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EAA Chapter 569 Newsletter

Lincoln, NE



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Meeting Announcement

Date: Tuesday, January, 5th

Time: 7:30pm

Program: "Flying the wing! Aerodynamics review for the home builder."

Mark Gaffney will give us a good review (or perhaps an introduction) on aerodynamics.

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



**President's
Message
Harold Bickford**

2015 is now in our slipstream. I trust that good memories of the year past will help inspire you for the New Year.

Our Christmas party was successful and was certainly helped by the prizes/donations from various vendors. The party committee is already in initial planning for next year which only serves to illustrate that early starts are desirable.

Looking forward to 2016 we have an airshow at Lincoln this year prior to Oshkosh.. This will afford us an opportunity to showcase EAA 569 and what we are about. Let's brainstorm some ideas at our January meeting as to what our presence can look like. Based on what we've done in the past along with our builder's tour last year there is quite a lot of activity that can be presented. The goal of course is simple-to get people from being spectators to participants in flying. To learn, build,

fly is the EAA motto and pretty much says it all.

Our program presenter for January is fellow EAAer Mark Gaffney from the FSDO here in Lincoln. He will be talking about aerodynamic effects in flying and how better to understand and master them. Getting into the mechanics of flying is always interesting so you won't want to miss this.

During our business portion Cristi will have a presentation on Young Eagles/Eagles. Also Lyle is wondering how we might approach the idea of name tags. Personally I like the idea and would like to see some discussion. on this.

Remember too that our signature event, the monthly 3rd Saturday Crete fly-in/breakfast always can use some volunteers. We have a good core group and certainly welcome additional help.

See you on January 5, 7:30pm at the Duncan shop.

Harold Bickford,
Chapter President



An unseasonably mild Saturday brought out the Cessnas, Pipers and this Experimental RV-8A from Plattsmouth, NE to the Chapter breakfast in December.

plane talk by *Lauran Paine, Jr*

I'M SITTING ON AN OLD WOODEN BENCH in an old wooden hangar. Before me is an old airplane, a B-17. It's quiet in the hangar, except for the sounds of an occasional pigeon in the rafters, some fall leaves rustling just outside the door—and the conversations playing in my mind.

Sitting here looking at the airplane, I hear many voices: The quiet, studied voices of the engineers who conceived it, the offhanded voices of those who assembled it, the concerned voices of those who maintained it, the excited voices of a crew under attack, and the reverent voices of those who walk around it now, in awe and with respect.

Yes, this airplane is talking to me, as are those who were—and are—a part of its history, for this Flying Fortress has much to tell, much to teach us.

Conceived from the need to deter aggression, particularly the Nazis goose-stepping across Europe, men gathered their thoughts, their ideas, their paper and pencils, their drafting boards, and their knowledge and came up with a fuselage, large wings, four engines, a bomb bay, and many turrets. This was a beast of burden, of great purpose, and strong enough to bring our boys home.

So many of the engineers who designed it are gone now, but I so want to tell them what a good job they did, to let them know how proud I am just to be sitting with their airplane now. This airplane made a difference, a huge difference. Thank you, engineers.

And then people converted the engineers' drawings into three dimensions. Huge plants. Many raw materials. Much planning. All done with great purpose in mind: deter aggression and preserve freedom.

Long assembly lines. Many parts. Each part, each person in the assembly chain important. Rosie the Riveter, a housewife helping the war effort by riveting skins to ribs and spars, making parts for the whole. Nontraditional they were, but essential. And all of them proud. Often you can find the name of an assembly line worker inside some B-17 part. The name says, "I was here. I'm proud to help. I wish you well."

The assembly line voices I hear now, looking at this airplane, are talking of how the war is going, where husband, brother, son, or uncle are now. I hear them talk of faraway places, of Normandy, France, Italy, and Germany. I hear their concerns and their fears. And I hear their hopes for when their soldiers come home. And I hear the rat-tat-tat buzz of the rivet gun. This airplane is thankful for those who put it together.

I visualize this B-17 rolling out of the factory and into the sunshine. Beautiful aluminum. Powerful engines. New. Ready. Proud. Ready to do what it's designed to do. And I see mechanics in coveralls descending upon it with wrenches and rags, giving it the once over. The twice over.

These men care that this B-17 will function as perfectly as they can make it operate. They care deeply for their Story brother soldiers who

will fly it. And they will go to almost any length, amazing lengths, to make this machine work well. I hear them talking, sometimes cursing at a recalcitrant cowling, a leaking cylinder, or a dropped wrench. Vociferous, these mechanics, but so very dedicated.

Again, many of the mechanics who worked on this airplane are now gone, but their memory lives in this airplane. I know they remember it, and I know it remembers them. I can close my eyes and see them everywhere, patching holes during the dark and cold nights of Europe, "Gotta get this thing back in the air in the morning. We're gonna get that ball bearing factory in if it's the last thing we do!" I hear you, my friends!

I open my eyes and look at the glass of the cockpit and the turrets. I can hear them, the crew members. And by hearing them, I can see their actions. They're scared, but brave. They want to be home with family, but they've got a job to do, and they're going to do it. Their country is depending on them. Flying at 24,000 feet, they're bundled up in sheepskin and wool. But they're still cold. They're 15 minutes to target. They're alert to the sky, to the job at hand. Their adrenaline is high. There is fear. There are clenched teeth. There is camaraderie. There's, "Focke-Wulf, 11 o'clock low, coming up! Ready turrets!"

Turrets swivel, "I see 'em! Dammit, there are three of 'em. No, six!"

Formation lead to the formation, "Tighten up. We're in for a rough

ride. Ten minutes to target."

Turrets follow the bogies. The gun clatter is loud, intense. There are flashes from the guns of the Focke-Wulfs. Heads are swiveling everywhere. German fighters everywhere. Confusion. Each man intent on his job, for that's the only way they'll survive. Some smoke from one of the fighters. Gunner doesn't think he hit it; he just thinks the German blew his engine. Gunner doesn't care; he just wants the German fighters to go away. Gunner sees another Focke-Wulf and fires. Pilot screams, "You see 'em?"

Gunner answers, "Yeah!" Gunner hits the fighter or thinks he does. Then he knows he did. The FockeWulf's left wing begins to shred pieces, rolls, trails more debris, and then bursts into flame, twisting in an ungainly way toward earth.

Fighter four pops up through the formation of B-17s, rolls into a 120-degree left bank, and comes back down, approaching the B-17 from the right wing—and fires. Shells hit the fuselage. The bomber shudders. Some piece of something hits the top turret gunner, penetrates his thick leather jacket sleeve.

He doesn't feel it. He's cold and full of adrenaline. But he sees blood on his jacket. He doesn't tell anybody about it. It was a hit and run. The surviving Focke-Wulfs head for home. Pilot asks, "Everyone okay? Airplane okay?"

Airplane's still running good. Everybody says, "Okay. Let's go." They continue, drop their bombs,

and then head for home. The trip home is mostly silent. There are many private thoughts. There is much excitement to absorb.

The silent airplane before me is telling me all this. I can hear it. And it's all true. The crew is gone now, but not their memories. Not their service. Not their honor. It's all preserved, right here before me by one old, but very proud, B-17. I am thankful.

The hangar door opens, and some people, young and old, walk in. At some point each one of them stops, takes a long look, points, and speaks. They honor this plane. They honor all who created, built, maintained, and flew it. They are thankful it is here to tell its story.

Some say it honors war. Hogwash. It honors what it takes to keep a free people free. Freedom isn't a given; it is earned. And always, always must be protected.

In the last hour that I have been sitting alone with this B-17 it has spoken to me, as have the people associated with it, and it has taught me much. It has taught me of bravery, service, and pride and love of country. And I thank it and its people for all of that.

And I'm thankful that it's restored and flying. I even worry less about the future because of it, for no one, no youth, can visit it and not feel its honor. This lone B-17 has the respect of all, and teaches that freedom is a job for us all.

(This article originally appeared in the February, 2001 issue of EAA Sport Aviation.)

Accident Report

Accident occurred Sunday, July 28, 2013 in Oshkosh, WI

Probable Cause Approval

Date: 03/24/2014

Aircraft: PHELPS KITFOX III, registration: N873RX

Injuries: 2 Uninjured.

The airplane was about 1,000 feet above ground level when the engine experienced a loss of power. The pilot was able to momentarily regain engine power twice before the engine lost total power. The pilot performed a forced landing in a field. The airplane's nose impacted terrain, which pushed the engine rearward and buckled the structure under the forward cockpit area. A postaccident examination revealed that the left wing fuel tank was nearly full, and the fuel line connecting the left wing fuel tank to the header tank had softened at the installation bend, which allowed the fuel line to kink and shut off the fuel supply from the left wing tank. The right wing and header fuel tanks were empty, and the fuel line from the right tank was intact and functioned normally. The fuel system on newer models of the accident airplane have been modified to include a 90-degree elbow fitting, which prevents the tight bend in the fuel line from the wing tanks to the header tank.

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

The degraded fuel line, which prevented fuel from the left tank from reaching the header tank and resulted in the loss of engine power due to fuel starvation.

Christmas Party 2015

By Doug Volkmer

The Bitterroot Room at The Lodge on December 6th was the setting for the EAA 569 Christmas Party. Around 50 some members and family gathered for some food, fun, laughter and holiday cheer. Even former Chapter President Ray Supalla, who now lives in Iowa, was in attendance.

Entertainment for the evening was provided by Spontaneous Chordbustin'. They are a barbershop quintet made up of juniors from Lincoln Pius X High School. They are a very talented group, mixing in some humor with their a cappella singing. We gave them a well deserved standing ovation.

After the entertainment, President Harold Bickford recognized the various members who keep the Chapter going, including the Officers, Tech Counselors, Young Eagles Coordinator, Newsletter Editor as well as the breakfast crew.

The evening wrapped up with the drawing of the door prizes. A big thanks to the various businesses who donated the prizes. They are listed elsewhere in this newsletter. I would be amiss if I didn't thank the Christmas Party Committee also. They put in a lot of time and hard work putting all the pieces together to make it happen.

A Happy New Year to all!



Your Chapter 569 Newsletter Editor, Tech Counselors, Young Eagles Coordinator and Officers. Left to right: Doug Volkmer, Erick Corbridge, Cristi Higgins, Tom Henry, Harold Bickford, Dave Fritz, Mark Werth and Doug Elting. *(photos courtesy of Dennis Crispin)*



Spontaneous Chordbustin', a barbershop quintet from Lincoln Pius X.

Hangar Chatter



Construction at the Beatrice Airport (KBIE) is finally complete. Both runways are now open.

* * *

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

* * *

Welcome new member Douglas Iske of Dunbar, NE. Doug is a shop teacher at Syracuse High School, student pilot and wants to be more involved in the aviation community. Welcome aboard Doug!

* * *

A BIG thanks to these businesses that donated door prizes for our Christmas Party:

- Aircraft Spruce & Specialty Co.
- Stein Air
- Zenith Aircraft
- Strategic Air & Space Museum
- Prange Aerial Photography
- Dean Hoy - State Farm Insurance

* * *

The U.S. Senate has passed the Pilot's Bill of Rights 2 (PBOR2), which will now go to the House for consideration. The bill, which includes third-class medical reform, was passed by unanimous consent on December 15.

Classifieds

FAR Part 91 & 135
Certified Vendor

Jeremy Thelander
Owner
402-770-1295
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www.CrossLinc.biz

Prange Photography

~ Shoemaker Airfield ~
Denton, Nebraska

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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.

EAA Chapter 569 Membership / 2016 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 _____			

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