

June, 2023

Volume 48, Issue 6

www.eaa569.org

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

EAA Chapter 569 Newsletter

Lincoln, NE



EAA 569 Contact Information

President

Tiffany Thompson
C: 402-219-2289
tiffthomps518@gmail.com
7033 Fernhill Pl
Lincoln, NE 68516

Vice President

Jerome Clinch
C: 402-499-8213
jerry@bccine.com
2741 N 81st St.
Lincoln, NE 68507

Secretary

Jerry Mulliken
C: 402-720-0125
jamulliken@gmail.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 6

Time: 7:00pm

Place: Air National Guard

Address and info: Please [click here for instructions and directions!](#)

Program: Presentation by SMSGT Mathew Ellison followed by a tour of the KC-135 tanker. Attendance will be logged by [Sign Up Genius](#) and submitted back to the ANG prior to the meeting. You **must sign up by June 2nd**. Walk-ups will not be allowed in.

Summer is here! Which means the calendar is full of fantastic aviation events you don't want to miss!

This month's newsletter, I would like to share with you changes at the NDOT Division of Aeronautics. The last couple weeks of May were spent

packing up our office at the Lincoln Airport and moving to the NDOT Central Complex. Beginning June 1st our address will be:
Nebraska Department of Transportation, Division of Aeronautics
1600 Nebraska Parkway
Lincoln, NE 68502

Everyone is still welcome to visit our office, just now you will have to either call first (402.471.3271) or enter through the main building (1500 Nebraska Parkway) and check in with security. For airport directories you can either stop in, call, or email David Morris or me to have them mailed to you.

Tiffany Thompson: Tiffany.Thompson@nebraska.gov 402.471.4411
David Morris: David.Morris@nebraska.gov 402.471.7932

The second big change at the Division of Aeronautics is we have a new director. The new Aeronautics Director, Jeremy Borrell, will join us the beginning of June. With any major changes there will be growing pains, but we are still here to serve the Aviation Community. That will not change.

Feel free to contact me with any questions you may have. And have a great month of June!



**President's
Message
Tiffany
Thompson**

My RV-4 Journey

2-9-21 (Revised 5-26-23)

By Jon Sullivan N3348V

Background

I have been an A&P mechanic for around 40 years but never had the time to own a plane until six years ago when I bought and restored a 1969 Cessna 150J. I enjoyed the work and flying has been fun and relatively inexpensive. Things change, of course, and my new “mission” is to find a plane with more speed for cross country trips and perhaps the ability to do some light aerobatics.

The Search

I looked at numerous airplanes online and became interested in Van’s RVs. I ran a short ad in Barnstormers describing what I wanted. A man from Colorado contacted me with a partially completed RV-4. It had a factory new engine and a new Dynon glass panel for sale. He was the second builder. The first builder made the wings most of the fuselage and some of the control surfaces. The second owner added the engine, avionics, interior and started attaching the control surfaces. Both had run out of time, money or the ambition to finish.

Lesson’s Learned:

- Know your mission, write it down.
- Don’t waste time looking at airplanes that do not match your mission.

The Pre-buy investigation and inspection

I did much research from home then travelled to see the plane. During the pre-buy inspection I found most of the structure to be ok but unfortunately most everything else would need to be redone. I made an appropriate offer and in August of 2020 I became the proud owner of a Van’s RV-4. The owner’s wife was extremely happy to see it go.

Lesson’s Learned:

- Engine, if a full history of the engine is not documented and available for review, don’t buy it or count on purchasing a new engine.
- Workmanship, an experienced builder can judge workmanship within the first 5 minutes in the inspection. Have an experienced builder inspect the project.
- Checklist, use a prebuy checklist as a tool.
- Budget, understand how much money you want to **lose**. Yes lose. Few, if any, builds or re-build projects actually will make money and most will cost more than the value of the plane when finished. It’s a hobby, right?

The Re-build

I spent two years in my home shop removing and re-assembling / re-building everything that needed attention. While doing this I found many items that would have caused minor issues and some that could have been catastrophic.

Lessons Learned:

- Building a plane is much different than fixing an airplane. I am learning a lot.
- Small tasks can take a very long time. Be patient, take your time and do it right.
- Be ready to start over on things that didn't turn out right.
- Much can be learned from others. The VAF Forum, fellow members of the EAA 569 Club, and the Facebook group has been much help.
- When in doubt, change it. I replaced many components like fuel hoses, coaxial connectors etc. because I could not trace their origin. It is not that expensive to install quality, traceable parts and materials.
- RV Plans and Drawings. The RV-4 has older, hand drawn, plans. Some are difficult to read and understand. In many cases a second reference is helpful. I used the plans for a RV-7. It helped to understand certain questions.
- When learning how to do a difficult step, first use a piece of scrap for practice, then, after a few tries, use the real parts.

Painting:

In most cases, once the wings are installed, the plane cannot be transported on a road so, one must paint the airplane at an airport. Airport based paint shops are rare and expensive and with long lead-times. I made a decision to paint my RV before installing the wings for more flexibility on where to paint. I was fortunate to find a couple of very talented aviation painters in Lincoln. They prepped it in their shop then painted it in a professional paint booth. I am very pleased with their work.

Lesson's Learned:

- Use only experienced airplane painters.
- Let the painters choose the paint and the process they are comfortable with.
- Do not expect auto painters to know how to paint airplanes.
- Paint and primer can add a lot of weight to an airplane.

Assembly and rigging

The finish line is near. After everything was assembled, I was a little disappointed that everything was not perfect. Some control surface edges were not lining up as good as I expected. I worked this issue for several days and the issues were reduced but still not "perfect". After discussing this issue on Van's forum, many agreed it was not that important and advised me not to be concerned.

Lessons Learned:

- It is very important to focus, take your time and recheck everything because much of what is done during this stage cannot be undone without a lot of work.

First Flight

It had been 30 some years since I last flew a taildragger so prior to my first flight I took an hour of taildragger review with Doug Roth. Doug called it "waking up the feet". Doug is so calm, patient and a joy to fly with. He had me landing that Citabria after just an hour of training. A few days later I did some highspeed taxi runs with my RV-4 then found myself sitting on the end of runway 35 with a clearance to take off. Before taxing out I had called the tower and told them my plan. They were very supportive. My plan was to climb above the airport and orbit for two hours while my new piston rings became acquainted with their new cylinder walls. Then, try some touch

and go's. Everything went very well with a few minor issues. By the way, if you remember your first solo flight, test flying your own home-built airplane will give you the same feeling.

Lesson's Learned:

- Do your homework, the first 10 minutes of the first flight is very busy. There is no time to be fumbling with the radios so do your homework and learn everything there is to know about anything you can learn prior to the first flight.
- Make a plan and set goals.
- Focus on flying first, altitude is your friend, monitor the engine, especially CHT on a new engine. Note the position of your control surfaces. Take Notes.
- If flying from a controlled airfield, coordinate your first flight with ATC. Call them prior to the flight and tell them the plan.
- The learning curve is steep when test flying a new airplane. If you do not feel comfortable test flying your plane for the first time, hire a test pilot.

Certification

Instead of working with a Designated Airworthiness Representative (DAR) I asked the local FAA FSDO for assistance with the certification process. Willian Brown and Craig Brumley were assigned to help me through the certification process. William and Craig were great to work with. They were patient and guided me through the certification process. Alan Weigle (local A&P) did an inspection of my plane prior to William and Craig's official final inspection.

Lessons Learned:

Have a second set of eyes inspect your work before the certification inspection.

Flight Testing

I now have around 50 hours on my plane. I've completed most of the flight test protocol. I will continue to try new things as I get more proficient and understand the capabilities of the RV-4.

In Summary

Finishing a partially completed project has its benefits and drawbacks. On one hand it can save many years of work and waiting for parts to arrive. On the down side much time can be spent re- working mistakes from the past. In some cases, poor workmanship cannot be rectified and, if they do not affect airworthiness, will be left. These are usually cosmetic issues that the builder must live with. Some wise person once said "perfection is the enemy of completion". Be reasonable and don't be too picky or you will never finish. Overall, I am very pleased with my RV-4.

BTW, I will be happy to share the tools I developed (budget worksheets and check lists) through this process.



The find.



Let the good times roll. 😊

Minutes of the Club Meeting

The 7:00 pm May 2nd, 2023 EAA 569 meeting was held at the Duncan Engine Shop.

President Thompson called the meeting to order at 7:06 pm.

Steven Becker gave a very informative presentation on the Wittman Tailwind airplane and the differences between Models W-8 and W-10. Around 1,300 plans have been sold with approximately 450 flying.

The business meeting was called to order at 8:14 pm.

Cristi Higgins reported \$3,620.33 in the main checking account, \$2,732.86 in the breakfast account. The \$10,000 CD is now earning 4% per annum.

A Young Eagles event took place at the Lincoln airport in April with 39 kids getting rides. An effort will be made to give another 8 kids rides at a future Chapter 569 breakfast.

Toby Jordan will attend the EAA Air Academy in late July.

Several members of the Nebraska Corvette Association will bring their cars and attend the May Chapter 569 breakfast.

Tom Trumble was absent from the meeting. It was reported however that \$4,000 has been received in Ray Scholarship Funds with \$2,568.27 dispensed to John Cox, CFI.

The Lincoln Air Show will be held August 26th and 27th. Ten volunteers (with badges) will be needed for the EAA 569 exhibit.

The June meeting will be a tour of the Air National Guard by SMSGT Mathew Ellison.

The meeting was adjourned at 8:36 pm.

Respectfully submitted by Doug Volkmer
for Jerry Mulliken, Secretary

EAA AirVenture Oshkosh 2023 Notice Includes Important Procedure Updates

There are several important FAA-approved changes in the EAA AirVenture Oshkosh 2023 Notice (commonly referred to as the Oshkosh NOTAM), featuring arrival and departure procedures for EAA's 70th fly-in convention on July 24-30 at Wittman Regional Airport in Oshkosh. These changes are based on pilot feedback and FAA review of arrival procedure recommendations.

The document is in effect from noon CDT on Thursday, July 20, until noon CDT on Monday, July 31, and outlines procedures for the many types of aircraft that fly to Oshkosh for the event, as well as aircraft that land at nearby airports. The Notice was designed by the FAA to assist pilots in their EAA AirVenture flight planning. It is now known as the Oshkosh Notice instead of a NOTAM because of a changed FAA internal procedure.

Some of the 2023 changes include:

- A change in the AirVenture ultralight pattern at Wittman Regional Airport.
- Guidance regarding Oshkosh aircraft parking areas, including North 40/South 40 designation.
- Elimination of the Fond du Lac diversion procedure.
- The start time of the daily air shows has been changed from 2:30 to 2:15 p.m. CDT.
- The Notice and its procedures are effective through noon CDT on Monday, July 31.

The ATC-assignable transition points approaching Oshkosh from the west that will ease holding and congestion will again be in effect in 2023. These points are at Endeavor Bridge, Puckaway Lake, and Green Lake. They will be announced on the arrival ATIS when ATC activates them at times of highest traffic flows.

“The most essential information for any pilot flying to Oshkosh involves reading and thoroughly understanding the 2023 AirVenture Notice to ensure safe operations on arrival and departure,” said Sean Elliott, EAA's vice president of advocacy and safety. “This FAA Notice document states the official requirements and expectations for pilots. We also urge all pilots to log appropriate cross-country time prior to their trip to Oshkosh so they have the proficiency and confidence to fly safely.” EAA is also hosting a webinar on June 14 at 7 p.m. regarding [flying to AirVenture 2023](#) and changes in this year's Notice. Pilots are encouraged to participate to build their knowledge prior to their flights to Oshkosh. Pilots can download a digital version of the Notice at EAA.org/NOTAM, or order a free printed copy via that website or by calling EAA Membership Services at [800-564-6322](tel:800-564-6322).

Month		EAA Chapter 569 Calendar
June	3	8:00am - 10:00am York Fly in Breakfast, EAA Chapter 1055 - KJYR
	3	Nebraska State Fly in - KGRI
	6	7:00pm General Meeting
	17	8:00am - 10:00am Crete Fly in Breakfast, EAA Chapter 569 - KCEK
	24	11:30am - 1:30pm Hastings Hamburger Fly in Lunch (rain or shine) - KHSI
July	1	8:00am - 10:00am York Fly in Breakfast, EAA Chapter 1055 - KJYR
	15	8:00am - 10:00am Crete Fly in Breakfast, EAA Chapter 569 - KCEK
	24-30	AirVenture - Oshkosh, WI
August	26-27	Guardians of Freedom Airshow featuring the Blue Angels - KLNK

And finally ...

Panther LS



Ideal weather translated to a well-attended Chapter 569 breakfast for May. The builder/flyer of this [Panther LS](#) (Brad Carter) made the trek from Shawnee, Kansas. Click picture to enlarge. Also, [here's a video](#) of Brad discussing his project.

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

