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EAA Chapter 569 Newsletter

Lincoln, NE



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Meeting Announcement

Date: Sunday, December 6

Time: Social Hour - 6:00pm

Buffet Dinner - 6:30pm

Program: Christmas Party

Place: The Knoll's Restaurant
2201 Old Cheney Road
Lincoln, NE

Entertainment:

The Magic of Vincent Villamonte!!

Get your reservations in!!! Reservation form is on page 6. York and Millard EAA Chapters are welcome to attend also.

Right Seat with Bob

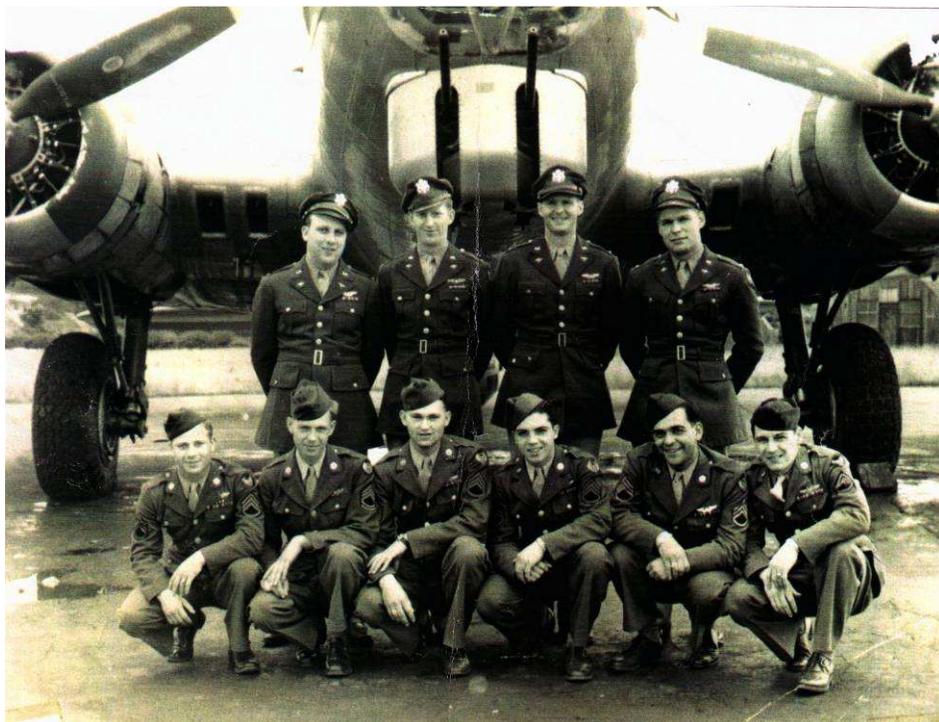
By Mark Gaffney

“Watch out for the crane Bob, do you see the crane?” Bob answered back with a “Yeah”, but I knew he didn’t see it. But, the construction workers who were building the highway overpass just 1500 feet off of the approach end of the runway sure saw us! Bob leveled off his Glastar and flared for a landing. After a long flare, we finally touched down on the runway, but the airplane continued to roll with a fair amount of speed. I looked over and noticed that Bob was pulling with all his might on the throttle, but the engine was still developing power. Bob had installed a vernier

type throttle which is usually reserved for mixture and propeller controls. He needed to push in the center button to fully retard the throttle, but hadn’t, so the throttle was stuck on something other than idle. “Go around Bob!” I yelled with no reaction. “Go around!” I yelled again with no reply from Bob. Now I could see that we didn’t have the runway left for a go around and I was doubting we had enough to stop the airplane on what was left of the runway. “My airplane!” I yelled as I pushed in the button on the throttle, retarded the throttle, and applied heavy braking. Now the nose gear that was far from true started to caster badly on the front of the airplane. I pulled the stick back to my chest, kept on the brakes hard, and had visions of either a collapsed nose gear or an airplane off the end of the runway. The Glastar shuddered to a stop at the end of the runway. Bob and I both let out a sigh of relief. Bob spoke first by saying, “I would have gone around on that one!” “I did say go-around!” I exclaimed. Bob started to laugh and said, “I thought you said don’t go around!”

Bob started construction on his Glastar at the age of 78! In just under two years, his Glastar first appeared at the small airport that I worked. It wasn’t the prettiest homebuilt ever to take to the skies and certainly had some issues, but

Bob was very proud of his accomplishment and the locals only had kind words to say about the flying machine. The problem was that Bob's years were starting to catch up with him. He was now in his eighties and his eyesight and hearing were starting to fade. He held a medical certificate, but Bob felt that he no longer could solo the Glastar and needed another pilot to go with him whenever he would fly. So, when the windsock was dead and the hot summer sun was beating down, Bob would show up at the airport looking to fly. The middle of the week was usually a slow time for flight students. If I didn't have a charter trip planned for that day, Bob would hire out my services. My job was simple; sit in the right seat of the Glastar and make sure that Bob didn't kill himself! I loved flying with Bob, because he always wanted to go somewhere. Most trips involved flying up the Mississippi river about 90 miles to a casino boat, where he could gamble for a few hours. Because of Bob's sight, our altitude and heading were all over the place. But, somehow Bob could always grease that Glastar in for a landing. We were never in a hurry on those flights. Bob would share stories of when he was growing up and showed me all the back waters on the Mississippi that he canoed as a kid. Even though there were two generations between us, we had the common aviation bond that had us chatting like two school girls. I knew that Bob got his start flying in the Army Air Corp during World War Two. He flew a B-17 in Europe and, despite the airport bums best attempts, he didn't say much about his flying



1944 in Grafton Underwood, England. Bob is in the back row all the way to the right.

during the war. That changed on one of our trips together.

While we were having lunch on one of our trips, I starting talking about the war and asked Bob, "What was it like to fly a B-17?" Bob started to talk and I was pleased that I was going to get a good war story. What I got was something that changed my whole outlook on war.

Bob looked me straight in the eye, got very serious, and told me his story.

Bob was stationed in Grafton Underwood, England, during the Second World War flying with the 384th Bomber Group. He started by telling me about his first mission. Bob summed it up with

one word, "Terrifying!" He told me that he was sure that he was going to die on his first mission and take the rest of the crew with him. He awoke before sunrise on that day, tried to eat breakfast, and ended up getting sick. Once he got all 4 of his engines started, he proceeded to taxi the B-17, but got a tire off the taxiway and got a wheel stuck in the mud. He and his crew had to take a backup B-17, while ground personnel removed bombs and defueled his airplane to tow it out of the way. Bob shook his head and told me that if the crew had any doubts about their pilot before the mission, it was multiplied after that blunder. Bob went on to talk about his crew. He said they were just kids out of high school. There were all 18 and 19 years old, while Bob was the old man in his mid

20s. Bob told me that they all got through that first mission, but later felt the guilt of the bombs that they had dropped and the people he knew he had killed. He went on to tell me about watching other bombers get shot down around him and the many friends that he lost. Bob said he felt guilty for living through a mission, while another crew with who he felt had a better pilot were lost. I can still see the hurt in Bob's blue eyes as he told me about his experience. I don't know why Bob opened up to me that day, but he was able to take me back in time and put me in the cockpit of that B-17. I was speechless.

Bob died within 6 months of that talk. I went to his visitation with a handful of airport locals. When I got there, I found a room full of artifacts from Bob's life. I remember seeing a list of all the missions that Bob flew and where they went. Bob never told me that he flew 31 missions during the Second World War. Some of the targets were the most heavily defended German targets, including multiple missions to Berlin itself. There were also pictures of Bob building his Glastar and even a newspaper article about it.

There were a lot of people at that visitation, but one man stood out. He was one of the original gunners from Bob's crew. I met him and introduced myself to him as Bob's friend and flight instructor. I told him that Bob and I had talked about the war. The gunner went on to tell me that he was alive today because Bob was such a damn good stick! I

agreed with the man and shared stories of my own about Bob and I flying together. I told the gunner that I now realized how Bob could always grease in the Glastar every time despite the approach. "Bob was feeling for ground effect on his landings in the Glastar and wasn't depending on his eyesight!" The old gunner laughed and told me that sounded like his old friend. The gunner also went on to say that he was now one of only two original crew members still alive.



Bob's Glastar 10 years ago.

Sadly, Bob's airplane didn't live much longer than Bob. The homebuilt was determined to be too much of a liability to Bob's estate. The Glastar was disassembled and parted out. I'm glad Bob didn't have to see that. I know the engine and prop went into a Vans RV, but the major part of the airplane was donated to an A&P school. I wanted some part of Bob's Glastar to go into my own homebuilt airplane. Before the Glastar was shipped off to the A&P school, I purchased one of the seatbelts from the estate. That seatbelt is now installed in my Teenie Two, which is still under construction. I know Bob would have approved of that. I'm also happy to say that Bob was the last person to fly the Glastar, which he did just a few days before his death. The Glastar never flew again.

My First RV Ride

By Doug Volkmer

It is Friday morning, November 6th and I'm checking my email. In my in-box I have an email from Roger Aspegren with a subject "York Breakfast". The email went something like this: "Doug, I'm planning on flying to York tomorrow for breakfast. Are you interested in riding along?" I quickly hit the reply button and typed: "You betcha! This will be my first ride in a RV".

Yes, I've been building an RV-7 for 6 almost years now and haven't ridden in a RV yet. I'm hoping I'll like this plane when its done! With almost 6,500 RV's completed, these RV's must be a pretty good plane. Right? Have you heard anyone say anything bad about an RV?

Roger built an RV-9. I'm building an RV-7. On the ramp, they look pretty similar. The cabin and fuselage are identical. The difference is in the wing. The RV-9 wing is longer and narrower with a different airfoil. The increased span allows it to climb well on low power and glide a long way. The flaps are a high lift design that allows the airplane to land slower than many primary trainers. Also, the RV-7 complies with the +6/-3G standards of the FAA's Aerobatic Category whereas the RV-9 does not.

So I met Roger at the Crete Airport on Saturday morning for our flight to York. The weather was perfect. Temperature 40

degrees, with just a slight breeze out of the northwest. Ceiling and visibility unlimited.



Roger, who has also built a Kitfox, had his RV pulled out and ready to go. He briefed me on how to get into the cockpit. They aren't the easiest plane to enter. Step in on the seat, then use the handle (not the fiberglass trim) to hold yourself while you position yourself into the passenger seat.



Roger then pulled his simple checklist out of the map box. Shortly thereafter, he fired up his Subaru 2.5L 165hp engine. Roger has a Grand Rapids Engine Information System installed which keeps him informed of the status of his engine and warns him immediately if anything goes awry. He also has a Dynon D10A installed which he just loves. We had to wait a little bit for the oil

temp to warm up. By the time we taxied to Rwy 35 the oil temp was warm enough. Roger gave it full throttle and we were airborne in 4 1/2 seconds. Unbelievable!

We leveled off at 4,500. With the Subaru engine, you leave full throttle and adjust your RPMs with the MT prop. The engine is geared to a 1.82:1 ratio. Roger set the prop at 2100. With this combination, the Garmin 196 was showing a healthy groundspeed of 165mph into a pretty good headwind. Awesome! The air was smooth. The visibility was great! The farmers below were busy bringing in their crops.

As we approached York, we kept our eyes and ears open for traffic. With the nice weather, it was no surprise there was going to be a lot of traffic. Roger slowed the plane down and made a nice landing. These planes are easy to land but Roger doesn't let his passengers know that. He likes to have them think that it's more skill than a forgiving airplane.

Rod Matlock had a pretty good line of hungry fly-ins already. He and his partner were serving up eggs, omelettes, pancakes and sausage links. He was also trying to serve up some hot sauce called [brain damage](#). Not sure if he had any takers. While we were eating, more planes were coming in one after another. The ramp was getting pretty darn full.

After some hanger lies and a full belly, we headed back to Crete. We leveled off at 3,500. Roger

brought the prop back to 1700. The Garmin was showing 150mph and we were burning an economical 4.8 gph. Roger then let me have the stick. I did a few turns while meandering our way back to Crete.

I only have a couple hundred hours of PIC time and most of that is in Cessnas so I really don't have much to compare the RV to. I was pleased with how smooth the controls were. Very responsive. No rudder was needed on the turns. Roger said the only time you really need to kick in rudder is on steep turns.

This flight just reinforced the thought that I made the right choice in building an RV. These planes are proven.

Roger's only complaint about the plane? "I don't get to fly as long. I get there too fast!"

Minutes of the Executive Meeting

The November 13, 2009 meeting was attended by: Tom Henry, Kerm Wenger, Dean Hoy, Doug Elting and Erick Corbridge.

Door prizes for the Christmas Party was discussed. Several prizes have been donated.

Recipients for the Spark Plug Award were discussed.

Invitations to special guests for the Christmas Party were reviewed.

Dean Hoy,
Secretary

Minutes of the Club Meeting

Meeting called to order on November 3, 2009 by Tom Henry at 7:31pm.

The meeting began with introductions.

No Tech Counselor visits were made.

Tom Trumble reported 78 kids were given rides at the Young Eagles event in September at Fremont. Chapter 80 carried the load.

Roger Aspegren said the breakfasts have been going good. As always, he could use a hand. Let him know if you can help.

Election for officers for 2010 was conducted. They are:

President – Tom Henry
 Vice President – Kermit Wenger
 Secretary – Doug Elting
 Treasurer – Erick Corbridge

The meeting concluded with Dennis Crispin presenting a slideshow of AirVenture 2009. This was Dennis's 25th straight year of volunteering at this premier aviation event.

Meeting adjourned at 9:09pm.

Dean Hoy,
 Secretary

Accident Report

Accident occurred Saturday, July 25, 2009 in Escondido, CA
 Probable Cause Approval Date: 11/9/2009

Aircraft: BROWN MICHAEL
 KITFOX IV, registration: N6140S
 Injuries: 1 Minor.

During cruise flight the pilot observed oil trailing along the landing gear strut. He checked the engine oil pressure indicator, and confirmed it was displaying a normal oil pressure. He then altered his flight path to include areas suitable for performing a forced landing. He continued to monitor the oil pressure as he approached an airstrip. The oil pressure did not change, and he decided to continue the flight to his destination. Shortly thereafter, the oil pressure dropped to zero, and the engine lost all power. The pilot performed a forced landing; however, during the landing roll out, the airplane struck a ditch and nosed over. Inspection of the engine revealed that the number four cylinder exhaust pushrod O-ring seal had failed, which allowed the oil to exit the engine, causing the engine to seize. The pilot stated that he had removed the cylinder head 2 years prior to the accident, and reused the exhaust pushrod O-ring seal. According to the engine manufacturer's maintenance manual recommendations, all sealing rings, gaskets, securing elements, O-rings and oil seals are to be replaced at engine reassembly.

The National Transportation Safety Board determines the probable

cause(s) of this accident as follows:

A total loss of power due to an oil exhaustion induced seizure of the engine. The pilot's decision to continue flight to the original destination after becoming aware of the in-flight oil leak instead of landing at an intermediate airport to investigate the source and extent of the problem is also causal. Contributing to the accident was the pilot's reuse of the pushrod oil seal during maintenance in contradiction to the engine manufacturer's maintenance instructions.

Questions from the Private Pilot Test Exam

1. What constitutes the difference between basic empty weight and licensed empty weight?
 - A. The weight of usable oil
 - B. The weight of unusable oil
 - C. The weight of unusable fuel
2. Compared to a lightly loaded airplane, what flight characteristics could be expected from a heavily loaded airplane?
 - A. It will stall at a higher speed, cruise at a lower speed, and have less range.
 - B. It will land at a lower speed, cruise at a higher speed, and stall at a higher angle of attack.
 - C. It will have a higher cruise speed and range, a reduced rate of climb, and stall at the same speed.

Answers: 1. (A) 2.(A)

It's Party Time!
EAA Chapter 569 Annual Christmas Party



The Knoll's Restaurant
2201 Old Cheney Rd., Lincoln NE

402-423-2843



Sunday December 6, 2009
Social Gathering 6:00pm - Buffet Dinner 6:30 pm
Entertainment Will Be!

The Magic of



VINCENT VILLAMONTE!!

Cut Here - Mail Below Portion With Payment

EAA Chapter 569 Christmas Party Reservation

\$20.00 per buffet meal, includes tax & gratuity

Beverages included are: coffee, Tea +Sodas - Cash Bar Available

Send your reservation & payment to:

Dwana Henry 1360 South 96 Rd. Firth, NE 68358

**Please enclose payment of \$20.00 per meal with your reservation - Make checks payable to:
EAA Chapter 569**

Dinner Reservation for# _____ Total Enclosed\$ _____ Date Mailed _____

Make Nametags For:

1. _____ 2. _____

Please submit your reservation by November 30th, 2009

Classifieds

FOR SALE 1962 Cessna 182E

1962 Cessna 182E bought new by Hugo Aspergrin, then purchased by Chambers family in 1986 with only 797 TT, now has 1,545 hours TOTAL TIME and has become a queen again in my hangar. Last annulled in December, 2006 I have run her up and down the runway enough to keep the engine oiled, but have no place to go, am out of license myself, and she needs a new home. Last compression check was 70/80, 70/80, 64/80, 70/80, 70/80, 69/80.

Maintained by Seward and Crete most of the time since we have owned her. Needs paint. Glass and interior are still great. Cleveland's and new tires a few years ago. Wahoo FBO overhauled mags and replaced bladders when we bought her. Auto STC from Petersen, but do not use auto fuel because she sits so much. Rebuilt carb in 2006 and have not used auto fuel since.

This is a solid C182 with VERY low total time. The 0470, 230 hp. engine is TBO at 1,500 hours. Still runs strong, so I saw no reason to overhaul until she shows signs of weakness. KX 155 flip flop radio, Loran, electric compass card, transponder and intercom are the only modifications to the panel. Asking \$39,000 with fresh annual from Crete. Great project for someone who can do their own engine work and paint, or just fly her until the engine weakens. This bird booked retail at \$52,000 in 2008, before the recession hit. She will appreciate again in the recovery, which can't come too soon for any of us.

N-3170Y is hangared at my farm, three miles south of Lincoln.

Jim Chambers cell: (402) 440-5270 home: 488-8814 work: 465-3806 or (866) 913-5081 toll free



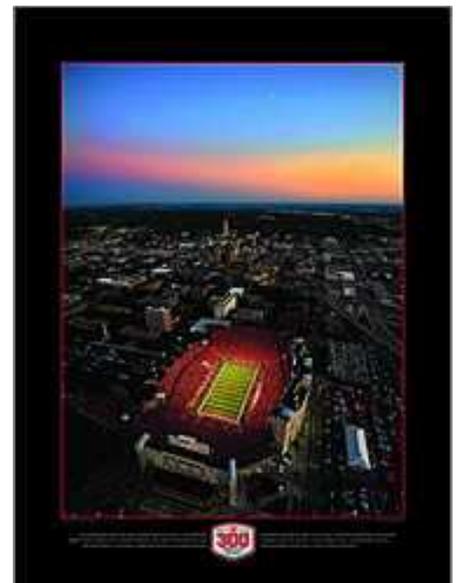
FOR SALE 1959 MOONEY M20A

Very nice 1959 Mooney M20A. Lycoming O-360-A1A, 568.2 SMOH. McCauley Model 2D36C14-B, 454.8 SMOH. Airframe 1635 hrs TT. Metal tail conversion. Install New JPI 711 Engine Data Management system. New battery and tires Nov 2006. New interior and leather seat April 2002. STC Standby vacuum system. Wing was removed, inspected and recovered Aug 1992. Will sell with new annual. \$37,000. OBO. • Contact Erick Corbridge (Owner) for more information - located Lincoln, NE
Telephone: 402-499-1039 E-mail Corbe99@yahoo.com

300th Sellout of Memorial Stadium

Doug Prange is selling this aerial photo of the 300th Sellout of Memorial Stadium. The photo was taken on September 26th when Nebraska hosted Louisiana - Lafayette.

Poster size is 18" x 24" and sells for \$24.00. Framed posters are \$95.00.



To view other aerial photos Doug has taken, visit his website at <http://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.



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