

March, 2018

Volume 43, Issue 3

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EAA Chapter 569 Newsletter

Lincoln, NE



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Meeting Announcement

Date: Tuesday, March 6th

Time: 7:30pm

Program: Flyin' Hawaiian

The program will describe an enjoyable flight around one of the Hawaiian Islands. Wayne Woldt lived in Hawaii when growing up, and recently visited family living on the island of Oahu, the location of Honolulu and Waikiki. While visiting, he had an opportunity to fly a Cessna 172 around the island of Oahu. His program will provide background information on flight preparations and the airport, as well as the flight path and aerial pictures along the way. While visiting, the island experienced particularly large waves, and Wayne will share some information about the massive waves. Please join the program on Tuesday evening, and enjoy the feeling of warmth and paradise, on this short trip to Hawaii.

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



**President's
Message
Harold Bickford**

March is almost here and winter seems still to have a grip on our region. According to one long range forecast we should see periods of warming and cooling into spring with no severe spring storms. As we all know, that is only a forecast. Our actual mileage may vary. Regardless we look forward to a new

flying season and progress on various member's airplane projects.

This month we will be talking about composite structures with a presentation on the subject. In EAA over the years composites have long been a subject of conversation especially from the time of the various Burt Rutan designs which used the foam core/fiberglass sandwich type of structure. People might also remember the Beech Starship from the 80s as being a certificated composite design.

Our recent motorglider flying in the composite Diamond HK-36 is an illustration of how such a concept can result in a clean, efficient airframe with definite visual appeal. The sound and feel are different compared to aluminum and wood/tube/fabric designs.

The Windecker Eagle was an earlier composite design from the late 60s which offered good performance and a sleek look. An unexpected use was in testing the aircraft for radar reflectivity of composite structures over against metal structures.

Though not directly aviation related in 1963 the Chapparral race car was developed using a fiberglass composite monocoque chassis with fiberglass body. The goal was an extremely stiff chassis in a racing environment which had few rules compared to contemporary series. This was achieved and proved to be very damage resistant in the event of a crash. In fact, the chassis was competitive through 1968 which is an eon in racing. During that five year span the car prevailed in races from 150-200 miles all the way to enduro races such as the Sebring 12 hour demonstrating the stiffness and performance needed. Especially noteworthy is that in that time only two fiberglass chassis were raced with a third used for developmental work. There was an additional aluminum chassis used

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Swing Under the Wings was great fun!!!

By Dennis Crispin

The annual Valentine's dinner dance at Strategic Air Command and Aerospace Museum was held on the evening of Saturday, February 10. A great dinner was followed by an evening of dancing to an authentic 1940's swing band. The fun was augmented by dance contests, raffles and a photo booth. The WW2 – Swing Era theme brought out many of the participants in their fashionable 1940's attire. There were a number people in military uniforms, earned in the service of their country.

More photos are in the Photo Gallery at www.eaa569.org.



Gooch and the Guys supplied the music.



Dennis and Linda



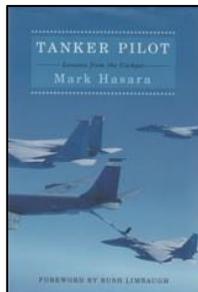
Wayne Woldt and family



The dance floor was crowded and active all evening long.



Where else can you eat under the wing of a KC-97 or by the nose of a B-29?

Book Review –***Tanker Pilot*
by Lt. Col. Mark
Hasara***By Dennis Crispin*

A most interesting look at military battle logistics is *Tanker Pilot* by retired Air Force Lt. Col. Mark Hasara. Hasara spent his career flying KC-135 and KC-10 Tankers. The book focuses on his experiences as an operations and planning officer responsible for keeping the tankers on station during the heavy action in Iraq and Afghanistan.

All the modern strategic bombers and the Air Force, Navy and Marine tactical fighters – that support the boots-on-the-ground troops – are fully dependent upon Air Force tankers. Some of the close support aircraft hold less than an hour's fuel at combat power settings, making multiple refueling contacts a part of every mission. The tanker guys like to say, "Nobody kicks ass without tanker gas."

The battles in the middle east had their own complexities. Some of the coalition countries refused to let the tankers overfly their territory, making needless long flights to arrive on station. Some of the pilots from other countries received their appointments from political connections rather than training and experience. The book gives accounts of scary moments that happened when these individuals screwed up their refueling contacts.

The refueling "boxes" were generally set up outside the combat

areas, but at one point the high command decided that too much time was being lost with the combat planes going out for gas. So, the refueling areas were moved right over Iraq, putting the undefended tankers within the range of SAM missiles. A partial defense was afforded by putting a screen of Air Force fighters under the refuelers. Eventually, some of the tankers were fitted with Electronic Countermeasure equipment.

The book's most telling and distressing statement is that we don't have enough tankers to support a two-front war! In Desert Storm, some of the lower priority targets went unanswered when tankers weren't available to refuel the strike aircraft.

Tanker Pilot is a fine look at an often unrecognized and underappreciated part of modern military logistics. The book was published just a few weeks ago and available at Barnes and Noble [and on-line sources](#).

Young Eagle / Eagle Flights*By Cristi Higgins**Young Eagles Coordinator*

The chapter has given me permission to get some special people up in the sky! I have a couple pilots but need more to fly special needs folks. Most are over 18 but flying is magical and everyone should get to do it if only once.

The event will be in Seward (KSWT) on March 30th at 9:00am.

If you can help, please contact me higginschristi@msn.com. We will also have some Young Eagles and a couple very interested eagles to introduce aviation to.

Wart Removal*By Tom Winter*

Divorce is expensive. (Don't worry — Joanna and I are still the honeymooning lovebirds!) But if you have to do it, divorce can be a good thing, even if pricey. One good friend in the 70's told me his divorce set him back \$20,000, which back in those days was some real money. Another old friend, telling of his divorce put it this way "It was like getting a wart removed."

I have a wart, and I rejoice so much about getting it removed, that (1) expense be damned, and (2) I may just throw a party! What am I talking about? It's that blankety-blank black wart on my panel, the transponder!

As for expenses, Wally Peterson, of blessed memory, once put it this way: "No use worrying about expenses if you're going to own an airplane." And then there is Ernie Smith, of Red Oak, Iowa, world's oldest active pilot, and owner of a very nice Cessna 150, who put it like this: "Own it?" he asked. "Never owned it. I just keep buying it." With these preambles, my upcoming "divorce" is like the light at the end of the tunnel.

The tunnel is my chronic and recurring case of Transponderitis. Any itis is an inflammation, and that is apt, because I could get inflamed about transponders! Oh, the string of expletives I could unleash if I weren't a civilized retired Latin teacher! (I appeal to the reader's imagination.) For me, the transponder has been the least dependable, the most accursed thing in my 150.

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Picture it: perfect day to fly, you're on climb out, the engine is singing, there are clouds above to dance with, you're in your heaven without a care in the world. What could possibly spoil such a perfect time?

"I'm not getting your Mode C."

And you think "But I just paid money to have it recertified two flights ago!" and what you say instead is something like. "Noted. It'll warm up." And you hope it might. That word from Tower or Departure, "Not getting your mode C," is as bad as getting vinegar poured on your birthday cake. And throughout the whole flight the feeling is a sheepish one, almost as if you didn't really belong up there, a second-class citizen of the air. It is dark and bleak, here in this transponder tunnel.

Or worse, your transponder is on, you've had it warming up ever since your engine started, but it is transmitting so far off-channel that they are not even getting your transponder return. You find this out when you get "Confirm transponder on." What can you say except "Affirmative on."

I lately got a loaner transponder that had also been recently recertified, but recertification is sort of like the medical: the AME attests that the pilot is airworthy on the day of the exam. After that... For me, it's been three times that transponder malfunction has followed close on the heels of recertification.

And the light at the end?

It's ADS-B. I've taken advice from every quarter and finally picked out my gizmo. Even at a very good price, more than a tenth the

value of the 150. "No use worrying about expenses," and "Nice 150? I just keep buying it." But my ADS-B gizmo is paid for, on its way, and waiting to be installed.

Well, of course there may be a new set of problems, but for now, Goodbye, goodbye King KT76-A! Far, far from missing you, I may just spit on your grave!



News from

EAA Headquarters

Cessna Inspection Affects Thousands of Airplanes

The FAA has proposed an airworthiness directive (AD) that would affect certain models of Cessna 172, 182, 206, 207, and 210 airplanes. This AD is in response to reports of cracks found in the lower area of the forward cabin doorpost bulkhead as a result of metal fatigue, and would require repetitive inspections of the lower forward doorpost at the strut attach fitting.

The FAA estimates that 14,653 airplanes will be affected by this proposed AD. Inspections are expected to cost \$127.50, with repairs ranging from \$2,540 to \$2,992.

According to the notice of proposed rulemaking (NPRM), failure to inspect and repair the cracks "could result in failure of the wing strut attach point during operation, which could result in loss of control."

EAA is evaluating the AD in conjunction with industry partners

and will continue to update members.

The FAA is accepting public comment through March 19, 2018. If you wish to submit a comment, you may do so on the NPRM's [online docket](#).

ATC Privatization Pops Up Again in White House Budget

EAA and other GA groups remain unified against plan

The White House again pushed out the flawed ATC privatization proposal as part of its 2019 federal budget proposal, despite growing opposition to the plan, which would give control of the nation's air traffic system to a board controlled by major airlines.

EAA and other general aviation groups, along with a wide spectrum of aviation, consumer, and even some conservative groups, have already dismissed the ATC privatization proposal included in H.R. 2997. Along with the threat that privatization would present to general aviation and rural airports, such a change would eliminate congressional oversight of the nation's air traffic system currently maintained by the FAA, without providing a faster path to modernization.

"As long as the privatization idea keeps reappearing, EAA joins the rest of the GA community in saying what we've said before: This is a bad solution in search of nonexistent problem," said Jack J. Pelton, EAA CEO and Chairman of

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the Board. "This plan does not provide any relief to the true causes of delays in the ATC system and constitutes a corporate giveaway of taxpayer-funded national assets. It is crony capitalism at its worst."

The proposal in H.R. 2997 faced strong opposition from many in Congress across the political spectrum. Three non-partisan government oversight agencies also panned the proposal for reasons that included actually slowing FAA's pace of modernization to adding \$100 billion to the federal deficit over the next decade. There are also questions about national security posed by a nongovernment entity operating a national airspace system.

Other controversial provisions in the White House budget proposal would slash funding for Essential Air Service to rural airports that rely on commercial service to link to major hubs, and reduced FAA funding that would include the Airport Improvement Program used to make safety upgrades at general aviation airports.

"We have heard many times that White House budget proposals are aspirational goals for what an administration would like to see, but the budgets are almost always dead on arrival to Congress," Pelton added. "We will be asking for EAA members and the GA community to help us make sure that any ATC privatization proposal remains nothing more than a proposal. EAA continues to stand for modernization, not privatization."

EAA urges its members and GA pilots to continue to make contacts with their elected representatives in Washington. More information is available at ATCNotForSale.com and EAA's [Rally Congress](http://RallyCongress) website.

Classifieds

For Sale

- 1997 Buckeye Dream Machine Powered Parachute
- Quad City Challenger II
- 1971 Bellanca Super Viking
- Zenith CH701 (one wing and tail completed)

Contact Stan Marshall, El Dorado, KS
(316) 321-2272 (leave message)

(President's Message, cont'd from page 1)

for one season which had a tendency to transmit vibrations from track irregularities; though lighter it was not as strong and more fatiguing to drive.

Composite structures of course allow for great latitude in shaping and surface smoothness which are well suited to aircraft structures. Fabrication techniques and the underlying engineering are what make composite structures intriguing and challenging. In homebuilding those techniques can yield some interesting applications and designs. Join us as we look at this interesting aspect of building.

Again, our meeting is the 6th of March, 7:30pm at the Duncan MPI shop. Also remember our monthly fly-in breakfast is on March 17 at Crete. See you in March!

Harold Bickford,
Chapter President

Minutes of the Club Meeting February 6, 2018

The meeting was called to order at 7:33 PM by President Harold Bickford.

Vice President Buddy Smith introduced John Schwery who

presented a Powerpoint slide show of his build of a RV 10. John looked for 2 years to find just the right partially complete RV 10. He found a plane with the quality of workmanship he was looking for in Ohio in 2013. It was being built by three experienced builders. The build team worked together every Wednesday evening for 3 years to bring this plane to the point where it was ready for John to take over.

In April of 2016 he picked up the airplane. They spent all day packing the partially completed plane. With everything in place, they traveled about 20 miles when they heard a "thump" and discovered that a wing had dropped a few inches with only minor damage.

Final assembly took place in an oversized one car garage. John made very few deviations from the plans with the baffling being the most tedious part of the project. He found the constant speed prop to be heavier than he expected. Finally, the small building became too small to work in and the plane was moved to the garage in their home. It was time to put the wings on and make it look like an airplane. Painting took 2 months to complete.

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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.

Mar 30, Young Eagles Rally, Seward, NE (KSWT) 0900 – 1200. Contact Cristi Higgins if you can help out in any way. Her contact information is on page 1.

Jun 8-10, Nebraska State Fly-in, Chadron, NE (KCDR).

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

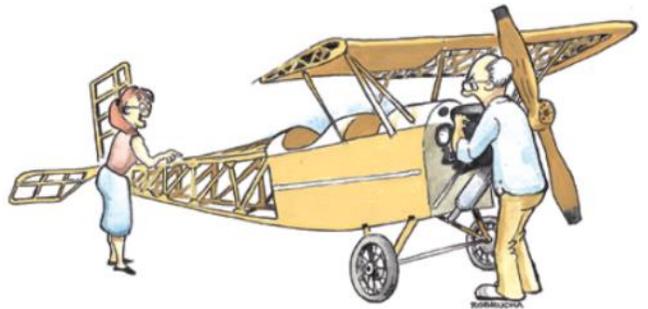
The plane was then loaded on to a trailer and moved to a hangar at Crete. FAA made their visit and checkout in January of 2017. No significant issues were found. The 25 hour fly off took a little longer than expected. Currently the RV 10 has 70 hours on the meter and it's time to take the family cross country.

Just before the hammer dropped a motion was made to donate \$50.00 to the Aviation Arts Council. The

motion was seconded and carried by the majority of members present.

There being no further business, the meeting was adjourned at 8:49 PM.

Respectfully Submitted
Doug Elting, Secretary,
Chapter 569



HAROLD, DID YOU USE HARD WOOD
BACK HERE, OR DID IT JUST PETRIFY
DUE TO THE LENGTH OF THE PROJECT?

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

