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EAA Chapter 569 Newsletter

Lincoln, NE



EAA 569 Contact Information

President

Cristi Higgins
H: 402-798-0230
higginschristi@msn.com
P.O. Box 68
Cortland, NE 68331

Vice President

Keith Gomon
H: 402-766-4791
klgomon@diodecom.net
207 John St
P.O. Box 132
Odell, NE 68415

Secretary

Doug Elting
H: 402-423-3916
W: 877-445-6311
nelting@neb.rr.com
5701 So Coddington Ave
Lincoln, NE 68523

Treasurer

Mark Werth
2110 Spring Meadow Circle
Lincoln, NE 68521
mw92713@windstream.net

Tech Counselors

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

Tom Henry
H: 402-791-2116
W: 402-479-1540

TomHenry3@aol.com

Newsletter and Web Editor

Doug Volkmer
H: 402-483-1108
rv7doug@gmail.com
3720 Stockwell Circle
Lincoln, NE 68506



Meeting Announcement

Date: Tuesday, March 4th

Time: 7:30pm

Program: Mark Musick

Former F-4 pilot and Commander of the Nebraska Air National Guard, Mark will talk about his research on Howard Hughes. Published in 2010, "*Boxes: The Secret Life of Howard Hughes*" was based on research done by Musick.

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

Woldt Earns Glider Rating

Wayne Woldt earned his Private Pilot Glider rating on October 7th in his Scheibe SF-28A Tandem Falke touring motor glider. It took Wayne about two summers of training (2012 and 2013) to gain the proficiency to take his check ride. A glider (even one with a motor) is a whole different "dimension" in flying but well worth the effort, and it is great fun intentionally shutting off the motor and feathering the prop, while in flight. The quiet, except for wind rushing past the canopy, is intoxicating. Wayne also holds ratings as Private Pilot ASEL, and Commercial Pilot Lighter-Than-Air Balloon.

President's Message Cristi Higgins



Where is Spring? Phil was right I guess but I told the leprechaun Phil has his gold so hopefully we'll see rainbows soon.

I didn't think we would get the time or people to do the B-17 but Keith Gomon once again is taking the reins and wants to host the B! However he will need our support 110% so sign up now to volunteer where you can. I mean really how hard do you have to think about coming to spend some time with the B which I'm sure stands for Beautiful, Brave, Bold or Bomber I suppose. Also we have a new member I will introduce that has done a lot of fabric and willing to teach! I am serious about these educational workshops but I need a lot of help. If any of you know a welder or places we can do work like that please let me know.

Happy Landings, Cristi



Inset picture to the left is Wayne's instructor Lloyd Kaufman, soaring instructor pilot extraordinaire. Inset picture to the right is DPE Bertil Aagesen, soaring DPE extraordinaire.

Builder's Report

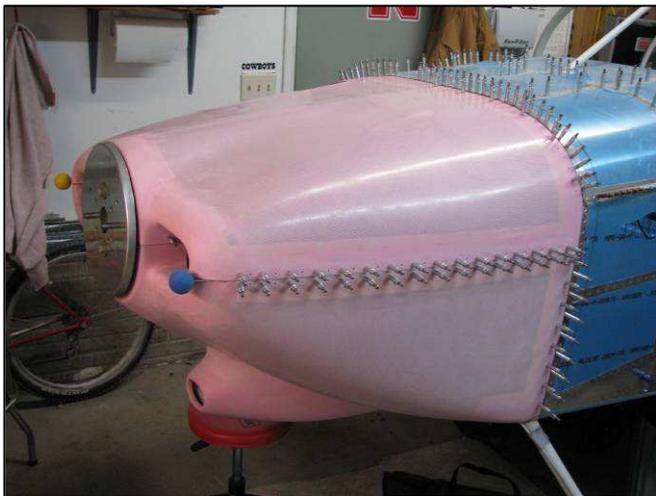
By Doug Volkmer

I noticed the other day that my RV-7 plans I have hanging on the wall in the garage are starting to fade some. I guess that means its time to buckle down and get this project done while I can still read them!

The firewall forward work has been keeping me busy. I have the cowling pretty well fitted and have now moved on to the engine baffle installation.

The fiberglass cowling is shipped into two pieces, a top and bottom. The pieces are generously oversized to allow for trimming and proper fitting.

The RV cowls use piano hinges as fasteners. Some builders have opted to use camloc fasteners instead for ease of installation and removal. I'm sticking with the plans here and using piano hinges. I think if they are installed right, installation and removal shouldn't



The piano hinges have yet to be riveted on. Van's suggests supplemental bonding of the hinge to the cowl.

be a problem. Plus I like the looks of the smooth cowl seams without any external fasteners.

Installing the cowl required several iterations of installing, trimming and sanding but at a high level, this is how I approached it.

I started by fitting the top cowl first. Once I had it positioned where I wanted it, I trimmed the back. To do this, I removed the cowl and drew a reference line on the fuselage skin 2 inches back

from the edge. I then placed the cowl in position and then measured forward 2 inches from my reference line and marked the cowl for trimming. This worked real well. I trimmed and sanded the front and sides of the top cowl to form a nice straight and level edge.

Once I had the top cowl fitted front and back and where I wanted it, I drilled a couple holes along the firewall into the piano hinge I had already drilled and clecoed it to hold it in position. I then hoisted the bottom cowl into position.

I started by trimming and sanding the front of the cowl

to form a nice smooth seam with the top cowl. Once I had this looking good I then trimmed the back. I used the same method here as I did trimming the back of the top cowl. I drilled a couple holes and clecoed it to hold it in position. Fiberglass does not play nice with drill bits. It dulls them rather quickly.

With the front and back of the top and bottom cowls in position, I used the side edges of the top cowl to mark where I needed to



I've been pleased with the engine baffle kit from Van's. Most everything is pre-cut with very little trimming to do.

I made a generous cut here and then sanded it to fit.

The engine baffle installation is keeping me busy now. Van's gives you a couple options here. You can buy the plans only and form your own material. Or they sell a baffle kit with the pieces CNC pre-punched, cut and bent.

With my RV-7 plans starting to fade, I'm sure glad I went with the kit.

**Minutes of the Club Meeting
February 4th, 2014**

The meeting was cancelled by President Higgins due to inclement weather.



Congratulations to Harold Dwyer for being inducted into the Nebraska Aviation Hall of Fame in January, along with his brother Stanley. Harold spoke to our Chapter in July, 2011.



A panel upgrade is taking place in the RV-9A belonging to Buddy Smith, Tom Henry and Andy Lahr. Out goes the Dynon D10A, Garmin 196 and King KY97A. In goes the GRT EFIS Sport, a Garmin aera 550 and a Garmin SL30. The plane will then be IFR capable.



Speaking of Garmin equipment, Don Shoemaker found a Garmin aera 510 in his stocking Christmas morning. Not sure if it's his or Santa forgot it.

A shout out goes out to Wayne Woldt for earning his glider rating.

Larry Geiger has logged a landing in all 50 states. He completed this feat by renting a C-172 in Hawaii.

We're continuing to take silent bids for the leather jacket the Meyers' donated to the Chapter. If you would like to place a bid, please contact President Cristi Higgins by email at higginschristi@msn.com or by phone at 402.798.0230.

Good turnout at the February breakfast. Andy reported we served around 80.

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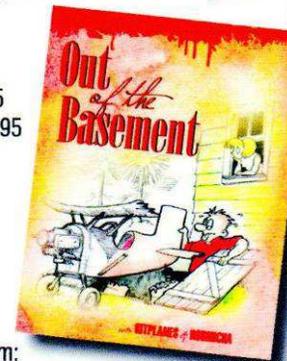


Check out Doug Prange's Aerial Photography work at www.prangephotography.com.

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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.

June 7, Nebraska State Fly-in, York, NE (KJYR)

July 19 – 20, **Defenders of Freedom Open House and Air Show**, featuring the Blue Angels, Offutt AFB, Bellevue, NE., <http://www.offuttairshow.com>

July 28 - Aug. 3, AirVenture, Oshkosh, WI, <http://www.airventure.org/>



How to Become a Member...

Becoming an EAA Chapter 569 member is very easy to do! We 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
2279 County Road 2425
DeWitt, Nebraska 68541-2518

