,198 in the modification center. Included in these numbers were 5,306 women.

Production totaled more than 1,500 B26C Marauder medium bombers and over 500 B29 Superfortress. No records are readily available on the auxiliary parts production and aircraft modifications that were done at the plant.

Please note that this month's club meeting is on Tuesday, August 9. It was moved to the second Tuesday to accommodate late Oshkosh returnees.



At the Picnic – Luella Fankhauser shared her memories of building B26 and B29 bombers in WW2



At the Picnic – Members and guests had plenty to eat and perfect weather



Roger and Andy got to eat after grilling the burgers

Things to do

EAA Chapter 569 Meeting
First Tuesday each month

Chapter 569 Breakfast
Third Saturday each month

Chapter 1055 Breakfast
First Saturday each month
York, Nebraska

Abbotsford Air Show
August 12-14
Abbotsford, B.C., Canada

Fly-in Breakfast
Aug 21
Hartington, Nebraska

EAA Mid-Eastern Regional Fly-In
Aug. 26-28
Marion, Ohio

Flyin/Drivein Breakfast
Vintage aircraft on display
Aug. 28
Falls City, Nebraska

Cleveland National Air Show
September 3-5
Cleveland, Ohio

Reno Air Races
September 15-18
Reno, Nevada

Powerchute Extravaganza
Sept. 15-18
Columbus, Kansas

Nebraska State Airshow
September 24
Hastings, Nebraska

Rough River 2005
CSA (canard organization)
Fall fly-in
September 30 – October 2
Falls of Rough, Kentucky

Copperstate Regional EAA Fly-In
October 6 to 9
Phoenix, Arizona

Bombardier/Learjet Safety Stand-down
October 24-27
Wichita, KS

US Sport Aviation Expo
October 27-30
Sebring, Florida

Fly-in/Airshow
October 27 to November, 2
Acapulco, Mexico

AOPA Expo
November 3-5
Tampa, Florida

Nebraska Aviation Symposium 2006
January 25, 26, 27 & 28 2006
Kearney, Nebraska

If you haven't done so yet, please send your tool survey form to Alan Weigle. The form was included with your June newsletter.

The background image on this page is the B17 *Fuddy Duddy*. The aircraft is near the end of this summer's EAA tour and on the way back to Oshkosh. It is shown here as it stopped at Omaha.

President's Message

This newsletter has been composed and printed early to allow our publication staff to attend Oshkosh and deliver the newsletter on time.

I will have to save the "oh, you should have seen" stories for the September issue; however, I would like to reflect on my previous Oshkosh trips. Simply stated, EAA folks are just the finest people.

I use Oshkosh as an example of how great EAA members can be. If you experience 300,000 to 500,000 people in the same place you can expect foul language, trash on the ground, spoiled restrooms and eating areas, impatience and hostile behavior; but not a chance of these at an EAA gathering.

Hospitality rules!

I am very proud of EAA and the members of the organization.

There may be some argument about the organizational state of EAA national, but I for one am glad that EAA exists and I feel EAA has done more for me than I have done for it.

I encourage all of our local club members to maintain their national memberships and reap the benefits of associating with the largest organization dedicated to building and flying private aircraft.

I can compare my EAA membership to U.S. citizenship. I may not agree with some of our government rules and actions, but I refuse to give up citizenship or membership.

Take the opportunity to invite that guy or gal you know, who you

have "thought about" asking to join, to come and see what EAA is all about. They will probably thank you for inviting them in.

Andy Lahr, President EAA
Chapter 569

EAA Chapter 569 Breakfasts

Each month the members of Chapter 569 meet in the hanger at Crete Aviation for a morning of hotcakes and conversation. Individuals from the aviation community outside our club are most welcome. Fly in, drive in or walk in, we hope to see you for breakfast.

The next Chapter breakfasts are:

Saturday August 20	Chapter Breakfast 0800hrs to 1000hrs Crete Aviation Crete NE
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Saturday Sept.17	Chapter Breakfast 800hrs to 1000hrs Crete Aviation Crete NE
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Opps.....

In the rush to get the July Newsletter to the printers several typos got past us. Thanks to the eagle eyed members that caught them. An apology to Rich Boelts for spelling his name wrong on one of the captions.

How About a Homebuilt Aircrane?

I was driving down Highway 75 last week when I saw this **BIG** helicopter on the ramp at Nebraska City Airport. I just had to turn around and investigate. You just don't see one of these at small town airports every day.

The crew said that they had just finished a job setting power poles on the east coast, had removed their winch and installed the fire tank. They made a fuel stop at Nebraska City while ferrying the helicopter to Salt Lake City for the start of the forest fire season.

Erickson Air-Crane Inc. manufactures these enormous machines and operates a sizeable fleet of them around the world. They contract heavy lift construction and fire fighting jobs.

The ungainly looking craft can lift loads up to 25,000 pounds or carry 2,650 gallons in its fire fighting mode.

It got me to thinking – why doesn't some enterprising homebuilder build a replica of one of these, say at about 2/3 scale. You could scale it down considerably and still have five ton or so of lift capability. That should be enough for the average guy.

Just think what you could do with it! You could launch your boat by taking it straight from your backyard to the middle of the lake. Or hunters could pack all their gear back into the rough country and take along an Airstream trailer for camping comfort. When the hunt was over, you could lift out a half

dozen moose or bear in one easy trip and save a lot of messy backpacking. You could take your buddy's home built plane from his shop to the airport fully assembled.

The possibilities are endless.

It is just a thought. If you are interested, just take the idea and go with it. You don't have to send me any royalties or anything.



Erickson Air-Crane in its firefighting mode. The "hover snorkel" can refill the tank in 45 seconds!

EAA Chapter 569 Upcoming Young Eagle Event

Civil Air Patrol Open House
Open to public at Fremont Municipal Airport
September 10, 2005 0830hrs to 1300hrs

The event will be coordinated with Omaha Chapter 80 and York Chapter 1055. We will need pilots and airplanes.

Contact Tom Trumble

We Welcome Bill Straw, a New Member of Chapter 569

Bill Straw of Humboldt, Nebraska has joined our club.

Bill just retired last month from a 32 year career as a line crew chief with Omaha Public Power District.

He is a relatively new airplane owner, having acquired a Cessna 150 about a year and a half ago.

As we write this, Bill and his wife Judy are packing for a week at AirVenture 2005.

The pilot was sitting in his seat and pulled out a .38 revolver. He placed it on the top of the instrument panel and then asked the new navigator, "Do you know what I use that for?"

The navigator replied timidly, "No, what's it for?"

The pilot responded, "I use this on navigators who get me lost."

The navigator proceeded to pull out a .45 semi-auto and placed it on his chart table.

The pilot asked, "What's that for?"

"To be honest, Sir," the navigator replied, "I'll know we're lost before you will."



Marv Hopenworth Retires-Again

If you don't recognize the name, Marv Hopenworth is the designer of the peddle planes so loved by three to seven year old pilots. You always see a dozen or so of his various models near the stone arch at AirVenture.

Twenty years ago he built the original Pedal Pitts for a grandchild. On a whim he printed some plans and took them to Oshkosh. Out of that small start he built a sizeable retirement business, selling many thousands of plans and parts kits for his wonderful little toys.

The new owner of *Aviation Products* will maintain the same Cedar Rapids, Iowa address and phone number.

Freed from the daily tasks of running the business Marv will now, you guessed it, design a couple more pedal planes.

The prototype Pedal Pitts has been placed in the EAA Museum. Marv proudly claims that it has well over 1,000 hours of air show demonstration time on it.

Here are two more views of *Fuddy Duddy*



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