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EAA Chapter 569 Newsletter

Lincoln, NE



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Meeting Announcement

Date: Sunday, December 6th

Time: Social Hour – 6:00pm
Buffet Dinner – 6:30pm

Program: Christmas Party

Place: Wilderness Ridge
(Bitterroot Room)
1800 Wilderness Woods Pl,
Lincoln, NE



**President's
Message
Harold Bickford**

As we close out 2015 there is much to be thankful for. At this time of year we pause to reflect and consider those events and relationships which illuminate life. It is in this holiday season that Thanksgiving, Christmas and New Year's provide the setting to once again consider all that is good and raise a vision for the future.

In our EAA 569 house we have had the opportunity to involve ourselves with aviation and flying. These activities speak to the freedom and opportunities we enjoy. Since we have a real interest in these endeavors the practice and speaking of these activities certainly animates our lives.

One expression we enjoy is the monthly fly-in and breakfast at Crete Municipal Airport. It takes work yet the result is a good time had by all. We especially want to thank our crew; Dave & Laurie, Kermit, Dave, Buddy, Keith

& Sue, Cristi, Paige, Edi and those folks who come by from time to time. As often happens the first sign of visitors is gleaned from hearing Harry's helicopter. Then it is game on.

I certainly want to say thank-you to the chapter in having me serve as President this last year. Thank you too for keeping me on another year. Let's also thank Dave(VP), Doug (Sec) and Mark (Treas) for the past year and their willingness to go another year. They are a great team to work with.

Our annual Christmas party will be on December 6 and our last 2015 Fly-In will be December 19. Assuming we aren't snowed in (!) we look forward to seeing everybody in December.

A Merry Christmas to all and a Happy New Year 2016!

Harold Bickford,
Chapter President

2016 Officers

All of the Chapter 569 Officers will retain their positions for one more year.

When you see them, please congratulate:

President: Harold Bickford
Vice President: Dave Fritz
Secretary: Doug Elting
Treasurer: Mark Werth

The officer positions are on a volunteer basis and require a lot of time and work. Be sure to say "thank you" to our officers for volunteering their time to the chapter.

'Twas the Night Before Breakfast*By Doug Volkmer*

'Twas the night before breakfast,
and all through the kitchen,
nothing was in the way,
of Andy's fixings.

He was busy,
preparing fillings,
for the omelets,
Kerm would be grilling.

Green peppers, jalapenos, 
were getting hacked,
as Andy takes out frustration,
with every whack.

With the morning forecast,
calling for VFR,
Doug knew they'd be flying
in from afar.

He'll be busy,
grilling hash browns,
for all the pilots,
from all around.

Meanwhile Keith and Cristi,
are busy thinkin', 
how much coffee,
will they be drinkin'?

Pilots from around,
are checking Saturday's forecast,
"Yes let's head to Crete,
for an EAA breakfast!"

Saturday arrives, 
and the sky is blue,
not a ripple in the air,
to make the windsock move.

Out go the Cessnas,
RVs and a Cub,
flyin' to Crete,
to get some fine grub.

From Fairmont, from Millard,
they enter the pattern,
anxious to fill their plate,
and share some chatter.

The hangar is filled,
with the smell of sausage grilling,
and some guy talking,
about the airplane he's building.

Don is telling a story,
about the B-36 bomber.
18 hour missions,
sometimes even longer.

Erick and Tom,
talk about Citations and a Lear,
and the very latest,
in avionics gear.

Dean talks of his plane,
that has lots of power, 
from OK City to Crete,
in just a mere hour.

Bob's gathering ideas,
for his next cartoon,
he's getting a little nervous,
as it's due by noon.

While members put away,
the tables and chairs,
Edi and Sue,
wash up the dishware.

Kerm is busy,
making the grill spotless,
he does a superb job,
making omelets.

As pilots file out,
and preflight their plane, 
the hangar is empty,
once again.

Another Chapter breakfast,
everything's put away,
the ramp is now empty,
til the next 3rd Saturday.

Merry Christmas to all
and to all a good flight!!



ADS-B Frequently Asked Questions

What are the rules?

The FAA published Federal Regulation [14 CFR 91.225](#) and [14 CFR 91.227](#) in May 2010. The final rule dictates that effective January 1, 2020, aircraft operating in airspace defined in 91.225 are required to have an Automatic Dependent Surveillance – Broadcast (ADS-B) system that includes a certified position source capable of meeting requirements defined in 91.227. These regulations set a minimum performance standard for both ADS-B Transmitter and the position sources integrated with the ADS-B equipment your aircraft.

I operate an amateur built experimental aircraft, what should I install?

The ADS-B Out equipment installed in an aircraft must meet the performance requirements of the ADS-B TSOs. A TSO authorization, issued in accordance with [14 CFR 21 subpart O](#), is not required. However, ADS-B Out systems and equipment installed or used in type-certificated aircraft must have a design approval issued under [14 CFR 21](#) (or must be installed by field approval, if appropriate).

Why are portable ADS-B devices not allowed?

Portable ADS-B Out systems, also known as "suitcase" units, should not be operated (transmitting) aboard any aircraft. While marketing associated with these units may imply approval for use by way of an FCC license, the FAA prohibits their use.

(For more FAQs, go to

<http://www.faa.gov/nextgen/equipadsb/faq/>)

Boy Scouts Earn Aviation Merit Badge



(photos courtesy of Dennis Crispin)

Tom Trumble (upper left), Alan Weigle (upper right), Butch Lottman (lower right) along with Tom Henry, Harold Bickford, Cristi Higgins and Dennis Crispin all participated in the Boy Scout Career day held at Duncan Aviation on October 3rd. More than 200 area scouts earned their Aviation Merit Badge.

Van Celebrates his first Sixty Years of Flight

*By Dick VanGrunsven
C.E.O Van's Aircraft*

A Facebook post several days ago revealed my birthday to the world. (Unfortunately, that post didn't explain where to send gifts!)

This post, including an old log book entry, is more significant to me because it shows the date of my first solo flight: 11-21-55, 4 days after my 16th birthday. 60 years ago!

Why, you ask, was I four days late? An unseasonably early heavy snowfall kept our J-3 Cub grounded until the white stuff had melted. I don't recall whether or not I took my drivers license test

before or after my solo flight date. It doesn't matter, because we all know which was the more important. I do recall that it was a typical November day with overcast sky and threatening rain showers. We had the J-3 based on our short farm strip, so I guess that my brother Jerry (older, with a private license) had to fly it and/or me to the Hillsboro Airport so my instructor could assess my readiness. Judging from that log entry, it appears that he let me go after 10 minutes, and I then flew only 20 minutes solo. I recall that it was starting to rain, so I cut the flight short, landed, got signed off,

and went home. Pilots are supposed to get sentimental and gushy over their first solo, but all that I can remember is enjoying the improved performance without the instructor on board, and a better unobstructed view of the instruments from the rear seat – Cubs are soloed from the rear seat. Oh well, what more can you expect from an aspiring engineer?

Though I had soloed, I wasn't yet ready to master our 800' home strip. I see a couple more supervised solo entries, including one with 1:05 hrs. solo time. I do remember that I spend this entire



flight shooting landings, and being very displeased with myself. I had bounced and swerved all over the runway. I seemed to be regressing. Despite this, my instructor signed me up for a dual instruction flight to shoot landings at our home strip. I was not optimistic. However, the next 35 minute entry shows dual instruction including our home strip. For some reason, I could land much better on our narrow grass strip than on the 4000' x 150' wide paved strip at Hillsboro? At the time, I didn't really know why. I just was happy that I could now fly out of our back yard, with a total of 15 hrs. under my belt!

From experience I gain later, I came to realize why the short, narrow strip was easier for me because it WAS narrow! The Cub offered a poor forward field of view. Landing on the wide paved runway at Hillsboro didn't provide very good altitude and heading reference from that rear seat vantage (disadvantage?) point. From the center of the wide runway the visual reference was homogeneous as far as the eye could see (or so it seemed). From the center of our 40' wide grass strip, the edge was only 20' away. Any heading deviation was immediately apparent and correctable. The same was true for landing flare and touch down. The closer reference point provided better altitude judgment. A few years later, as a flight instructor, I was able to use this technique to help students who experienced similar reference difficulties. I just had them land near the runway edge rather than the center. It proved quite effective.



Van's home strip.

Another log entry, dated 12-30-55, was a memorable flight -- I climbed that 65 HP Cub to an altitude of 17,200'. Shortly before, older brother Jerry had made a flight to around 16,000'. Naturally, I had to try to beat that mark. It was a cold clear day and the view from above 15,000' ft. was awesome. Snow capped mountain peaks up and down the Cascade Mountain range were visible for about 150 miles in either direction. Pretty neat stuff for a country-hick farm kid. These and similar adventures are somewhat akin those immortalized by Rinker Buck in his classic, "Flight of Passage".

There was no photo taken of me on solo day, or with the Cub at any other time. We didn't have cell phone cameras in our pockets then, and we were more interested in flying than making a photographic record of it. I'm positive that I did take a photo of the altimeter reading 17,200', but can't find it now. You'll have to settle for the accompanying photos of N87862 and our home strip.

When I think about it, I realize that date in 1955 was less than 52 years since the Wright Brothers' historic first powered flight. That means that I've been flying for more than half the history of powered flight! You can read anything into that you'd like. Bragging rights I suppose, but from another perspective, what have we accomplished in the "second half" of aviation? The 1946 J-3 Cub I flew then was considered an "old" used plane. 60 years later it is still being built and revered. Ah, progress?

How did I celebrate this 60th anniversary? Mostly by working with the 16 year old (plus or minus) TeenFlight kids, helping them build an RV-12. Pay it forward! In the late afternoon I took my own RV-12 up for a 40 minute flight, in very smooth air.

I still enjoy flying, just for the sheer joy of it.

(This was reprinted with permission from Van's Aircraft)

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Front



Back

Wanted

I am looking for a few tire tubes that I could split and use for fuel tank padding on my airplane. If you have any laying around the hangar, please let me know.

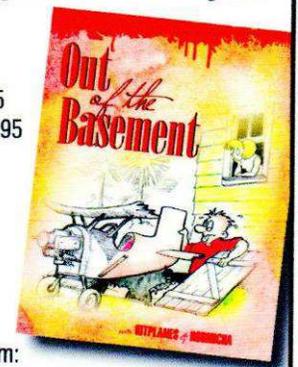
Also, anyone handy with a paint gun? Let's talk.

Derek Schroeder - 402-990-0952 or
dschroeder83@yahoo.com

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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.



How to Become a Member...

Becoming an EAA Chapter 569 member is very easy to do! We have an online registration system which helps make the registration process easier and faster. If you would prefer not to register online, we also have a form you can print off, fill out, and mail in. For more information about these options and how to become a member, go to www.eaa569.org and select Join.

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