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# EAA Chapter 569 Newsletter

Lincoln, NE



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## Meeting Announcement

**Date:** Tuesday, March, 1st

**Time:** 7:30pm

**Program:** Guardians of Freedom  
Airshow planning.

**Place:** Duncan Aviation Engine Shop  
5000 NW 44<sup>th</sup> St – Lincoln, NE



**President's  
Message  
Harold Bickford**

After last month's weather hold we can look forward to a busy evening of planning and discussing. The Lincoln Airshow and new Young Eagles requirements are two topics we need to address.

In the case of the airshow that relates to our involvement and planning for the event. To that end I would like a couple of point people to coordinate that effort.

With regards to the Young Eagles program you may have read or heard of significant changes regarding volunteer performance, standards and background checks. The required changes will be in effect on May 1, 2016 and will govern all YE activities going forward from that date. The EAA website ([www.eaa.org](http://www.eaa.org)) has all of the current information to bring people up to speed.

On a lighter note we might also take time to talk about any progress we've enjoyed on various member building projects. In the HB hangar there is a

new set of fully reconditioned cylinder heads with another set on the way. A pneumatic air shear has been added to the shop tools along with a dedicated router/table. Now along with the band saw and snips, aluminum sheet for various Piet parts should be easily handled.

As I said it will be a busy evening with two month's activity compressed in one meeting.

Looking forward to our March 1 meeting at Duncan Aviation Engine shop, 7:30 pm. See you then!

Harold Bickford,  
Chapter President

## Membership Directory *By Doug Volkmer*

If you haven't sent in your 2016 dues, please do so immediately.

I'm planning to bring a draft copy of the 2016 membership directory to the meeting in March for everyone to review. I'll also bring it to the March breakfast. We'll plan on sending it to the printer the week of March 21st.



**We've got a new category for electric planes called "OHM BUILT".**

## Chapter 569 Completed Projects

*By Doug Volkmer*

Anyone who has gone down the road to building an airplane knows that there is a lot involved in such an endeavor. You don't build if all you want is a plane. You have to like to build. You need perseverance. There will be highs and lows in the shop. How you handle the lows will determine whether or not you see the finish line.

The longer I work on my RV-7 project, the more I admire the individuals that have completed such an undertaking.

This month, I decided to compile a list of EAA 569 members that have built a plane since the inception of the Chapter. My list is based on what I know from being a member since 2003, thumbing through old Chapter directories and newsletters. I also ran my list by a couple long time members. To me, these individuals are like the Mount Rushmore faces of our Chapter.

If I have missed anyone, please let me know.

|                       |  |
|-----------------------|--|
| <b>Roger Aspegren</b> | Kitfox II, RV-9A                         |
| <b>Lyle Bender</b>    | RV-10                                    |
| <b>Rich Boelts</b>    | Avenger                                  |
| <b>Albert Cherry</b>  | Scorpion 133 Helicopter                  |
| <b>Jerry Ebke</b>     | Zenith 650                               |
| <b>Larry Geiger</b>   | RV-12                                    |
| <b>Dean Hoy</b>       | Velocity XLFG, Quicksilver GT500         |
| <b>Doug Prange</b>    | Kolb Twinstar Mark III                   |
| <b>Al Spaulding</b>   | Sonera II, Wittman Tailwind W8           |
| <b>Jim Stephens</b>   | Smith Miniplane, RV-3                    |
| <b>Ray Supalla</b>    | Glasair IIS FT                           |
| <b>Roger Tracy</b>    | Titan Tornado S, Sonex (AeroVee powered) |
| <b>Alan Weigle</b>    | BD-4                                     |



**Al Spaulding's Wittman Tailwind W8.**



**Alan Weigle's BD-4.**



**Kolb Twinstar Mark III built by Doug Prange. Kit arrived August, 1995. First flight April, 1997.**



## Chapter 569 Completed Projects



**Jerry Ebke's Zenith 650.** With a new Sport Pilot ticket in his pocket, Jerry logged 65 hours in his new plane in the last 6 months of 2015.



**Roger Aspegren's Kitfox II.** Roger also built an RV-9A. He wrote about his RV-9A first flight in the May-2007 newsletter.

<http://www.eaa569.org/newsletters/May-07.pdf>



**Ray Supalla logged almost 4,800 hours building his Glasair.** For his hard work, he was rewarded with a sporty looking plane with a cruise speed of 165 knots.



**Dean Hoy's Velocity.** Dean built his plane at the Velocity factory in Sebastian, FL. Working 8 to 10 hours a day (sometimes 7 days a week) it was flying in 8 months.



**Lyle Bender's RV-10.** Lyle talked about his build in the Apr-2010 newsletter.

<http://www.eaa569.org/newsletters/Apr-10.pdf>



**Larry Geiger's RV-12.** Larry flew it to Sun n' Fun and recounts his trip in the May-2010 newsletter. <http://www.eaa569.org/newsletters/May-10.pdf>

## Cessna Mystery Theater

By Tom Winter

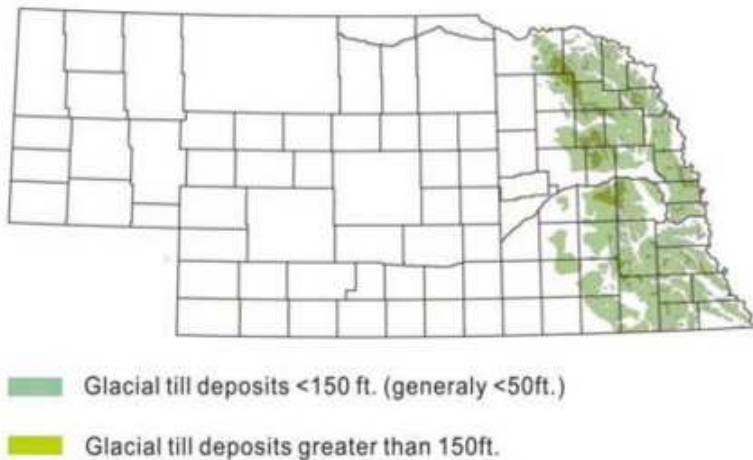
I love asking my grandson Eric, when we're up in the 150, "Eric, is Nebraska flat?" The answer is always the same. Yes it sure is. But there are exceptions, right under our feet! You must have noticed it: you're flying over flatland, but then, as you fly from the west to Lincoln, suddenly — there is nothing subtle about it — Flat Nebraska turns into Rolling Hills Nebraska. It is a very distinct, "right now" change. The boundary is unmistakable, and it runs north-south, and you fly over it just east of Seward. Then again, flying north over the Platte, you notice that Flatland Nebraska is separated from the utter flatness of the Platte Valley by an east-west band of rolling hills. I've puzzled over this for — I confess — years.

Thanks to my old friend Ted Kooser, I've learned to call those rolling low hills west of Lincoln "The Bohemian Alps." But what formed them? Later, thanks to taking Katherine Endacott (local expert and multi-generation

Nebraskan) for an eastern Nebraska air tour in my Cessna 150, I learn there were glaciers; she could point me to where they stopped!

Glaciers pick up debris, and drop it when they melt. It's called "glacial till." Clued in, I went looking, and found the explanation in "Nebraska During the Cenozoic Age." And there is a map of the difference you notice from the air. And that hilly band paralleling the Platte? that always puzzled me? Aha! It's the southern edge of the 10,000 year ago glacier, and the Platte has cut through it. Last time up, I chased it till it came to an end, petering out, and nothing but flatland south of the Platte. Well there. The western end of where the glacier advanced. I'll close with a quote from Katherine Endacott: Wonderful! For me, seeing the land is the reason to fly. How good of you to share this. All pilots should be geomorphologists! Below is a glacial till map. Privileged to fly, I can redraw a small bit of it. I turned to the south and picked a meandering way back to the realm of "Omaha Approach."

### Glacial Till Deposits



**The distribution of glacial till deposits in Nebraska. During the Pleistocene, debris carried by glacial ice (called till) was deposited across eastern Nebraska. Geological evidence suggests large continental ice sheets covered parts of eastern Nebraska at least twice during the Pleistocene.**



**On the left, glacial till, right the utterly flat Platte valley. The little town on the right is Bellwood. The tree line (far right) marks the location of the Platte River.**



**Minutes of the Club Meeting  
February 2nd, 2016**

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

**Accident Report**

Accident occurred Monday, September 02, 2013 in Pearsall, TX  
Probable Cause Approval Date: 02/03/2014  
Aircraft: AMERICAN CHAMPION 7GCB, registration: N9967Y  
Injuries: 2 Minor.

While in flight, the rudder cable separated. The pilot was able to return to the airport and align the airplane to land. During the landing flare, the airplane began to drift and the pilot was not able to correct the drift. The pilot initiated a go-around; however, the airplane then entered an aerodynamic stall and subsequently impacted the ground. Examination of the rudder cable separation area found localized melting, darkening, and oxidation consistent with electrical arcing. The elongation and oxidation of the overstressed wires was consistent with separation at high temperature. According to the pilot, the passenger had gotten his foot caught in the rudder cable. The pilot believed that the rudder cable came in contact with the battery at that time; the battery box did not have a cover, and the positive terminal of the battery was unguarded. The contact would have resulted in the electrical arcing and the subsequent cable separation.

The National Transportation Safety Board determines the probable cause(s) of this accident as follows:

The failure of the rudder cable due to electrical arcing damage from contact with an unguarded battery and the pilot's subsequent loss of control during the go-around.

**Classifieds**

**For Sale**

**Avid Flyer Mark IV**



*Avid Flyer Mark IV (Forerunner to the Kitfox) with speed wing & dual tanks  
Approximately 70% completed  
Engine 582 Rotax w/o gearbox ~ never ran  
Finish the project for the price of a new 582 engine & gearbox*

**Price: \$8,500.00**

**If you are interested, contact Wade Johnson  
402-919-9462**

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## Events

**York Airport (JYR)**, EAA Chapter 1055 Fly-in breakfast on the 1<sup>st</sup> Saturday of every month. 0800 - 1000. Free will donation.

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

**Apr 5 - 10**, Sun 'n Fun, Lakeland, FL <http://www.sun-n-fun.org/>

**May 7 - 8**, Guardians of Freedom Airshow featuring the U.S. Navy Blue Angels, Lincoln, NE <http://www.lincolnairshow.com/>

**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](mailto:info@mid-stateaviation.com).

**Jul 25 - 31**, 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](http://www.eaa569.org) and select **Join**.

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