

June, 2016

Volume 41, Issue 6

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EAA Chapter 569 Newsletter

Lincoln, NE



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Meeting Announcement

Date: Tuesday, June 7th

Time: 7:30pm

Program: Sometimes her schedule will flip around on her (just like the Pitts she flies) but we're going to try again to pencil in Jessy Panzer for the June program. Hopefully her agenda will allow her to come share with us her experience of participating in the Reno Air Races last fall.

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



President's Message Harold Bickford

First off, many thanks to Dave and Lori for running the meeting last month while I was out. Like any good team, we have a depth chart which makes leadership work.

Our program for Tuesday night (6/7) will be Jessy Panzer's presentation on her participation at last year's Reno Air Races. This is different flying and should be really interesting. We look forward to Jessy being with us.

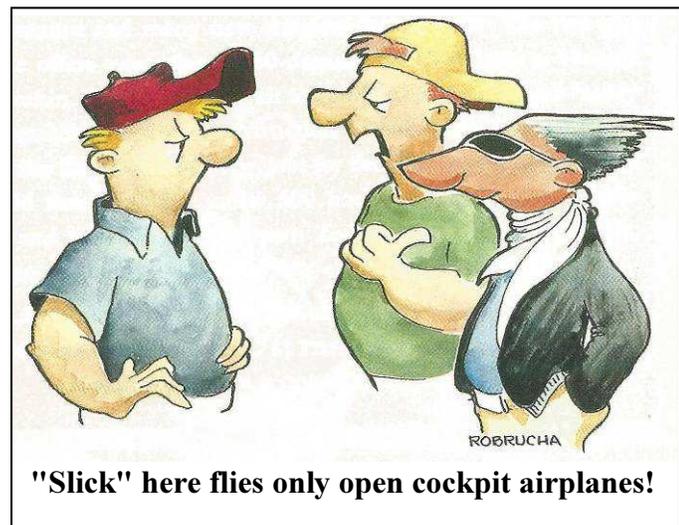
Our May fly-in/breakfast at Crete had great participation. There were at least 15 aircraft

flown in and around 100 folks for breakfast. There wasn't much left save staple items. Lots of volunteer help and enthusiastic people makes this signature event a must-do on the third Saturday. Maybe we should put up a sign, "hundreds and hundreds served"!

Aside from storms(!) there are some good flying days coming so it is time to get going again if it has been a while since your last flight. For our builders we ought to take time to talk about progress on the various projects in work. It has already been a year since our builder's tour of 2015.

Learn, build, fly-the EAA motto; we will surely have time to talk and visit about this at our June 7 meeting, 7:30pm at the Duncan Aviation Engine Shop. See you then.

Harold Bickford,
Chapter President



"Slick" here flies only open cockpit airplanes!

Guardians of Freedom Airshow

By Doug Volkmer

The Blue Angels arrived in Lincoln on Wednesday, May 4th. It was no secret they were in town as on Thursday and Friday, they kept downtown entertained practicing for their weekend show.

Saturday looked like it was going to be great day for an airshow with clear blue skies and comfortable temps in the morning. Unfortunately, as the day progressed, the winds kicked in out of the north and brought with it smoke from the wild fires in Canada. By mid afternoon, visibility had dropped to a mile and that kept the Blue Angels grounded.

Sunday, the wind was out of the south and the show was on.



Chapter 569 had a display setup for the airshow. Roger Aspegren's RV-9A and Butch Lottman's Infinity C582 Powered Parachute were on display. I personally chatted with some current and prospective builders that stopped by our tent. One gentleman is currently building a Zenith while another fella had built a couple RVs. Another bought a KR2 project (90% complete) and is planning to finish it. Another gentleman plans to build once his daughter is out of college.

With more than 6,000 flight test hours under its belt, the F-22 Raptor showed off it's stuff at the Guardians of Freedom Airshow. Here it is (above) flying alongside a P-38. The Air Force plans to field the Raptors during the next decade to replace the aging F-15 fleet.

The Raptor is able to sustain supersonic speeds for long periods of time without needing to engage afterburners. Ease of maintenance was also a consideration in the Raptor design as only six commercially available tools are needed for routine maintenance on the Pratt & Whitney F119-PW-100 engines.



Guardians of Freedom Airshow



Jessy Panzer performing in her Pitts. She also performed at Sun 'n Fun this year.



Harry Barr landing his Cub on the Midwest's Smallest Airport. Unforgiving winds both days made this a tremendous challenge. But Harry got it down. No surprise.



Dave Fritz helping a young lad in his Pitts Pedal.



Mark Novak in his T-6. Mark has recently been logging time in "FiFi", the B-29 Superfortress, as a part of their Commemorative Air Force AirPower History Tour. (www.airpowersquadron.org)

Thanks to Dennis Crispin for sharing his photos from the air show. More photos are in the Photo Gallery at www.eaa569.org.

Fly With Me

By Tom Winter

The view from the hangar is bright; I'm in shadow, looking out past my airplane, enjoying my brown bag lunch after a morning aloft. The usual spread on the hangar table is an aeronautical chart, but now it's a banana, a peanut butter sandwich, half dozen Joanna-baked gingersnaps. I take a moment to rejoice at having a spouse who bakes cookies for my lunch, and at having an airplane for a mistress.

I have already hugged and kissed my airplane. The hugs and kisses are applied with an old T-shirt, some oil-soap and water; foreplay is to clean the bugs off the leading edges. Then a patch of the airplane gets washed, waxed, and buffed. No orgasm, but I must say, the shinier my airplane is, the happier I am.

I LIKE landing somewhere and having the locals opine "Nice-looking 150!" I make no attempt to wash, wax and buff the whole plane in one go. How big a plane this little plane is! But a piece of it makes a good system, and a shiny airplane.

This is the time of year when a north-facing hangar is cool. Shade in, bright sunlight out. My neighbor flies a Beechcraft Bonanza; on my other side, a mysterious neighbor simply stores a homebuilt project; The snowplow gouged a hole in his door once, so peering in through the hole, I can make out a Sonerai. An engine for it lies on a bench. I have never seen this neighbor in 12 years. My neighbor to the east is ten years my senior, a Cherokee

pilot who has lost his medical, and is offering his very nice Piper Cherokee for sale.

Will I lose my medical in ten years? Good Lord knows. But I'm fit; have never been out of shape in my life. But today is all anyone has, and today, I have spent in the air.

Got Google Earth? Then come fly with me. Come down on Nebraska. You will notice that the most interesting feature of our flat state is the confluence of the Loup and the Platte Rivers. That is just south of Columbus, Nebraska. And Columbus, Nebraska is one of my favorite airports to fly to. No need for the GPS: the new ethanol plant there has a humongous white dome. On a clear day you can see that dome from Lincoln as soon as you're up at 3,000 feet. Look to the NNW and there it is.

"Cessna 2885 Sierra, Climb to 3,500. Traffic is a P-38. It will turn inside you for Runway 17." Oh Crap. A P-38. And to catch a glimpse of it I'd have to turn back.

Never saw it. Gave up trying to look behind me and settled down (up) to business.

Throttle back to 2100 rpm. Lean the mixture. Open the window. Put your elbow out the window. This gives us 80 mph indicated airspeed. Groundspeed, whatever the wind. Relax, enjoy the unrolling landscape below. After a while, here comes the Platte River, the glorious, sand-braiding Platte. Columbus has an AWOS, automated weather observation system. Get the automated weather from Columbus. Decide on the runway. Make the radio position calls. Finally, "Columbus Traffic, Cessna 2885 Sierra turning final, Runway 14, Columbus."

Airspeed, 65, The runway numbers are stationary as seen through the windshield. The view out the windshield is your primary flight instrument. Carb heat. Rpm down to 1700. Flaps. 10 degrees of flaps. Twenty. Flare, flare, flare. Oh shit. Bang. An arrival more than a landing. Carb heat off,



"Eight Five Sierra" is typically in attendance at the Chapter breakfast.

Flaps up. Press the PTT: "Columbus traffic, Cessna 2885 Sierra is clear of the active."

Taxi in.

The Apron guy is good here at Columbus. He's there; he signals where you should plant the plane. He helps you line up with the painted lines. When you are on the spot, he gives you the kill sign. I wish every small airport had his twin brother; too often, you land somewhere and just guess where you should park the plane. Kill the engine by leaning it out. Install gust lock. Note time (you will log this flight). Turn off main electric.

Now you're ready to play airport tourist! Columbus is more than just the picturesque confluence of the Loup and the Platte. There is a business here that restores Communist training planes, Yaks from the former Soviets, and Nanchangs from Red China. And OMG what is that? The huge tail of a Stinson, the tiny engine of a Cub! What a puzzle! The most beautiful little plane: Turns out to be a rare Stinson Model 10. How rare is the Stinson Model Ten? Well, I've been an active aviation fan for 60 years and I've never heard of one before. Beautiful plane. (Google it).

And here is a Globe Swift. I chat for a long time with the owner of the Swift and the board of the Columbus Airport Authority -- they're here in a pilot lounge; they want to know what I pay for my hangar in Lincoln, and what I can store or not store in my hangar. I help myself to a Mountain Dew out of their fridge and hand over a dollar to the manager.

Then it is time to go for a stroll. Paul Muhle, who has been written up in Kitplanes magazine, is not in

his hangar, but it is open. A fuselage is there, not yet fully covered. The wings are finished, in a rack. And here comes Frank Cuba, his partner, pulling an RV 8, by the propeller. I walk up. "Want some extra horsepower," I ask.

I help him pull the plane to the open hangar. It has a swivel nosewheel, and one failed brake. Since it uses differential braking for steering, this is serious. We chat for a bit. I inform him about the prospects of a local Glider club. Frank and I both want a glider rating. Tom Johnson, owner of TBARJ ranch, is lining up matters to have (A) a grass strip, and (B) a glider club. We are both very interested.

At another hangar, the Swift owner is trying to get his Swift into a hangar already possessed by a Cessna 210 and a Commander Lark. The Lark is an interesting plane. It started life as the Volaire. Then Rockwell bought the design. Then Rockwell got out of the small airplane business. What does it look like? Well, imagine a Cessna front end and a Mooney empennage. It's got the Studebaker problem: it's an orphan. The owner passed away. It has been in this hangar for years. Scuttlebut on the Commander Darter or Lark is a Cessna 172 for the price of a Cessna 150. If you want a four-place airplane, this is the STEAL of the world.

Unfortunately, I do not need a four-place airplane. Joanna only flies if she has an ocean to cross. Except for the grandson (God bless him!) I could be flying a one-seat airplane. I help the Globe Swift owner set his airplane into this hangar. It is a problem in geometry. I guide him with a

hands-held-in-the-air measure of clearance.

Finally, it is time to get back in the air. My plan is to fly south to David City, and then to follow the Railroads that lead south (mostly) out of David City. I don't know the names of the Nebraska small towns. When aloft, I ask myself is that ___? But I will learn the Nebraska small towns. How? It's easy if you follow the RRs!

If you follow a railroad, they are all in sequence! Pearls on a string, one, then the next. No mistaking.

It's getting bumpy up here. Climb for smoother air. Makes no difference at all. Now the right fuel gauge is dancing between 1/4 and full. Not fair. I filled both tanks just at York, less than two tach hours ago. Here is Seward. The Crete water tower will be in sight any minute. They have car gas at Crete. Car gas is better for the aircraft engine, since Avfuel has so much lead in that it can foul the plugs. Haven't mentioned yet that I LEAN the mixture till the rpms go up, and then drop.

OK, there is the Crete water tower, unmistakable landmark. I'm at 4,900 MSL (Mean Sea Level). Traffic pattern altitude at Crete is 2,500. Have some descending to do.

Radio call. "Crete traffic, Cessna 2885 Sierra five to the northwest, landing Runway 35, Crete." Down into the pattern, 2,500 feet. Radio call. "Crete Traffic, Cessna 2885 Sierra, turning final, Crete." Carb heat, 1700 rpm, 64 mph. Flaps. More flaps. OK, don't let it land, don't let it land, don't let it land -- nice feather touch! A GOOD LANDING. Carb heat in, flaps up, radio call that you're clear of the active.

Taxi up toward the fuel farm. Will your wings clear? Shut off all the radio stuff. Lean lean lean to shut down. Both mags OFF. Pull the ignition key. J is there to fuel you up. Everyone at Crete except Pat Dennison, the FBO, has a name starting with J: James, Jason, J... "Top me off please, with car gas," and I note the time and walk to the pilot's lounge.

Ten gallons, at \$4.90 per. Easy math: \$49.00. And on that \$49, I have flown nearly three hours clock time. 16 or 17 dollars an hour for fuel, \$24.50/hour tach time for fuel. The tach clock goes by engine rpm; I am happy to throttle way back, so my clock time is always way slower than my tach time. -- I am NEVER in a hurry.

Pat is rather neat today. Clean-shaven. I am impressed. He is gone, out to the tractor, pulling the mowing gear. I sump the gas, fire up, and taxi out to the south end of the runway. As I taxi, there is Pat in profile, driving a tractor. Radio call: "Crete traffic, Cessna 2885 Sierra is taking off, Runway 35, Crete."

AWOS for Lincoln. Then get Lincoln Approach on the radio.

For once, they send me straight in. No deviations of vector or altitude, but straight from Crete to Runway 35, Lincoln. Cleared to land while still 12 miles out. Carb heat. 10 degrees of flaps. I'm high. No problem. This plane can drop 40 degrees of flaps and come in like a dive bomber. I only use 30. Flare. Don't land, don't land, don't land. Stall warning horn, OMIGOSH, am I down? Feathered that one!

Taxi off the active. Radio to Ground Control. Lean lean lean.

Engine tries to die. Good. Richen the mixture to keep the engine going. (Rich mixture means fouled plugs, so lean, lean, lean, especially on the ground!) Taxi to hangar. Wish I had a horn to beep beep at friends as I taxi by enroute to my hangar at Lincoln Municipal. Only twenty minutes, Crete take-off to hangar. Makes a huge difference if Tower does not vector you around.

Shut down: radios, Transponder OFF, lean out engine. Note time. Relax. Climb out of plane, push plane up into hangar.

Hey, I packed a lunch. Somehow, you never feel hungry out flying around.

Accident Report

Accident occurred Saturday, January 04, 2014 in Nome, AK
Probable Cause Approval Date: 04/01/2014

Aircraft: CESSNA 170 - B,
registration: N8177A

Injuries: 1 Minor, 1 Uninjured.

According to the pilot, the airplane was pulled out of the hangar and preflighted for a maintenance test flight, following an extensive annual inspection. Approximately 10 minutes after departure the airplane lost all engine power, and made an emergency landing on the sea ice. During the emergency landing the airplane sustained substantial damage to the fuselage. While inspecting the airplane after the accident, the pilot said he found water in the airplane's gascolator. A postaccident examination of the airplane by a Federal Aviation Administration aviation safety inspector revealed water in the fuel

system, including the carburetor bowl. The pilot indicated that other than the water in the fuel, there were no preaccident mechanical malfunctions or anomalies that would have precluded normal operation.

In the pilot's written statement to the National Transportation Safety Board he noted that the accident might have been avoided if the airplane had been placed on level ground after it was pulled from the hangar, thereby allowing the water to be drained from the fuel system.

The National Transportation Safety Board determines the probable cause(s) of this accident as follows: The pilot's failure to adequately remove water-contaminated fuel during the preflight inspection, which resulted in a total loss of engine power.

RV-7 move!! By Doug Volkmer



A BIG thanks to John Schwery for helping me move my RV-7 project on May 4th. My project is now hangared at KLNK.

**Minutes of the Club Meeting
May 3rd, 2016**

The meeting was called to order promptly at 7:35 CST by Vice President Dave Fritz sans a right proper gavel.

Guardsman Tyler Sandburg from the Nebraska Air National Guard briefed the membership on the details of Guardians of Freedom Air Show. Five badges were given to exhibitor access through gate 28 to bring in static display materials.

Tyler reviewed the insurance requirements. The policy must state at least \$1 million in coverage with NAG and Lincoln Airport Authority named as additional insured. Blue Angel #7 arrived today for media presentation with practice scheduled for Thursday.

Also present will be 3 P-51s, a P-38, a B-25 and numerous other interesting aircraft. Our static displays should be there by Friday before 1 PM although early Saturday would still be ok. The air show will begin at 9:30 on Saturday.

Nicole was present and excited about attending Young Eagles Academy in Oshkosh. Spencer Bobbett attended the Young Eagle Academy last year and gave the membership a power point presentation of his experience. His course study included aircraft safety, finding an airplane's center of gravity, working with composites, wood and metal and reading weather forecasts. He flew in a Skycatcher and controlled the aircraft for about 10 minutes.

Cristi Higgins indicate that we flew approximately 37 young people as part of the Young Eagles program.

A motion was made to provide \$500.00 toward necessary expensed for Nicole's travel expenses. Motion was seconded and passed unanimously.

The meeting was adjourned at 8:27 PM.

Respectfully Submitted
Doug Elting, Secretary, Chapter 569

Classifieds

Chapter 569 Shirt Order Form

T-SHIRT ORDER FORM								
QTY	SIZE				NEED IT LONG?	COLOR <i>(please circle)</i>	PRICE PER SHIRT	TOTAL
	S	M	L	XL	<i>(add \$2 for long)</i>	GREY or WHITE	\$7.50 ea	
	2X	3X	4X	5X	<i>(add \$2 for long)</i>	GREY or WHITE	\$9.50 ea	
LONG SLEEVE SHIRT ORDER FORM								
	S	M	L	XL	<i>(add \$2 for long)</i>	GREY or WHITE	\$12.75 ea	
	2X	3X	4X	5X	<i>(add \$2 for long)</i>	GREY or WHITE	\$12.90 ea	
SWEAT SHIRT ORDER FORM								
	S	M	L	XL	<i>(add \$2 for long)</i>	GREY or WHITE	\$12.75 ea	
	2X	3X	4X	5X	<i>(add \$2 for long)</i>	GREY or WHITE	\$12.90 ea	
HOODED SWEAT SHIRT ORDER FORM								
	S	M	L	XL	<i>(add \$4 for long)</i>	GREY or WHITE	\$25.00 ea	
	2X	3X	4X	5X	<i>(add \$4 for long)</i>	GREY or WHITE	\$27.00 ea	
<small>(price includes tax)</small>								
Grand Total: \$								

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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.

Jun 11, Nebraska State Fly-in, Cozad, NE (KCZD). For information on sponsorship, exhibitor and vendor opportunities call 308.784.3868 or email info@mid-stateaviation.com.

Jun 25, Hastings Fly-in, Hastings, NE (KHSI). Fly-in breakfast, starting at 0730. Pilots eat free. Come show our city leaders aviation is alive and well in Nebraska! www.flyhastings.com.

Jul 4, Seward Airport (SWT), Free 4th of July Airshow, 1100 - 1230. Fly-in's welcome, airport/runway closes promptly at 11 a.m. For more information contact Greg or Terri Whisler at 402.643.2125.

Jul 25 - 31, AirVenture, Oshkosh, WI <http://www.airventure.org/>

Aug 28, Fremont Rotary Club Fly-in, Fremont, NE (KFET). Fly-in breakfast starting at 0700. Pilots eat free.



Young Eagle News

Upcoming Young Eagle Events

June 18th – Beatrice (Homestead Days)

If you can help with this event, please contact Cristi Higgins, Young Eagles Coordinator @ 402-405-8238.

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

