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EAA Chapter 569 Newsletter

Lincoln, NE



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Meeting Announcement

Date: Tuesday, February 5th

Time: 7:30pm

Program: Miss U.S. U-36

What do airplane people think of when they get bored?

How 'bout we restore and race a 1957 Unlimited Hydroplane. Jay Armstrong (of Suburban Air Freight) and George Czarnecki (of Central Cylinder) have done just that. Miss U.S. U-36 is a 32' wooden boat with a WW II, Allison V-12 airplane engine. Their presentation is fascinatingly very rare and unusual.

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



**President's
Message
Harold Bickford**

Hear ye, hear ye; the next EAA ch. 569 meeting is Tuesday, February 5, 7:30pm at the Duncan MPI shop.

At least in the early days of New England that's how announcements were made. Since I grew up in Maine, old habits die hard?

In January Harold and Edi undertook some more motorglider flying out at Payson, AZ. The ability to fly with or without power is fun to experience. The main flying difference compared to say a C-152 or Zenith is adverse yaw due to the long wingspan: 52 feet in the case of

the Diamond. Also, on the ground staying clear of hangars, other aircraft, fuel pumps etc. is a stay alert experience with the long wings.

It is a different perspective with respect to ground reference departing the hangar areas and travelling on taxiways. In flight the sensation is one of openness with the bubble canopy and a sight picture which is decidedly nose down during level flight. A piece of tape on the windshield makes a great reference point for holding correct pitch attitude. The Diamond has very good control harmony and only requires light pressure on the controls. Holding a 45-degree turn is more a thought expression than an action which makes the experience even more fun.

The plan is to go back in May for more flying and complete a check ride for the glider rating with self launch endorsement. Then it will be time to get the Solitaire bought last year flying again.

Our presentation this month involves wood and a WW2 engine. Perfect items for a homebuilt, right? Well after a fashion, yes.

Post war, unlimited class hydroplanes were built of wood and other materials and used surplus Rolls Royce and Allison V-12s for power. The program will detail how Jay Armstrong and George Czernacki restored a 1957 32' unlimited raced as U-36. Using an Allison V-1710 for motive power, this would be one low-level high-speed runner "flying" just inches on and off the water on sponsons and skeg/prop at speed. Come and join us for a different look at aero applications and homebuilding skills.

(continued on page 2)

Of course, if so moved one could always follow the lead of Bob DeFord and build a full size Spitfire replica in wood and steel tube with an Allison V-1710. He flew his replica to Airventure in 2015. A quick online search will take you to [the EAA article and video](#).

Though weather intervened in January our February fly-in breakfast will be February 16 at Crete, 8-10am. Come hungry, leave happy as our great volunteers make this a can't miss event!

See you on February 5 for our next meeting!



President Bickford in the left seat of the Diamond at [Sky King Soaring](#).

DIVER SAFETY at LNK

By Tom Winter

Arff! Arff! I just got myself legal again (it's my birthday this month) to drive to my hangar. Wally Peterson and I used to take the informational test in person at the airport. It was slide show and a paper and pencil. It has been on line for years now.

Since the whole point of the recurrent badge training is to keep the safety rules fresh in mind, I trust that this little item will not be the pilot equivalent of the Fraternity House Test File! But your score must be 100%. Though it is easy to smile now, for an hour each year, I take it deadly serious.

Knowing that even the alphabet stuff shows up on the final exam, I wrote down the acronyms. LEO isn't

a lion, it's a law enforcement officer. SIDA isn't the French abbreviation for AIDS, it's the Security Identification Display Area. TSR is Terminal Service Road, and VSR is the Vehicle Service Road. What's the difference between the T and the V? TSR connects the east and west terminals.

AOA isn't angle of attack, it's Aircraft Operations Area.

One of the acronyms did show up on the final: True or False: ARFF means Airport Rescue and Fire Fighting. Better mark it false, because it's Aircraft Rescue and Firefighting.

I also made text file note of the speed limits, so I'd be sure where it

is 25, where it is 15, where it is 10, and where it is 5.

Precision could lead to error: "Within 15 feet" of an aircraft, your speed limit is 5 mph. To get it right on the final though, it's 5 mph when near an aircraft.

You're supposed to drive on the VSR marked lanes "whenever possible." But to get it right on the final, you must always.

I hope I am just as dedicated to diver safety as I ought to be. The "diver safety" typo has been on the test since the beginning. It has sort of become an old friend.

Arff arff!

Swing Under the Wings

Where: SAC Museum
28210 West Park Highway
Ashland, NE

When: Saturday, February 9
6:00pm – 11:00pm

The Strategic Air Command & Aerospace Museum invites you to join them for a night of live big band music, socializing, and dancing. Swing Under the Wings takes place underneath the wings of a B-29 Superfortress and a KC-97 Stratotanker. Guests are encouraged to dress in their swingiest 1940s attire as they swing to Robert Glaser's 10 piece Sing, Sing, Swing Orchestra. The event begins at 6:00 pm with dinner, drinks, dessert, prizes and contests! Dance only portion starts at 7:00 pm. The event ends at 11:00 pm.

Tickets are available from \$40-\$60. Discounted tickets may be purchased for the dance only portion of the event. Cash bar available all evening.

Click [here to register online](#).

REGISTRATION CLOSING ON FEBRUARY 1st!!!

Need Accommodations?

Mahoney State Park has rooms available at the lodge. If you want to book a room for February 9 please contact "Group Functions" at 402.944.2523 Ext. 7327.

Have you paid your 2019 Chapter Dues?

Believe it or not, it's time to renew your Chapter dues. The amount remains at \$20.

Whether you are a new member or renewing your membership we are encouraging members to go to the Chapter website (www.eaa569.org) and fill out the online form. To get to the form, select Join on the

Chapter website home page and follow the instructions on the page. After submitting your form, you will be instructed on where to mail your \$20.

For those members who prefer to fill out the paper form, we have included a copy of the form on page 6.

Accident Report

Accident occurred 11/11/2017, 0935 CST, Eufaula, AL

Aircraft: Long EZ, Registration: N754T

Injuries: 2 None

Analysis

The private pilot was conducting a personal flight in an experimental airplane. While in cruise flight, the airplane "violently began shuddering," and the pilot immediately shut down the engine and attempted an emergency landing. The airplane was unable to reach the selected runway and landed about 200 ft short of the runway threshold in a rough, grassy area. After exiting the airplane, the pilot discovered that a portion of the trailing edge of the wood propeller had separated and penetrated the lower half of the right rudder control surface.

A post-accident examination of the remaining portion of the wood propeller determined that the propeller was manufactured from laminations of defect-free hard maple lumber that showed no signs of decay. An inspection of the separation surface indicated that the individual layers of the propeller were laminated together using an adhesive that resulted in a light-

colored bond line. The failure surface included an exposed portion of the bond line between two wood layers that had failed. Examination of this bond line showed minimal wood failure that was about 8 inches long and between 1/8 and 1/4 inch wide. The amount of cured adhesive observed varied considerably along the length of the failure surface's bond line, with an area of the bond line having minimal adhesive coverage. According to the propeller manufacturer, the propeller was carved by hand and assembled using an adhesive that is advertised as "ideal for interior wood application." However, the adhesive had not been tested for applications in which extreme temperature fluctuations, pressure, and vibrations would be expected, such as those experienced during airplane operations.

Probable Cause and Findings

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

The in-flight separation of a portion of the propeller, which subsequently penetrated the right rudder, as a result of the failure of the bond line between two of the propeller's wood layers. Contributing to the failure of the propeller was the manufacturer's use of an inappropriate bonding agent.



News from

EAA Headquarters

EAA Flight Test Manual Webinar Now Available

EAA presented a [webinar](#) on the [EAA Flight Test Manual](#), which was released in fall 2018 after more than 10 years of work. Hosts Tom Charpentier, EAA government relations director, and Vic Syracuse, Homebuilt Aircraft Council chair, described the manual and what it adds to the flight test and familiarization program for builders and owners of homebuilts.

The presentation included a brief overview of each card, with Syracuse adding valuable insights from his own background as an experienced test pilot. Charpentier previewed the next steps for the manual, including an online edition, the revision process, and an ongoing project with the FAA to create an alternative flight test program based on task completion rather than hours flown.

EAA plans to offer more materials on the specifics of each of the program's test points in future programming. If you have feedback or suggestions on how to make the *EAA Flight Test Manual* better, please email FTM@eaa.org.

For more information on EAA's popular webinar series, go to www.EAA.org/webinars.

The *EAA Flight Test Manual* webinar was attended by more than 600 people and is now available for more to watch in the webinar archives.

Minutes of the Club Meeting

President Harold Bickford called the EAA 569 meeting to order at 7:30 pm Jan. 8, 2019.

New member Matt Beringer was introduced. Matt is attending UNL, majoring in Political Science. He has his sights on flying for an airline.

Two new officers, Treasurer Keal Bockelman, and Secretary Jerry Mulliken, were recognized.

Harold gave out a surplus Gleim flight bag.

Harold read a letter from the Nebraska 99's promoting the NDOT Department of Aeronautics Aviation Art Contest, which serves to educate boys and girls 6 to 17 about aviation. The theme for the 2019 contest is "Flight into the Future". Cristi Higgins moved to donate \$100 from chapter funds toward the contest. Jerry Carlson seconded. Motion passed.

Volunteers are needed to help with the Midwest Aerobatic Championships scheduled for June 22 to 23, 2019. No experience required. For information and to sign up, contact Tom Trumble, cell 402-540-6089.

Tom Trumble showed a video of the first flight following restoration of a Hawker Sea Fury built in 1953. The Sea Fury had been used for racing, with modifications including clipped wings. The machine was returned to stock configuration during the restoration which took 10½ years.

Cristi Higgins revealed two new banners to be used for directing attendees to Young Eagle events. The banners were funded from the national EAA in recognition of

EAA participation in the Young Eagle program in 2018.

There was a debriefing of the 2018 Christmas party, which was held at the SAC Air Museum near Ashland. The consensus was that the party was a success in spite of the rescheduling for inclement weather. There were kudos to Dennis Crispin in his role of tour guide of the exhibits. The consensus was that the 2019 party should again be held at the museum. One suggestion was to hold the party in the spring to avoid the weather issue. However, a winter date prevailed. Cristi will check on museum availability for Dec 7. The York EAA Chapter 80 may wish to join us.

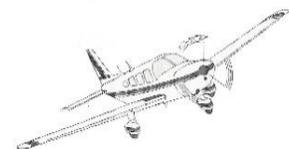
Don Shoemaker will not be able to host the chapter picnic in September. Alternatives will need to be explored.

Harold announced that he has been successful in conquering his lymphoma, which he attributed to the salubrious experience of being chapter president.

There were brief reports of member builds, including an RV tailcone, and two Zeniths.

The meeting was adjourned at 0850 PM.

Respectfully submitted,
Jerry Mulliken, Secretary



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For Sale

Lycoming O-235 core for sale. It's missing three cylinders and is taking up space in my hangar.

Also, a pair of 600x6 wheels, brake disks and axles.

Somebody call and make an offer.

Contact Ed Bowes @ 402-730-3396.

For Sale

25% share in Beautiful RV-9A N678RA

- IFR equipped including ILS EFIS with synthetic vision and highway in the sky
- 2 axis autopilot, GPS and ILS coupled
- ADSB out and in equipped
- 6 GPH cruise at 150MPH
- LED position, strobe and landing lights

This airplane is ready to go anywhere, any time. \$18,000

Contact Tom Henry @ 402-417-8558



Click on picture to enlarge

For Sale

Pristine 1946 Cessna 120

\$29,500

This airplane has won many trophies including "Ladies' Choice" at the national convention of the Cessna 120/140 association. [See attached equipment sheet.](#) To receive a photo album by email contact:

Dr. Jim Smith, St. Joseph, MO
smithdocjim@gmail.com 816-262-8370



Events

York Airport (JYR), EAA Chapter 1055 Fly-in breakfast on the 1st Saturday of every month. 0800 - 1000.

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

EAA Chapter 569 Membership / 2019 Renewal Form
Include your \$20 check made out to EAA Chapter 569
Mail to: Keal Bockelman, 2717 S. 41st St., Lincoln, NE 68506

New Registration or Renewal: _____

Full Name: _____

Address: _____

City: _____ State: _____ Zip Code: _____

Phone: _____ Email: _____

EAA Number: _____

Would you like to receive the monthly Chapter Newsletter via email? Yes No

Experience With (wood, metal, welding, composite, fabric, electronics, paint)?

Flying and/or Building Information:

Other comments:

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