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EAA Chapter 569 Newsletter

Lincoln, NE



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Meeting Announcement

Date: Tuesday, June 5th

Time: 7:30pm

Program: Michael Sibbernsen

Michael is the Science & Technology Coordinator, NASA Solar System Ambassador for the Strategic Air & Space Museum at Ashland, Nebraska. Michael will do a presentation on High Altitude Ballooning. He will cover the equipment used and discuss FAA guidelines that he has to work within. He will have videos as well as photos from close to space. Please bring a young student with you as this will be a very good learning experience that can be related to in their school science studies.

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

Vice President's Message Cristi Higgins

Nebraska recently made a proclamation that May is general aviation month. I was able to attend and am thrilled that our fine state recognized general aviation. Governor Heineman commented that he enjoys using many of our airports through the Department of Aeronautics to get him where he needs to be regularly.

We need some folks to step up and be an officer. Please nominate yourself or someone else and we will be voting in officers in June. Remember you can vote by proxy if you're not able to attend June

5th. We will also be discussing hosting a totally restored DC-3 aircraft in Lincoln the first week of August. Please let us know if you can help out with that or the June 16th Fly In lunch in Beatrice. Still need Young Eagle pilots June 16th as well.

I hope everyone has been getting up into the great blue sky. I have added a few flights to my log book and love to reminisce about them over and over again. There is just simply no greater joy than flight so grab a friend and go somewhere!



Mark Kuzara, corporate pilot for Olsson Associates, explains the process of constructing bronze sculptures at the May meeting. The middle sculpture (above) depicts a little boy preparing to take off in his pedal plane. This is a model of an actual sculpture Mark is currently working on to be displayed permanently at the Lincoln Children's Museum. Weighing nearly 700 pounds, the overall length will be just over 7 feet with the airplane being 42 inches long and the boy being 40 inches tall.

Pursuit of Aviation

By Wayne Woldt

It was about four short years ago that our journey began. Our son, Weston, was honored by an appointment to the U.S. Air Force Academy in Colorado Springs, and my wife, Holly, and I took him out to the Academy, and literally dropped him off for Basic Cadet Training, or BCT, or BEAST, depending on who is expressing their opinion of the basic training experience. Once BCT was completed, Weston survived the ordeal, and was formally accepted into the Academy Wing as part of the Class of 2012. Now, as a newly minted “Doolie”, which is slang for “doulos”, which is Greek for slave; he was looking at a tough year as a 4th class Cadet. Actually, he was looking at a year worth of efforts, by upper class Cadets, to flush those that didn’t truly want to be at the Academy, out of the system. And there is the ever present Honor Code, “We will not lie, steal, or cheat, nor tolerate among us anyone who does”. Dorm room doors left open at all times, with M-1 Garand rifles secured in the racks of each room.

Actually, the journey began a number of years before. Weston became interested in attending the Academy after attending an Air Force Academy - Falcon football game at the age of about 12. He met some Cadets during the game, and they really impressed him. At that point, he determined that he would pursue the Academy. He

joined the Civil Air Patrol, Lincoln Composite Squadron, and attended virtually every meeting (every Monday night) under the leadership of Major Martin Neal. Weston also pursued sports, and had a fondness for competitive swimming. Plus, there were the academic preparations at Lincoln East High School. The Academy takes a “whole person” approach to selection, in which they look for academics, athletics, leadership, and community involvement, in order to define their incoming class. There are about 100,000 “wana-bees” that begin the application process each year. Then about 10,000 kids actually complete their application. Then about 4,000 gain the nomination that is necessary and become official candidates. Finally, about 1,200 candidates are appointed to a given class.

With a major of Civil Engineering, the academic preparations were challenging. In addition, Weston pursued the soaring program at the Academy. After taking the introductory “glider flying” class, he decided to try out for an “instructor pilot” position in the soaring program. Flying was fairly familiar to Weston, since he had earned his Private Pilot License under the instruction of Mr. Greg Love (now with Performance Flight Training). In fact, he completed his check ride about one week prior to in-processing at the Academy – just in time! The soaring instructor pilot position gave Weston plenty of

added flight experience in gliders during his sophomore year as a Cadet 3rd Class. At the end of his sophomore year, Weston decided to try out for the Soaring Acrobatic Team. He made the cut, and joined the team in his junior year, as a Cadet 2nd Class. Now things were beginning to move pretty fast, with a lot of learning about acrobatic maneuvers in the TG-10 “Charlie”, acrobatic qualified gliders. This training included how to “stay in the box” while performing each routine of virtually all acrobatic stunts. And then, there is the senior year, as a Cadet 1st Class, in which the First Class Cadets exhibit leadership and pretty much run the Academy. If you are ever traveling near Colorado Springs, the USAFA Visitor Center, which is open to the public, provides a great history and story about the Academy, and is one of the most visited tourist sites in the Front Range.

With about 300 hours of soaring time in his log book, and academics completed, Weston was ready to graduate with the Class of 2012 on May 23, in Falcon Stadium. However, there was one detail that still needed to be taken care of. On Tuesday, May 22, Weston was commissioned into the US Air Force as a 2nd Lieutenant, by his Grandfather Lt.Col. Willard Woldt (ret.), and his local sponsor Col. Gary Frith (ret.). The graduation ceremony was set for 10:00am the following day, and President Obama gave the Commencement Address – security was pretty tight with plenty of Secret Service folks

(continued on page 3)

(continued from page 2)

moving about the facility. Weston was congratulated by President Obama, and his recollection of the exchange was something along the lines of:

1) Approach the President, and snap a crisp salute, at center stage, then move forward to shake the hand of President Obama.

2) President Obama: "Congratulations".

3) Weston: "Thank you, Sir"

4) President Obama: "Job well done".

5) Weston: "Yes Sir", and then a second, departing crisp salute.

And then proceed off the stage, to join the Cadets of Class 2012. Upon the completion of the awarding of degrees, the Commandant of Cadets, General Clark, administered the oath, and then dismissed the Class of 2012. At this exact point in time, the Cadets threw their hats into the air, and the Thunderbirds roared from behind the stadium, in perfect timing. Unbelievable. And while I knew they were coming, they were very low, very fast, and extremely

loud. Wow! What a show.

Well, it has been quite an experience to have the opportunity to watch Weston, and his fellow cadets, as they advanced through "your United States Air Force Academy". Next on his "aviation horizon" is Undergraduate Pilot Training (UPT) at Columbus Air Force Base, Mississippi. "... Off we go, into the wild blue yonder, flying high, into the sky...". Many thanks to EAA 569, for kindling the pursuit of aviation, among all of those that dream of flying.



Cadet Weston Woldt and family

Minutes of the Club Meeting May 1, 2012

The meeting was called to order by Secretary Doug Elting at 7:30 PM.

The evening's program was a panel discussion by an assortment of prominent aviators including Mark Gaffney, Tom Henry, Tom Trumble, Mark Kuzara and Buddy Smith. The panel members regaled the membership with interesting information of their formative years and exploits. There followed several questions concerning current relevant subjects regarding general aviation.

Mr. Mark Kuzara provided an interesting story of how he discovered his talent as a sculptor. Mark brought with him several bronzes and other pieces that were in progress. He explained to the group his work processes and stages culminating in the actual casting of the artwork. Among the pieces shown was a smaller version of a sculpture to be installed in the Lincoln Children's Museum. Tom Trumble suggested the Chapter 569 support the fund raising for this endeavor. Tom then made a motion to contribute \$500.00 from the Chapter. The motion was seconded. During the discussion that followed it was suggested that a donation container be present at our Saturday breakfast events for this purpose. The Chapter would then contribute the balance remaining, if any to reach the total of \$500.00. In return for this contribution, Chapter 569 would be recognized on a bronze plaque at the museum. Tom revised his motion to accept the suggestion of the membership. The

motion was seconded and subsequently passed by a vote of the membership.

Tom Henry offered the treasurers report in the absence of Matt Olson.

There being no further business, the meeting was adjourned at 9:30 PM.

Respectfully Submitted

Doug Elting, Secretary,
Chapter 569

Boeing Tour By Doug Volkmer

I recently traveled up to the Pacific Northwest to visit my brother Terry and his wife in Bellevue, Washington. I've never been to that part of the country. With Terry's job not keeping him there much longer, I wanted to make the trip while he was still out there.

Since Bellevue is located about 30 miles from Everett, home of the manufacturing plant of Boeing, we went for a tour one afternoon.

Because the plant is spread out on 1,025 acres, shuttle busses take you to the 747, 777 and 787 buildings. No cell phones or cameras are allowed on the 75 minute tour.

I did manage to scribble down some numbers:

- almost 35,000 employees
- 134 miles of wire in the 747
- 3,000,000 rivets/fasteners in the 777
- delivered 787 subassemblies to Boeing reduces final assembly to 3 days

To view a time lapse video of the construction of the Boeing 777, go to YouTube and search for [Building a Boeing 777 Time Lapse Video](#).

Wally Peterson Memorial

The Wally Peterson family has decided they would like memorials directed to the EAA Young Eagles Scholarship Fund. Their hope is to establish a scholarship in Wally's name for a young individual to attend one of the EAA flying camps. The "Wally Peterson Scholarship" would be directed with preference to a Nebraska scholarship applicant.

You can send any amount to:

**EAA Young Eagles Scholarship
Fund
P.O. Box 3816
Oshkosh, WI 54903**

Make a note that the funds are for the Wally Peterson Scholarship Fund.



Wally (right) visiting with Ray Supalla at the B-17 tour last summer. "We had such a great time," stated Shelley (Peterson) Bishop (Wally's daughter).

Accident Report

Accident occurred Thursday, July 28, 2011 in Fort Worth, TX
 Probable Cause Approval Date: 03/08/2012
 Aircraft: CHRISTIANSEN DON E DO RV-4, registration: N114DC
 Injuries: 1 Serious, 1 Uninjured.

The pilot said that the engine began to run rough after he leveled off from a descent, and shortly thereafter, it rolled back to idle power. The pilot established a glide to the nearest airport and attempted to troubleshoot the cause of the loss of power, but power was not restored, and he made a forced landing to a cornfield short of the runway. A post accident examination of the carburetor and a test run of the engine revealed no evidence of pre-mishap mechanical deficiencies. The weather conditions at the time of the power loss were conducive to carburetor icing at glide and cruise power. The airplane was not equipped with carburetor heat.

The National Transportation Safety Board determines the probable cause(s) of this accident as follows: A total loss of engine power due to carburetor icing.

Have any flying trips planned?

Do you have any flying adventures planned this summer? Feel free to email pictures if you would like to share with the Chapter. Butch Lottman has been busy flying his high performance PPC. You can check out some of his videos on the Chapter website, www.eaa569.org.

Classifieds

FOR SALE 1978 Piper Tomahawk



PA-38-112 2216 TTAF&E
 Very Clean, new August, 2011 Annual
 All AD's Current. \$18,500 obo

More Pictures at <http://tbarjne.com>

Email Tom at:
td_johnson@tbarjne.com

FOR RENT

Nice Cessna 152 available for rent out of Beatrice. \$89/hr includes all fuel and oil...you provide the fun! Complete checklist and radio script always handy. No instructor charge for rental checkout. Call John Cox 402 239-3953

Want to own a 1/4 share of a 2007 Van's RV-9A ???



This is a strong running airplane that can go anywhere right now. Runs on auto gas with a very economical burn rate. Cruise speed is 170 MPH and the prop and engine combination is smooth as silk. More information at http://www.geicodevelopment.com/rv_9a1. Please contact Andy Lahr at 402-423-1722 or Tom Henry at 402-417-8558.

Want to learn to fly this summer ?

Do you know someone who is interested in taking flying lessons? Local instructor is now accepting new students.

- Clean affordable airplanes
- Peaceful relaxing airport
- Quality patient instruction
- Free digital video of each lesson

Call John Cox 402 239-3953

FOR SALE 1996 Van's RV-6



RV-6 with 185 HP Titan engine (210 smoh by Nevada Engines), TT 820. New Sterba prop, King KY96 com, Apollo SL60 GPS-com & Apollo 360 moving map, Narco AT50 Txp mode C, RST-504 audio panel, electric flaps, manual pitch and aileron trim. Strobe, nav, taxi & landing lights. Digital Tach & Hobbs. New altimeter, oil temp, tires, brakes and seats. Built by an AP. Great short field performer and fast cross country plane. Bought last December and flown 120 hours since but have decided to go Sport Pilot. Based in Seward, NE. 402 643-3464 or Cell 402 540 5679. Asking \$ 52K obo. • Contact Charles H. Krutz, Owner - located Seward, NE • Telephone: 402.540.5679 . 402.643. 3464

FOR SALE Ercoupe 415-C

Light Sport qualified (fly without a medical). About 2300 TT, with zero time on rebuilt Continental C-75 engine. Engine has new Titan ECI nickel cylinders and new slick mags. Propeller rebuilt by Fix Prop Shop. Wings rebuilt by Skyport. Rudder peddle STC. All logs and paperwork since new in 1946. Call Wayne at 402-450-6170 if interested.

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.

June 3, Central City (07K), Fly-in breakfast and lunch. 0630-1400. Warbirds and General Aviation on display.

June 16, Beatrice Fly-in lunch, Young Eagle Rides (KBIE), Contact Cristi Higgins if you can help. Phone: 402.798.0230

June 16 - 17, Nebraska Airfest & 2012 State Fly-In, Norfolk, NE (KOFK), <http://www.nebraskaairfest.com/>

July 4, Seward (SWT), Airshow at 1100. Airport open until 1100. More info: Greg or Terri Whisler: 402.643.2125

July 23 - 29, AirVenture, Oshkosh, WI, <http://www.airventure.org/>



How to Become a Member...

Becoming an EAA Chapter 569 member is very easy to do! We now 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.

John Cox
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