

June, 2020

Volume 45, Issue 6

www.eaa569.org

[facebook.com/ea569](https://www.facebook.com/ea569)

EAA Chapter 569 Newsletter

Lincoln, NE



EAA 569 Contact Information

President

Tom Winter
H: 402-488-9238
c150gpilot@yahoo.com
1010 Eastridge Dr.
Lincoln, NE 68501

Vice President

Tom Trumble
C: 402-540-6089
ttrumble@windstream.net
5545 N 17th St.
Lincoln, NE 68521

Secretary

Jerry Mulliken
C: 402-720-0125
jmulliken@speednet.com
118 S. 52nd St.
Omaha, NE 68132

Treasurer

Cristi Higgins
H: 402-217-9763
higginschristi@msn.com
PO Box 335
311 South West Ave.
Western, NE 68464

Tech Counselors

Erick Corbridge
402-499-1039
Corbe99@Yahoo.com

Tom Henry

H: 402-791-2116
W: 402-479-1540
TomHenry3@aol.com

Young Eagles Coordinator

Cristi Higgins
H: 402-217-9763
higginschristi@msn.com

Newsletter and Web Editor

Doug Volkmer
C: 402-890-2818
rv7doug@gmail.com
3720 Stockwell Circle
Lincoln, NE 68506



Meeting Announcement

Date: Tuesday, June 2nd

Time: 7:00pm

Program: Introduction to Aircraft Categories, Pilot Certificates, and Pilot Training Options

Mark Gaffney, FAASTeam Program Manager will again headline our meeting. This presentation would be perfect for someone considering flight training or a career in aviation. Part of the presentation will also cover flying into Oshkosh.

Place: This is a Zoom meeting. Meeting ID # 161 0815 4793 Password is required. Contact Mark Gaffney for the password. His email address is mark.m.gaffney@faa.gov

Check www.eaa569.org for the latest information regarding cancellations due to the COVID-19 virus.



President's Message Tom Winter

Mark Gaffney will run the June meeting via the FAA's zoom account, and all of us will have a choice of attending via zoom from home.

At our zoom meeting on the 13th, Cristi reported that EAA will give our new members a free 6-month membership. This should help the

chapter to bring in new blood. Oshkosh also recommends a flying-and-airplane focus, with food(!) for the meetings, minimizing 'business.'

I've said many a time "nothing like being a pilot to teach one that life is uncertain." You can say that again, in spades. Since our last get-together, Crete became a covid-19 hotspot — those big white buildings SSW of CEK are the now-notorious Smithfield Packing Plant. That shot our breakfast. Any further chapter events just have to wait out events, all "TBA."

Social Distancing — in the Air

Some surprises are pleasant. Today broke grey and overcast, just like Monday through Thursday, but around ten, while checking the mailbox, I looked up and exclaimed "That ceiling is pretty high!" Indeed, AWOS said "clear below 12000" So I ran off to the airport. Typical triangle, LNK-BIE-CEK-LNK. The horizon was just a darker haze, with nothing much to see over the nose, "Visibility 10." But out the side windows, I'm pretty sure I could see stuff ten miles out.

Listened to the Beatrice AWOS all the way in, as soon as Omaha Departure let me switch. 15 G 18, varying from 050 to 090, a real attention-getter. At Beatrice, I met an elderly couple (he's 80) flying cross country in a 1946 Ercoupe. I told him I wished, for my landing, that I'd had his Ercoupe, and for his part, he hoped I hadn't seen his landing. "Worst landing I ever made," he said. Diana added "The wind doesn't know what it's doing." Next, on to Crete. Chatted with

(continued on page 2)

Shaun and James, and topped off with 15.5 gallons of mogas. The Crete landing and take-off were a coin flip: Landed on 35, took off on 17. Did not matter: wind was 90° off the runway. Strange thing: Omaha Approach did NOT give me a vector, but just said to expect runway 35. Never happened before, so it led me to double check with a radio call:

“Omaha, Approach, did you give 85 Sierra a vector?”

“Negative. Contact Tower 118.5”

At Lincoln, I asked neighbor hangar neighbor Sean to help push the plane back into the hangar. He is the A&P for the State Patrol. At Lincoln, I biked around to see if anyone else were there. Met Collin Caneva, publisher of the Old Green Airplane YouTube channel. He told me of a secret idyllic spot for an airplane picnic: grass strip 64 KS, and right next to a big lake. Straight south of Grand Island. Call first.

Collin accepted my invitation to admire the view from my hangar, where we gazed over the airport vista, and nursed a beer. Also met Kevin Dugan, another pilot. Long hangar flying visit with Collin, after which, we shook hands.

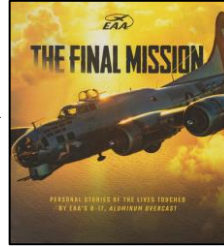
Rebels!



Book Review –

The Final Mission

By Dennis Crispin



It is a small volume – only 9 inches square and 128 pages thick - with much of the space devoted to photographs. What it lacks in physical size it makes up for with its impact on the reader. If you have an interest in military aircraft, a knowledge of WW-2 history or a personal experience with the EAA’s Aluminum Overcast you will want this book for a permanent spot on your bookshelf.

The book was written by EAA staffer Chris Henry and published only a few weeks ago. It is available from EAA merchandise sources.

A line on the cover gives the whole purpose of the book: Personal stories of the lives touched by EAA’s B-17 Aluminum Overcast. It tells the stories of the men and women who have reunited with the B-17 more than a half century after their war time experiences. Since it started its tour program in 1994, Aluminum Overcast has given rides to many hundreds of WW-2 veterans and their families.

Pilots, co-pilots, bombardiers, navigators, flight engineers, radio operators, gunners, and ground crewmen each have a chapter in the book. There are sections that recognize the contributions the WASPS, the Red Cross and the home front. The reminisces are at once heroic, fascinating, informative, sometimes humorous, and occasionally tragic. Some of the

stories come from families who have flown on the airplane as a way of remembering a father, grandfather, great grandfather, or other family member.

There are QR codes located in numerous places throughout the book. Scan the codes with your tablet or smart phone and it will download videos of B-17 flight operations or interviews from the EAA’s Timeless Voices collection.

Those of us who have helped display Aluminum Overcast have found the stories told by the “old timers” to be the best part of the B-17 experience. We are grateful that the EAA has made this wonderful information available in print and video form.

Minutes of the Board Meeting

The April 21st meeting was called to order on Zoom at 7 PM by President Tom Winter.

Harold Bickford, Tom Trumble, Tom Winter, Lori Oliveros, Dave Fritz, Doug Volkmer, Jerry Mulliken, and Cristi Higgins were logged on.

The 2020 EAA Air Academy is cancelled. Our selected student Noah has asked to attend in 2021. His request is being considered.

The refrigerator Lori has found to be used for flight breakfasts is available for \$50. It must be picked up.

On May 13 there will be a members meeting to announce go/no go

(continued on page 3)

decision for May breakfast, and discuss venue for Christmas party. Issues for the May 16 flight breakfast are sanitizing bathrooms, maintaining distancing. If weather permits, tables could be moved outside. Cristi volunteered to act as official greeter, hand out membership applications, and look into acquiring a credit card reader to sign up members. This event will count as the May member regular meeting.

Young Eagle flights tentatively scheduled for May 16th @ 10 am, at Beatrice per Diane Smith.

There being no further discussion, the meeting was adjourned at 8 pm.

Respectfully submitted,
Jerry Mulliken, Secretary

Minutes of the Club Meeting

This membership meeting was called to order on May 13th by President Tom Winter at 7 pm, and was held via teleconference Zoom. There were 15 participants.

501c tax filing deadline is May 15. Secretary Cristi reported that the necessary form was filed earlier this year by the previous secretary. Winter asked for confirmation of the filing. Cristi will acquire that.

Saline County Nebraska is under lockdown because of the coronavirus outbreak. The Young Eagle event at Beatrice and the Crete breakfast are therefore canceled. John Cox will send an email to membership, and post the information to Facebook.

Mark Gaffney offered to present to the June 2 meeting a FAA safety presentation about flying to Oshkosh using the FAA Zoom license. Tom Henry said Duncan Aviation would require spacing and masks for a physical meeting at the engine shop.

Lori asked to acquire a sign for the street directing drivers to the Crete breakfast hangar. Cristi suggested we also acquire a sign for the door that can stay at Crete. Tom Trumble moved, Harold Bickford seconded a \$200 authorization for the signs. Motion passed.

Lori reports the refrigerator has been purchased, but needs to be moved to the hangar.

The Christmas party plans are on hold due to the uncertainty of the state allowing large gatherings this year. If something changes on this front, we will look for a venue. The plan to include Chapter 80 is no longer feasible.

Cristi led a discussion for changes in member meetings to make them more interesting. The board meeting should be held separately

from the member meeting. There should be food at the member meeting. Chapter trial memberships are encouraged by EAA. These would be free for 6 months. Builder reports should be solicited. EAA has 20 min videos for meetings. There should be a sign at the breakfast announcing the next meeting. This would require a whiteboard section. Tom suggested adding this to the sign project, with an adjustment to the \$200 budget if needed. Cristi is working on acquiring 50 permanent name tags for members. Dave Fritz related that EAA has used rubber power model projects to interest 7 and 8th grade students. Cristi reported on a Build and Fly project that costs \$500. She also mentioned virtual flight instructors. Access to Solidworks software is another EAA benefit.

Mark Gaffney moved, Tom Trumble seconded that Noah be sent to the Air Academy in 2021. Motion passed. We should consider sending a second student in 2021.

Tom Trumble moved adjournment at 8:05 pm. Meeting adjourned.

Respectfully submitted,
Jerry Mulliken, Secretary

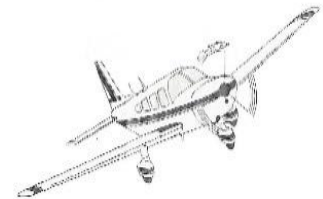
Events

Jun-Jul, EAA Webinars. [Click here for more information.](#)

Jun 25-28, Midwest Aerobatic Championship, Seward, NE (KSWT); - *Cancelled*

Jul 19, Nebraska State Fly-in, O'Neill, NE (KONL) [Click here for more information.](#) – *Still on as of May 26th*

Jul 20 - 26, AirVenture, Oshkosh, WI - *Cancelled*



569 Zooming Forward!

By *Cristi Higgins*

I am again proud to be part of EAA 569. President Tom Spring formally known as Tom Winter set us up to do Zoom meetings until we can safely be together in person. Please watch for email notifications for the Zoom details and join us!

I will say our Zoom etiquette could use some grooming. Please mute your audio until you want to speak. Sounds pick up easily and then the camera focus goes to you instead of speaker. I had to mute myself just for my giggling! It is so fun to sort of come into each other's lives at home for a short time. We do only have so much time so we should stay on point but that is a struggle for us all when we get together as friends!

Some members have really got it figured out like Wayne W came to us from Wayne's world which could be a beach or NASA's control center. Love that your mask was also on and off appropriately. Watch out Hollywood here comes Wayne!

These technology connections do bring you closer to friends and leave you with some memories made. No match for real life in person connections but Mark G shouting Eject! Eject! to us all trying to figure out how to end our connection was some funny stuff! See you ZOOM!

The breakfast club got together on what would have been our usual third Saturday in May to do some much needed housekeeping. Crete airport has always been accommodating to us but under the

new management we have been blessed with all the space behind and under the stairs in shop hangar. Yup we are the people under the stairs now but way better than up all those stairs with all our supplies every month! This really makes a difference for the breakfast club and they graciously appreciate it! Thank you KCEK!!

Accident Report

Accident occurred 06/17/2018, 0830 CDT, Desdemona, TX
Aircraft: CESSNA T210F,
Registration: N6107R
Injuries: 1 Serious, 2 Minor

On June 17, 2018, at 0830 central daylight time, a Cessna T210F airplane, N6107R, nosed over during an off airport forced landing in Desdemona, Texas. The private pilot and one passenger received minor injuries, and a second passenger was seriously injured. The airplane was substantially damaged. The airplane was registered to the pilot and operated as a personal flight under the provisions of Title 14 Code of Federal Regulations Part 91. Visual meteorological conditions existed near the accident site at the time of the accident, and a flight plan had not been filed for the flight. The airplane departed the Dublin Municipal Airport (9F0), Dublin, Texas, about 0820, en route to the Gregory M. Simmons Memorial Airport (GZN), Cisco, Texas.

The pilot stated that the engine began running rough during cruise flight at 2,400 ft above mean sea level. He leaned the fuel mixture

and the engine roughness subsided. A few minutes later, the engine began running rough once again. He switched fuel tanks and there was no change in the engine operation. Shortly thereafter, the engine lost power. The pilot made a forced landing in a soft, sandy field and the airplane nosed over.

The initial postaccident engine examination revealed the engine remained attached to the airframe. Various wires, cables, and hoses remained attached to the engine. The top spark plugs exhibited normal wear but were dark in color and oily. The cylinders, examined using a boroscope, were unremarkable.

The engine was then removed from the airframe and shipped to the manufacturer for a test run.

The engine was placed in the test cell and started without hesitation. The engine ran at 1,200 rpm and 1,600 rpm with the fuel pump mixture control at full. After 2 minutes of run time, the engine power started to oscillate. The engine was shut down and the mixture control was adjusted to about half of where it was originally set. The engine was started again and after 1 minute and 20 seconds the engine power again began to decrease, with the fuel pressure reaching 40 psi, which was 8 psi higher than the maximum unmetered flow limit of 32 psi.

(continued on page 5)

The fuel pump was removed and placed on a test bench. At full power, 2,700 rpm, the fuel flow was about 170 pounds per hour with a fuel pressure of 92 psi. According to the engine manufacturer, the fuel pressure should have been between 29 and 32 psi. The adjustment screw was set to a fuel pressure of 30 psi and the pump was reinstalled on the engine for another test run.

The engine was restarted and run up to 1,600 rpm. The rpm slowly dropped to 1,498 rpm. The engine power was increased to 2,552 rpm and the fuel pressure stabilized at 30.18 psi with smooth engine operation.

During the initial engine run the engine was observed to have excessive manifold pressure. During the second engine run the turbocharger controller was adjusted to maintain normal manifold pressures.



News from EAA Headquarters

Following a request from EAA and AOPA, the FAA [has released a policy](#) that will make it easier for some owners of experimental aircraft to obtain special flight permits (SFPs) for their airplanes in order to reposition them for condition inspections.

Rather than requiring a full in-person "condition for safe operation" sign-off from an FAA inspector, which was previously required for SFPs, the policy allows

DAR-Ts (designated airworthiness representatives supervised by a FSDO) with appropriate function codes to remotely conduct inspections for the certificates.

While EAA would ideally like to see more simplified flexibility on annuals and condition inspections during the COVID-19 pandemic, this policy will help many experimental aircraft owners, particularly those who have "out-of-annual" aircraft stranded away from their preferred maintenance shop.

"EAA continues to hear from members the need for other policy changes in light of the coronavirus' impact on day-to-day life in the United States," said Sean Elliott, EAA vice president of advocacy and safety. "We continue to seek every avenue possible to find relief from or alternative ways to comply with regulations, and this new policy is a prime example of that. It is a small adjustment, but it will help."

FOR SALE Corvair Engine

Reason for Selling - I started building a Pietenpol several years ago, but have decided not to continue due to health issues; I am just getting too old, too soon.

If you are interested in purchasing an excellent engine (5 hours TT) or spruce lumber please contact me by calling (402) 880-6559. [Click here for details.](#)

Allan Macklem - Omaha, NE

FOR SALE Zenith 601XLB

90% completed Zenith 601XLB taildragger with a 0 time Continental engine, asking \$35,000 OBO. If interested text 402 274 8038.



THEY'RE USED BUT THEY ARE
HIGHLY EXPERIENCED IN 'TOP OFFS'!

And finally ...

“Doc”



“Doc”, a B-29 Superfortress turning final for a low pass during the airshow at AirVenture with Dawson, NE’s Mark Novak in the left seat. For 42 years, [“Doc” sat in the Mojave Desert before being discovered](#), and after a lengthy acquisition and restoration process, returned to flying status in 2016. If you have a photo you’d like to share, please send it to your newsletter editor. *(Photo contributed by Dennis Crispin)*

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

