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EAA Chapter 569 Newsletter

Lincoln, NE



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Meeting Announcement

Date: Tuesday, January 7th

Time: 7:30pm

Program: Mystery Guest Speaker

That's all Vice President Gomon is saying about our January program. He's encouraging members to bring their spouse or a friend to listen to the mystery guest speaker.

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

President's Message Cristi Higgins



Happy New Year!! This year we are going to focus on building and education of building an aircraft. We need to get back to our roots and build. I have heard numerous folks say they want to learn and so do I. I know this will grow our club and create friendships that will last a lifetime. So that is my 2014 resolution along with the usual eat right and lose weight stuff.... no for real my medical is up for review!

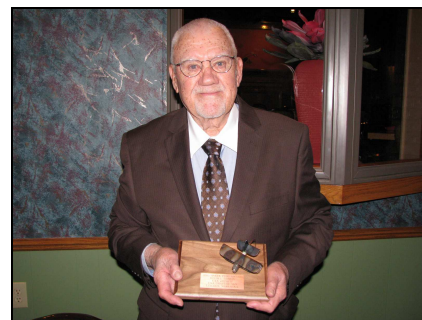
Fly often and safely my friends and off we go into the future building all the way!

Happy Landings, Cristi

Christmas Party 2013

By Doug Volkmer

The Knolls was the setting for the Chapter 569 Christmas party. Thanks to the Christmas Party Committee for putting it all together. Anne Schutte, Harold and Edi Bickford, Keith and Sue Gomon, Jerry Carlson and Cristi Higgins. You all did a wonderful job. Also, a big thanks to everyone who donated door prize items.



Keith Gomon was selected as the 2013 recipient of the Spark Club Award. Keith has done an excellent job as Vice President. He has arranged for some very interesting programs. He also helps at the monthly breakfasts and at Young Eagle events. Congratulations Keith.

(continued on page 5)



Intention Plans? Well, Construction Plans

By Tom Winter

"Tom" sez I to myself back in the 90's, "it's high time to build a model airplane in a scale of TWELVE inches to the foot." That was my motive for joining EAA: "Well, silly boy, you'd better plug into the grapevine first." So I did. The thought of building has never left, and now, retired and turning 70, I'm still dithering over what to build.

Dithering? Oh yes. I have plans for the J-3 Jr, for the Mitchell U-2 Superwing, for the Heath Parasol, for the Pietenpol Air Camper, for the Baby Lincoln, for the Hovey Wind Ding, for the Volksplane....

So what happened? Each plan set, when acquired, was at the top of the do-it list:

The Hovey Wing Ding? The designer had no stall information with the excuse that he had never flown it high enough to do stall testing. Well scatch that one!

The Volksplane? Tempting, but I never liked the all-flying tail, and the cardboard box look of it, either. Still and all, I was on the VP internet list for some years until the widow of one of the regulars reported in. He finished it, took off, caught a gust, she said, and crashed on take-off. Better to do welded steel tube that bends instead of wood that splinters...

The Pietenpol Air Camper is still tempting. It's the most tested

design out there, and I've never heard of anybody crashing one. I got as far as a making a rib jig and acquiring one, two, three four Model A Ford engines before just running out to the airport and flying my 150!

The four that are still on my list feature a welded steel tube fuselage. (I grew up with welding, and used to be good at it):

1. The J-3 Jr. This is Jesse Anglin's design, and is not the same as the J-3 Kitten which is available as a kit, but it looks much the same. Traditional two-spar wooden wing. Maybe.

2. The Baby Lincoln. This looks like an Aeronca C3, featuring kingpost and wire-braced wings. The Baby Lincoln would be a great museum attraction for Lincoln, Nebraska. Again, maybe.

3. Heath Parasol. I think this is the bird that Paul Poberezny modernized into the Pober Pixie.

4. Finally there's the U-2 Superwing, the flying wing motorglider! The U-2 construction

is a mix: Foam ribs in front of the spar, built-up ribs behind it, welded steel tube pilot cage, and all in all, a wet dream for a flying wing fan glider pilot wannabee. I even acquired Larry Collier's book BUILDING AND FLYING THE MITCHELL WING.

Besides the above, there are two more high on the list that I don't own plans for yet that might end up being THE ONE:

> The Hummelbird. All riveted sheet aluminum like an RV. Fast as my 150, but powered by a half-VW engine. AND get this: one builder finished it, crashed it on take-off, bent everything but the tailfin, and walked away (Take that, Volksplane!)

> Finally, there's the Pete Bowers Fly Baby. Love it. The Fly Baby, in my view, looks like an airplane the way a Harley Davidson looks like a motorcycle. Tempting, way tempting.

Which one will I build? Will I ever at all? Or will I just fly my 150 until the feeling goes away? I don't know. Meanwhile, see you at the airport!



Tom, now retired, and his Cessna 150 may be coming to an airport near you.

EAA NEEDS YOU---YOU NEED EAA

*By Dick VanGrunsven
C.E.O Van's Aircraft
EAA B.O.D. Member*

While visiting EAA Headquarters recently, Charlie Becker, Director of Communities, asked me to enlist the help of AKIA member companies to remind their clients of the importance of EAA membership. EAA is a member organization; the greater the membership, the stronger the organization. Ideally, EAA needs other forms of non-monetary support such as advocacy petitions, from its members. But first, it needs more members.

Membership growth is important to EAA because member dues are a vital revenue component. While member dues alone don't cover all of the costs of publishing their magazines and providing other member services, they definitely help. Charlie informed me that every year at AirVenture, EAA membership increases by around 20,000 as people take advantage of lower registration fees. Then membership slowly declines over the following year. The shrinking pilot base probably accounts for some of these losses. The bottom line is that they need more solid, long term members. This means you.

In a very real way, You are the EAA. Sure, there are 60 or 70 employees at EAA's Oshkosh Headquarters, but they are there working for you and tens of thousands of others like you. The

EAA could not exist without you. You may feel that you can exist just as well without them, but read on.

From day to day, it's easy to forget the importance of EAA. We enjoy a reasonably stable and permissive FAA regulatory environment. As things stand today you don't direct support from the EAA to bring your aircraft to completion. But had it not been for them, you may not have even been able to license and fly it. The EAA's perpetual role in government advocacy has helped assure this.

Yes, every now and then there is a threat of added restriction or loss of freedoms, but to the casual observer, nothing really bad ever seems to come of these threats. It would be easy to assume that someone is just using the "cry wolf" tactic to retain credibility as a watchdog. The reality is that the threats have been real, and that the EAA staff and committee volunteers, throughout their long existence, have labored effectively to protect our freedom of flight.

While this may seem a distant intangible to you, trust me, it is a real benefit. Over the past 20 years or so I have been involved in numerous meetings with EAA, FAA, and NTSB. From this experience, I can assure you that the EAA's work on your behalf has resulted in continuing freedoms to build and fly that wouldn't be the case without their existence and organizational strength. As an example, several years ago I was asked to join an EAA/FAA

committee known as ARC (Amateur-Built Rulemaking Committee). This was an arduous process involving numerous meetings and travel over a couple of years time. At issue was a re-write of the 51% rule. Without elaborating on details, I can absolutely assure you that as builders of EAB aircraft, you benefited significantly. While I can't pinpoint windfall gains, we didn't lose ground either, and that's really the big issue. About 50 years ago I came to the stark realization that retaining our freedom of flight was going to be a continual struggle. That unfortunately was not just a negative epiphany, but has proven to be true. Oh yes, if you are one of those who thinks that flying homebuilt airplanes is a right (rather than a privilege) that "they" can't take away, you'd better do some constitutional research. What we are doing is not an entitlement, and could be lost or severely restricted if not for constant vigilance.

However, your annual dues are not the only way that your membership can strengthen EAA, and in turn strengthen aviation. EAA's chapter structure is and has always been a unique strength it possesses. Chapters offer assistance to their members in many ways from building assistance, Young Eagles events, and fly-ins and other outreach events. As strong or as weak an EAA Chapter may be, your positive participation can make it better.

Often I have heard rationalizations for non-participation in EAA Chapters.

Accident Report

“They aren’t doing anything that interests me”. “All that they do is talk”. “What can they do for me that Vansairforce.net can’t?”

“They”, the chapter, are a group of EAA members, many volunteering as officers and committee members. As such, they owe you nothing! Similarly, you owe them nothing! But, that’s not a very progressive position to take, is it? Are you a Giver or a Taker? If you approach situations as a Giver, chances are that you will be able to take more away than if you hadn’t. Thank God that there are enough Givers to keep the EAA Chapter structure intact and vibrant. You can help.

Many of you are aware that EAA leadership had faltered after Tom Poberezny left office. Mismanagement resulted in a number of upper level HQ staff members either quitting or having been discharged, leaving a shortfall in the service that EAA was able to offer. Fortunately, EAA is now well on the road to recovery. Several key people have returned, and the working atmosphere has greatly improved. Jack Pelton appears to be an effective leader. I get the feeling that EAA is becoming a more representative organization that it has ever been. But, you can’t just sit back with a wait-and-see attitude. After all “they” are us.

Thank you for enduring the above tome. Chances are that you are already a member of the “choir” and don’t really need to be preached to. However, I think that

it is good to occasionally reflect on the status quo, assess strengths and weaknesses, and reaffirm our commitments.

If you are not a current EAA member, for whatever reason, please join or renew. Also, please encourage all of your aviation friends, whether builders or not, to join and offer their support in at least this small way. We’re all in this together. Our future depends on it.

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

2014 Dues are Due

By Doug Volkmer

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.

Again, whether you are a new member or renewing your membership we ask that you fill out the form.

Accident occurred Tuesday, August 25, 2009 in Rockaway, NJ
Probable Cause Approval Date: 12/20/2010

Aircraft: CESSNA 172RG,
registration: N6117R
Injuries: 1 Minor, 1 Uninjured.

The certificated flight instructor (CFI) and dual/student pilot were practicing maneuvers when the CFI noticed that the left main gear of the airplane was wet. As he looked for the source of the substance he noticed that the airplane’s oil pressure was critically low and immediately headed back to the airplane’s base. On the way, the engine came “to a halt with the propeller stopping” and the CFI elected to land in an empty section of a mall parking lot. The airplane’s nose landing gear contacted a curb and the right wing impacted a tree before coming to a stop. An examination of the wreckage revealed the fluid on the wheel to be oil leaking from the engine, which covered the bottom and empennage section of the airplane. A teardown examination of the engine found the No. 3 and No. 4 pistons with damage consistent with overheating and oil starvation. The lower portion of the No. 3 piston was destroyed. There was no internal or external evidence with the engine to account for the oil leak. The engine oil system was examined and found to be unremarkable. The CFI stated that a quart of oil was added, for a total 6.7 quarts of oil in the engine, prior to the accident flight.

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

A total loss of engine power due to oil starvation for undetermined reasons.

(continued from page 1)



Andy Lahr recognized the 'core' members of the breakfast committee. Each was presented with a well deserved crystal award.



Elizabeth (Libby) Bickford, singing a cappella, provided the evening's entertainment.

Classifieds

Fly in 2014 - Light Sport Cost Sharing Opportunity!

Are you looking for inexpensive flying time in a Light Sport qualified aircraft? If you are interested in exploring a "flying club", or similar, type of opportunity with an Ercoupe 415-C (rudder pedals) located at York (KJYR), contact Wayne Woldt at 402-450-6170 or wwoldt1@hotmail.com.

LEARN TO FLY! →

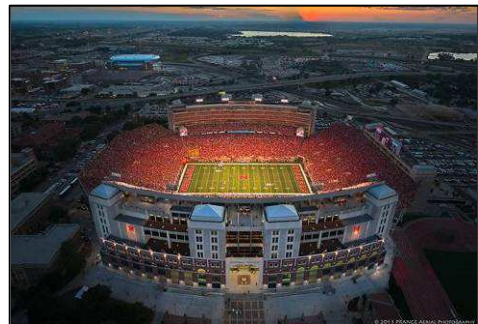
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Prange Photography



Check out Doug Prange's Aerial Photography work at www.prangephoto.com.

Aviation Symposium and Maintenance Seminar 2014 January 22nd - 25th

If you would like to be a sponsor for this event,
please contact Cristi Higgins: 402.798.0230

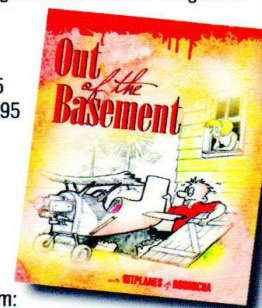
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Events

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.

July 28 - Aug. 3, AirVenture, Oshkosh, WI, <http://www.airventure.org/>

EAA Chapter 569 Membership / 2014 Renewal Form

Include your \$20 check made out to EAA Chapter 569

Mail to: Mark Werth, 2110 Spring Meadow Circle, Lincoln, NE 68521

Name

Spouse

Address

City

State

Zip

Home phone

Work Phone

Email Address

EAA Number

Date You Joined Chapter 569

Newsletter via email ?

Aircraft Owned

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



Happy New Year !!!