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EAA Chapter 569 Newsletter

Lincoln, NE



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Meeting Announcement

Date: Tuesday, June 5th

Time: 7:30pm

Program: Show and Tell

President Bickford will have his Rutan Solitaire motor glider on site for all to view and share with us the history of the plane.

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



**President's
Message
Harold Bickford**

June wraps up our first half of the year with airshow season and flying adventures in full swing. Hopefully we've had lots of fun flying already with more to come as summer beckons.

The May fly-in breakfast went well even as the weather was not conducive. Many thanks to our great volunteers as they make this monthly event possible. Rain or shine, we're there especially during summer!

Our June meeting will be on the 5th of June, 7:30 pm at the Duncan MPI shop. The program will be presented by Harold and Edi Bickford who will give an overview of their Solitaire motor glider. This is a 1981 Burt Rutan effort which won a glider design competition initiated by the Soaring Society of America. With over fifty submissions the canard

configured Solitaire was judged as best. They will bring the Solitaire to the meeting for a close up look followed by a presentation on the history of the design. This is an opportunity to see an uncommon design with some innovative features.

June 7-10 the EAA Ford Tri-Motor will be at York with EAA Chapter 1055 sponsoring the event. Anyone who would like to volunteer some time to help would be greatly appreciated. Rod Matlock and Randy Hall are the contact people.

The Nebraska State Fly-in is scheduled for June 8, 9 and 10 at Chadron Municipal Airport (KCDR). This is the 26th anniversary of the event.

The Flight Breakfast and Airshow is on June 17th at Clarinda, IA. Aerobic performances by Doug Roth and Jessy Panzer are among the scheduled events.

Of course, Oshkosh is coming up as well, July 23-29. Among the many airshow performers, Jessy Panzer will be flying her aerobatic Pitts Special, aka the Pink Panzer.

Another AirVenture program of interest is the next version of the One Week Wonder. In 2014 the aircraft was a Zenith 750 Cruiser. In a week's time the box of parts was an airworthy airplane. This year the subject aircraft is an RV-12. The goal is the same, build and have an airworthy airplane in a week. Simply put, building an airplane is doable though it does take about 2,500 willing people to get it done in a week!

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Since our normal July meeting would be the day before the 4th of July and that also our August meeting would be right after Oshkosh we'll have a hiatus for the summer. We'll resume meeting the second Sunday Sep 9 at Shoemaker Field for our annual picnic gathering.

We look forward to seeing folks at the meeting as we get ready for summer travels!

Harold Bickford,
Chapter President

Scrubbed Flight

By Tom Winter

The short short story of a scrubbed flight — and what to do about it.

It was supposed to be the very first flight with the newly installed Appareo Stratus ADSB Out gizmo. And just like in a horror movie, everything seemed normal at first. (Don't worry, there is a happy ending...) The preflight was normal, though sticking the tanks made me want more fuel before going anywhere. Engine started normally and I taxied to Silverhawk for fuel. I assured the line guy that I am on their books: they don't know me that well, as I fuel around, sometimes York, sometimes Columbus, sometimes Crete...

We're ready to launch! Engine started right up. But no answer from Clearance! Radio check? No answer. Pure silence. THIS problem was obvious: the Clark headset prong was so loose it can fall out of the PTT connector. So I shut down

to look for the old headset. Oh. It's in the hangar.

Okay, back to hangar for the other headset.

But this time the engine turned and turned and turned but never fired, as if the mag switch was off. I looked. Yes, the key was at "BOTH." Had to scrub the flight. Silverhawk towed me to my hangar, where a radio check with the old headset got "Loud and clear."

Summing up our story so far: though the engine fired right up twice, third time it just turned and turned and turned as if the mags were off. But they were on. Yes, I'm four years into a two-year guarantee battery (a Concorde) so of course it's the battery. But of course it's not: since the engine turned without flagging, even after four attempts, I have to conclude my battery is just fine. Mystery.

So I appealed to my go-to guy, Alan Weigle, who dropped by later, started the engine, and emailed this:

Tom,
It's very easy to flood a warm engine. I'm certain that's all it was.

If you're having trouble starting a hot engine always pull the mixture full out and throttle full-forward. Once it fires adjust the throttle quickly and then mixture second. It works every time.

Alan

So, next weather window, checking forecasts and finding south (E.g, Beatrice) had likelier weather than east, west, or north, with happy heart and full tanks, I did the pre-flight, fired

up the Blue Bird of Happiness, and flew my very first flight with the Stratus. Switching to Departure, I got "Radar Contact," instead of "I'm not getting your Mode C." And at Beatrice, to make my day, Diana Smith assured me she had, thinking of me, just restocked the ice cream cones in the freezer.



News from

EAA Headquarters

Rare, Legendary XP-82 Twin Mustang Aims to Make Debut Appearance at AirVenture 2018

Ten-year restoration nearly complete for 70-year old airframe

The restorers of a North American XP-82 Twin Mustang, one of the most unusual fighter/escort aircraft ever deployed by the U.S. military, are aiming to make EAA AirVenture Oshkosh 2018 its first public appearance to celebrate completion of an arduous 10-year restoration project.

The restoration project in Douglas, Georgia, began after aircraft restorer Tom Reilly discovered the complete airframe on a farm in Ohio. Reilly then scoured the earth seeking engines, propellers, and a multitude of other XP-82 parts to continue the restoration.

"The interest and enthusiasm for this restoration has been wonderful and gratifying," said Reilly, who

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has [chronicled the restoration process](#) online. “There is no better place than Oshkosh to make the first public flights of this aircraft, which is why it is our intent to complete the restoration and testing so we can be a part of AirVenture 2018.”

The XP-82 restoration brings back a unique flying example of an aircraft designed late in World War II as a long-range fighter escort to accompany B-29 bombers for thousands of miles on missions over the Pacific Ocean. Based on the highly successful P-51 Mustang design, the XP-82 used twin fuselages and two specially designed Rolls-Royce, Packard-built Merlin engines to supply the speed, range, and armament needed for the task. Fewer than 300 of the airplanes were produced as the P-82, with all but five scrapped in the years after the Korean War as the military moved to jet aircraft.

“It has been decades since people have seen this aircraft type fly anywhere,” said Rick Larsen, EAA’s vice president of communities and member programs, who coordinates AirVenture features and attractions. “The return of this historic aircraft to the sky is a tribute to the vision and perseverance of the restoration team, and it’s fitting that the group has AirVenture as a goal to fly this beauty before a huge, appreciative audience.”

Minutes of the Club Meeting April 3, 2018

The meeting was called to order at 7:39 PM by President Harold Bickford.

Chad Cederberg was the presenter of a presentation concerning the manufacture of composite pressure vessels. The company’s name is “Agility” fuel systems.

The company’s roots are in the well known Brunswick Corporation who produced material for the Department of Defense. When defense spending waned, the company became Lincoln Composites for the civilian market. Lincoln Composites was sold to General Dynamics. The civilian line then became Hexagon and merged with



Rare Twin Mustang aims to make debut at AirVenture.

Agility Fuel Systems. Raw materials are carbon fiber, Arimid (also known as Kevlar) glass fiber used in a “string and glue” process with resin.

Agility is second only to Boeing in the consumption of composite fiber in the world. Arimid is susceptible to damage from ultraviolet light. Resins include epoxy and vinyl esters.

Carbon fiber is 10 times stronger than steel at 20% of the weight. One slide showed a 777 wing in an autoclave which is essentially a pressurized oven.

Hexagon produces pressure vessels for compressed gasses, primarily natural gas and hydrogen for fuel cells. FCEV are fuel cell electric vehicles.

A grocery store chain in the UK uses waste food products run through an anaerobic digester to produce natural gas to propel their trucks. Frito Lay uses natural gas for their fleet. A composite fuel tank saved an F-18 when the plane’s gear failed and the pilot landed the plane on the auxiliary fuel tank.

The Young Eagles report was given by Cristi. On April 20th the St. John’s kids will be flown from Harry’s hanger in Seward. May 19th the Young Eagles will fly from Silver Hawk and on June 9th in Beatrice.

Please answer the questionnaire on the website concerning the Christmas party.

Butch Lottman brought up the issues of trying to get more young blood into the Chapter. A lively discussion ensued. Any ideas are welcome.

There being no further business, the meeting was adjourned at 10:00 PM.

Respectfully Submitted
Doug Elting, Secretary, Chapter 569

Events

York Airport (JYR), EAA Chapter 1055 Fly-in breakfast on the 1st Saturday of every month. 0800 - 1000.

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

Jun 7 – 10, Ford Tri-Motor Tour, York, NE (KJYR); [Click here for more info.](#)

Jun 8-10, Nebraska State Fly-in, Chadron, NE (KCDR); [Click here for more info.](#)

Jun 9, Hastings, NE (KHSI), Hastings Airport Association Fly-in breakfast, 0730 – 1030. www.flyhastings.com

Jun 19-22, Air Race Classic, The Air Race Classic is the epicenter of women's air racing. The race route changes each year, approximately 2,400 statute miles in length with 8 or 9 timing points. This year, Beatrice, NE (KBIE) is on the route. If you would like to help out with this event, contact Diana Smith (KBIE) 402.223.5349 <https://www.airraceclassic.org/>.

Jul 4, Seward, NE (KSWT), Free 4th of July Airshow 1100 - 1230, Fly-in's welcome, airport/runway closes promptly at 11 a.m. More info: Greg or Terri Whisler 402.643.2125.

Jul 8, Norfolk, NE (KOFK), EAA 918 Fly-in breakfast, 0700 – 1100. More info: 402.649.5050.

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

Sep 3 - 9, National Stearman Fly-in, Galesburg, IL (KGBG) <http://stearmanflyin.com/>.

International Young Eagles Day – June 9, 2018

By Cristi Higgins

Chapter 569 will be at the Beatrice Airport from 9am to Noon on June 9. We will be flying kids to become Young Eagles, ages 8 to 17 and weather permitting.

Also, the photo on the right is Harold and I getting the honor to meet Maddi. Maddi is a 10 year old local girl that got made fun of for being a girl that liked airplanes! I know! Calm down!

A Facebook group of female pilots posted over a 1000 pictures of them and the airplane they fly to show her support. That led to several other groups reaching out to support her. Chapter 569 wanted to make her a Young Eagle at Silverhawk's Aviation Day on May 19th but the weather would not allow. She is excited to fly with us so stay tuned. We will get her up too!



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EAA 569 2018 Christmas Party News

At the Tuesday, June 5 EAA 569 meeting there will be a survey handout regarding our Annual December Dinner Party to choose location, prices and entertainment.