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# EAA Chapter 569 Newsletter

Lincoln, NE



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## Meeting Announcement

**Date:** Tuesday, January 3<sup>rd</sup>

**Time:** 7:30pm

**Program:** ?

A presentation by Jessy Panzer on the 2016 Reno Air Race or Wayne Woldt and Buddy Smith on their latest work with drones.

**Place:** Duncan Aviation Engine Shop  
5000 NW 44<sup>th</sup> St – Lincoln, NE



**President's  
Message  
Harold Bickford**

The Thanksgiving and Christmas/holiday season both closes out and begins our year. As ever we take stock of our experiences over the year and make plans for the coming year. Let's work with all of these times and events as thankful and hopeful people.

Our annual Christmas/holiday party was held this year at Misty's in Havelock (Lincoln, NE). Lots of planning and effort went into making this a great event at a wonderful venue. We counted 52 meals served; a good number. Beef and chicken buffet offerings with side dishes provided something for everybody. Good access, ready parking and excellent service prompted us to tentatively reserve for next year before we left. That is advance planning at its best I'd say though we should decide for sure come the February meeting. Special thanks to our event planners (or as Ed Sullivan might have said, "ladies and gentlemen, the girls!"). Specifically, we want to highlight the planning and efforts

of Linda Dovel, Marge Kehm, Yvonne Shoemaker, Cristi Higgins, Dwana Henry, Lori Oliveros and Edi Bickford. Marge was instrumental in getting a musical organ presentation by Lowry's Organ in Lincoln, NE. with Bobbi and Laura providing the program of music and commentary.

Of some interest to flying types is the fact that an organ is not wholly different from an airplane. To wit, there are stops for the keys (pitch and sound) which correspond to the throttle and prop pitch controls. There are foot pedals which control the direction and timber of sound (ok, not exactly a rudder though like an Ercoupe you can play flat footed). Then of course there is the keyboard both left and right (the musical scales) corresponding to banking which can vary a bit(!) left to right. So, you can see it is not so different after all.

Many thanks also to Dennis Crispin for offering to photograph everyone. Pictures always tell a story. Based on the number of photos taken that is at least 72,000 words!

Though our December fly-in was weathered out (cnx for wx in aviation shorthand) for the first time in anyone's memory that only serves to help us keep in mind what a signature event it is for EAA Chapter 569. Dave and Lori have been instrumental in providing leadership and organization for this event. Through their efforts, we have a ready supply of eggs along with all of the ingredients for omelets along with bacon, sausage, hash browns and pancakes. Grillmasters Kermit

*(continued on page 2)*

Wenger, Doug Elting., Dave Fritz and Lori Oliveros, Doug Volkmer. Cristi Higgins and Edi Bickford aim to please the clientele. Buddy Smith is our barrista who keeps the coffee flowing for those early morning mission starts. We're warming up on the ramp ready to go ahead in 2017! Third Saturday is January 21.

Continuing ahead to 2017 we start with our first meeting on January 3. I know, how can the first Tuesday be that early? It is just the quirk of the calendar relative to earth's orbit over the course of 365 days. As our new vice president, Buddy will be chairing the meeting while Harold and Edi wrap up their visit with family in California.

Building on the success of our builder's tour in 2015 might we consider doing one again in 2017 and/or have chapter members provide progress reports on their projects. Perhaps at Oshkosh 2019 we could have a chapter fly out of members and their aircraft with parking/display dependent on type and classification. It could make a good EAA story.

Another nearer term idea we might consider is a fly night/meeting (June/July?) when days are longer. A mass fly to the York fly-in could also be fun. There's the first Saturday of every month.

Again, welcome to 2017! We'll gather again in January to make plans and enjoy our EAA activities.

Harold Bickford,  
Chapter President

## Christmas Party 2016



More Christmas party photos at <http://eaa569.org/gallery/>.



## Wrapping presents with obsolete Aeronautical Charts

By Tom Winter

"This chart will become OBSOLETE FOR USE IN NAVIGATION upon publication of the next edition scheduled for AUGUST 7, 2003" Obsolete, and Santa don't care! Obsolete for navigation maybe, but not for rambling through old memories. Hmmm. Some of these charts are from Wally Peterson's cross-country planning in his Cub. Gotta keep those, so dig out some other ones... Of course, for Wally, who once fessed up that his cross-country plans were madcap (even when he accomplished them!), a 1946 65-horsepower Cub WAS a cross-country machine. And I was with him once when he swooped low to read a water tower as a check on our pilotage. (I use binoculars!)

Flights with Wally were good training, including our days co-owning the 150: we took turns who was PIC and who was PAX and whenever he was PIC, I had the chart in my lap, and my finger was always on our position on the chart. And nowadays, I sometimes wish I was handy in the right seat with my finger on the chart!) But there, on the planning table in the hangar — now a word about my planning table: it is large. How large? Its first life was as an HO gauge model train layout — okay, there, on the planning table in the hangar is an obsolete Omaha chart with several decorations. Main decoration is an arc showing a 100-mile radius of LNK. The other lines are a spiderweb of pencil lines and

highlighter lines going from LNK to this or that destination. There is room enough on the table to adjoin a Chicago Chart or a Kansas City Chart.

Back when I was a prof, I had to use the Classics Department's seminar room tables to link two charts, but no more. And planning a flight to Michigan! Oh, what a mess Michigan is! You either get the Michigan aeronautical chart or you have to piece together four! (Chicago, Green Bay, Lake Huron, Detroit), so my Michigan chart is safe, I'm keeping it. And these charts are the ones I got when planning a flight that never happened (St Louis, Atlanta, Jacksonville), to visit my sister Liz in Florida. She's gone, and the charts can go, too.



(source [www.reddit.com](http://www.reddit.com))

Now this present is almost as big as a microwave, but no fear: one chart wraps all around it (Scotch tape, Scotch tape...) and a vertical strip on each end (Scotch tape, Scotch tape...) and it is completely wrapped. Nice thing: little need for scissors, because the charts tear neatly right down the fold line. . .

## Cessna Scraps Unsold Skycatchers

(source AVweb)

Cessna has scrapped the remaining inventory (photo below) of its 162-model Skycatcher airplanes, capping the end of the company's light-sport program. AVweb has learned that the unsold Skycatchers, which the company confirmed in 2014 amounted to about 80 aircraft, were destroyed as shown in photos of an assembled but unfinished Cessna 162 being dropped into a recycling container as similar aircraft sit in storage. Cessna told AVweb that it "utilized the remaining inventory for spare parts to ensure the current fleet of fielded aircraft can receive ongoing support. The company did dispose of what remained after salvaging usable parts."

The Skycatcher program launched in 2007 soon after the advent of the light sport pilot certificate, which allowed some pilots to enter or re-enter GA flying without medicals. LSAs, which are limited to 1320 pounds and other criteria, opened up what aircraft makers saw as a potential big market for new buyers. Major manufacturers such as Cessna and Piper developed light-sport designs, but sales never met expectations.



## The return of Doc

**1945** - In March of 1945, B-29 No. 44-69972 (now known as Doc) rolls off the assembly line and was delivered to the U.S. Army.

**1950s** - In July of 1951, Doc was assigned to radar calibration duty, along with a few other B-29s. The squadron was known as the Seven Dwarfs. In May of 1955, Doc was assigned to target-towing duty and in March a year later, Doc and the rest of its squadron became targets for bomb training at China Lake, California.

**1987** - For 42 years, Doc sat in the Mojave Desert serving as a target for the U.S. Navy. In 1987, Tony Mazzolini found Doc and began plans to remove and eventually restore the B-29 warbird to flying status. It would take another 12 years before Mazzolini and his team would

be able to take possession of the airplane from the U.S. government.

**1998** - After more than a decade of contacting multiple government agencies and working with volunteers in the China Lake area, Tony took possession of the once target practice plane. A few months later in April of 1998, Tony and his team of volunteers towed Doc out of its 42-year resting place on the floor of the Mojave Desert.

**2000** - After arranging for an inspection by an expert on aging Boeing aircraft, Mazzolini realized it would take extensive resources and specific expertise to return the Doc to flying condition. So, the B-29 returned to Wichita in sections on flatbed trailers in May of 2000. Volunteers began the process of reassembling the B-29 and drew up plans to restore the historic warbird which was now sitting a few hundred

feet from where it first rolled off the Boeing-Wichita assembly line some 50+ years before. Dedicated volunteers spent countless hours in the early stages of restoring the historic plane.

**2013** - In February of 2013, a group of Wichita aviation enthusiasts & business leaders led by retired Spirit AeroSystems CEO Jeff Turner formed Doc's Friends, a 501c3 non-profit board to manage the restoration project and help see it through to completion.

**2016** - On July 17, 2016, for the first time in 60 years, the B-29 Superfortress took flight once again. Doc is now the second flying B-29 Superfortress, along with Fifi, which is maintained and flown by the Commemorative Air Force.

(source [www.b29doc.com](http://www.b29doc.com))



Thanks to Mark Novak (former Chapter 569 member) for sharing his photos of Doc. Mark has been logging time in Fifi and is now logging time in Doc.



Click here for another story on Doc: <http://www.b-29doc.com/2016/11/22/in-case-you-missed-it-video-from-cbs-news-sunday-morning-feature-story-from-nov-13-2016/>



## Classifieds

### 1976 GRUMMAN CHEETAH

**\$37,000**

**Located – Lincoln, NE (402) 730-3396**



- ✓ TT 2900
- ✓ Annual November 2016
- ✓ TSO 760
- ✓ GMA 340 Garmin Audio Panel
- ✓ Narco Mark 120
- ✓ Bendix King KY97A
- ✓ Bendix King KLN 98B GPS
- ✓ Narco AT 150
- ✓ Alcor EGT
- ✓ Century One Autopilot
- ✓ M800 Davtron Chronometer
- ✓ Datcon Hobbs Meter
- ✓ Strobe lights
- ✓ Heated pitot
- ✓ EZ Heat Oil sump heater

### Minutes of the Club Meeting December 4<sup>th</sup>, 2016

A short informal business meeting at the Christmas party was called to order at 8:31 PM by President Harold Bickford.

Cristi Higgins presented a letter of appreciation from Nicole, the Chapter's Air Academy recipient.

Cristi also made a motion to have the Chapter donate \$100.00 to the

Nebraska Department of Aeronautics Aviation Art contest. Motion carried.

We have new pilots to help fly young eagles starting in March.

Certificates of appreciation were handed out to the Chapter officers of 2016.

The meeting was adjourned at 8:45 PM.

Respectfully Submitted,  
Doug Elting, Secretary, Chapter 569

### Avionics

Dynon HS34 expansion module p/n 100790-000 NEW never used in original packing. HS34 new \$650.00 asking \$325.00.

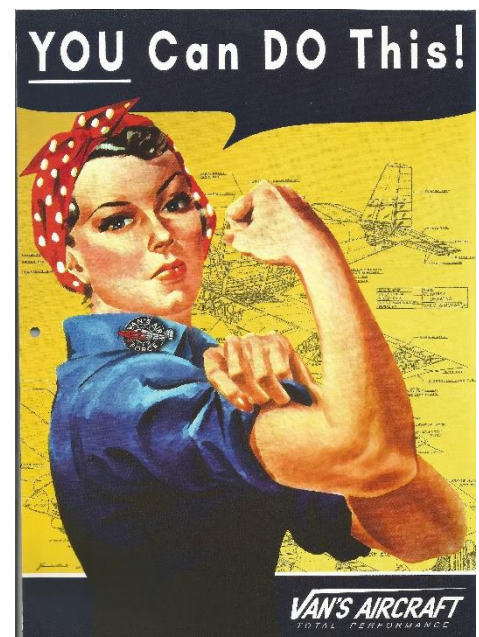
Bendix/King KT-76A p/n 066-1062-00 s/n 133089 mode A/C transponder with rack & connector. 91.411, 91.413 cert. August 2016. Removed for ADS-B installation. Asking \$500.00.

TruTrak flight systems DigiTrak s/n 1321 with model DSB-B servo s/n 1826. No brackets for servo. Asking \$500.00.

2 Vans Aircraft fuel quantity gauges, no senders. New \$37.00 ea, asking \$15.00 ea.

Whelen model A500A-V-14, p/n 01-0770024-00 white tail light assy. with strobe tube. No strobe power supply unless you want the bad one. New \$229.00, asking \$100.00.

Contact Tom Henry – (402) 417-8558



## Events

**York Airport (JYR)**, EAA Chapter 1055 Fly-in breakfast on the 1<sup>st</sup> Saturday of every month. 0800 - 1000. Free will donation.

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

**Jan 25-28**, NE Aviation Symposium and Maintenance Seminar, Kearney Holiday Inn, Kearney, NE

**EAA Chapter 569 Membership / 2017 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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