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# EAA Chapter 569 Newsletter

Lincoln, NE



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## Meeting Announcement

**Date:** Tuesday, March 3<sup>rd</sup>

**Time:** 7:30pm

**Program:** Mark Gaffney

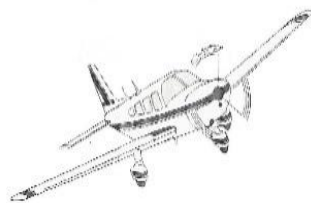
Mark is the FAASTeam Program Manager. Their mission is to *Lower the Nation's aviation accident rate by conveying safety principles and practices through training, outreach, and education; while establishing partnerships and encouraging the continual growth of a positive safety culture within the aviation community.*

Mark will be discussing recent Nebraska aviation accidents. Attending this qualifies you for a WINGS credit.

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

**Note 1:** Greg Whisler, originally scheduled for the February meeting has been rescheduled for the June meeting.

**Note 2:** It was proposed at the February meeting to change our monthly meeting start time to 7:00pm. If you have any objections to this, please contact an officer or better yet, bring them to the March meeting.



**President's Message**  
**Tom Winter**

## Update and nostalgia with Kerm

Just checked in with Kerm Wenger, known to all as our breakfast guy. His open heart surgery will take place in the first week of March. They postponed it until an infection could be cleared up. His heart itself is okay, but the arterial supply to the heart has five blockages, so it will be open heart surgery rather than just a matter installing stents via catheter. They found it

following up on a fever with lightheadedness stemming from the infection, causing his son to suspect a stroke. No stroke, but...



**Kerm**

Kerm expressed concern about missing his role in the third Saturday Crete breakfasts. I assured him we've got a great group, and some will certainly step up.

We reveled in some nostalgia. I first knew him as a hangar neighbor with a Bonanza. Kerm has owned four planes. Back in the day, he kept a Piper Tri Pacer at the Pester airstrip. Kerm liked the handiness of the grass strip. "There was fuel. You could top off on the spot, make a notebook entry and be billed once a month." He and his son also had access to Kramer's Cub, which was parked right

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next to Wally Peterson's there at the Pester strip. More than once I bicycled there to join Wally for a flight in his Cub, and there'd be two Cubs, side-by side! Kerm's son learned to fly in Kramer's. In those days, Clay Champoux also hangared at the Pester strip, a 172. Later Kerm co-owned a 172 with Dale Hancock. Then there was his Cherokee 180, from which he traded up to his Bonanza. In the days before the Duncan expansion that got the old hangars either moved to Siberia or junked, we were hangar neighbors. When I'd hear the hangar doors, I'd bicycle around and chat him up, or, right next to Kerm, there would be Diane Bartels. I envied Kerm his

south-facing hangar, especially in winter, when my north facing hangar would have black ice over the apron. Kerm's hangar was certainly a cheerier place, in sunshine instead of shadow! Glad times.



**The ever-changing confluence of the Loup and the Platte makes Columbus a favorite destination.**

hope better appreciate what they have.

Columbus has been over the years a favorite flight destination. Back when Google Earth was brand-new, I zoomed down on Nebraska looking for something interesting to fly to. The most obvious thing was the confluence of the Loup and the Platte Rivers, and that is OLU!

There was lots more at the Columbus Airport, with interesting people doing interesting things. Keith Harbour, airport manager, is a great story-teller, so I always give him an ear. Last fall, he mentioned that the manufacturer of the

Nanchang CJ Chinese trainer planes was paying Keith's way to China to consult about Americanizing CJs for the US market. By definition, this means Keith Harbour, our own airport manager, is an

internationally recognized resource in aviation. The journalist, that I was in my first life, smelled raw meat!

So, recognizing a great news item, I queried AOPA Pilot magazine. They were interested. So when Keith returned, I debriefed him, wrote it up, let Keith check it to make sure I got everything straight, and sent the story in to Pilot. They wanted it cut to 500 words, and to put it in the Briefing section. Phooey.

Next step was to query Matt Lindberg, managing editor of the Columbus Telegram. "Yes, we're interested." So I sent it in, with "I hope you will find room for it: I believe Columbus should know what an international treasure you have at your airport." They are printing it, with pictures.

Keith has conflicts about Tuesday evenings, but I still hope to get him to tell us first-hand, about his Nanchangs and his time at the factory in Nanchang, China.

Tom Winter,  
Chapter President

### Builder's Report

*By Doug Volkmer*

Internet Forums. Great place to share information with other people from around the world. They are a great resource in the homebuilding world as well.

I'm a member of an RV builders forum with a few thousand members. If you come across a situation in your build where the plans have you scratching your head, do a search in the forum and chances are someone else has encountered the

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### The story of a story

Do towns know what a treasure their airport is? Marion Blakey, when she was the Administrator, put it like this: "When economic opportunity comes to town, it doesn't get off at the Greyhound station." The city of Columbus will soon know more about their airport, and I



**Keith Harbour looking after a customer's Nanchang CJ6A.**



same situation. Not sure how to torque that bolt or wire up your radio, a good chance you'll find your answer in the forum. Between the improved quality of the kits and having access to the internet to research and share information with other builders, the homebuilt arena has gotten easier.

A few years ago, I was to the point in my build where I needed to start looking for an engine. I needed to start prepping my firewall, fitting my cowling, install the baffles. I was looking to go with a 180hp engine for my RV-7. I put a request on the RV forum I frequent to see if anyone knew of a good engine for sale.

I had a response from a fellow in Oregon. Larry said he had a certified O-360 with only 135 hours. Larry had bought it from a guy in California. We'll call him Jim. Jim had it on his RV-6A but had lost his medical. According to Larry, Jim "originally was going to sell me just the entire FWF. I

asked him why he was doing that, and he said that he was going to scrap the rest of the plane because he couldn't get his medical and didn't want to get sued!!! I told him of the other things he could do to protect himself. He told me this was not the first plane he had done that with. Long story short. He sold me the rest of the plane on condition that it wouldn't fly. To ensure that, we CUT THE WINGS AND TAIL OFF. (I am going to RV \*\*\*\* for murdering an

*airworthy plane!*)". Yes, they ruined a good airplane.

Larry bought the engine anticipating putting it on an RV project he has was working on but decided to scrap the project as he was happy with his Bellanca Cruisair. So after exchanging emails and phone calls with Larry I decided to buy this engine.

Fast forward to 2020, I'm to the point now where I need to start thinking about cranking it up. Larry had it pickled with Aeroshell preservative oil but it still bothered me it had been sitting for a while. We all know the best thing you can do to an engine is run them.



**From Paradise, CA to Eugene, OR to Lincoln, NE.**

Last spring, while working in the hangar, I had a fella stop by. Andy was interested in my project and asked me a few questions about it. Before leaving, Andy, who built an Oshkosh Bronze Lindy winner RV-4 back in the 90's, gave me his business card and said "I like to help RV guys."

I took Andy up on his offer and contacted him last fall. We did a borescope on a couple of the cylinders. Sure enough, we found

some corrosion in the cylinders. Crap.

I had a couple options here. Continue on, check compressions and thoroughly check the filter and suction screen after oil changes. Or pull the engine and run it up to Central Cylinder in Omaha. I went back and forth on this and decided to pull the engine.

I talked to Dan at Central Cylinder and told him my situation. He said they had 5 engines in their shop now but they'll work it in.

So off to Omaha it went.

About a week later I received a call from Dan. He had good news. He said "it looked like new on the inside." They honed the cylinders and put new rings in. They also did a 500 hour on the mags and installed a new float kit in the carb. All in all, I came out of it pretty good.

So the engine is back and mounted on the plane. I'm currently in the process of hooking everything back up and preparing for the first engine start. Dan said he can come out and help me with that.

Some of the other things I have left to do:

- Finish rigging
- ADS-B install
- Begin FAA paperwork
- Fuel flow test
- Weight & Balance
- Pitot/Static test
- Draft a POH

I also need to start getting myself ready. I'm going to work on a tailwheel endorsement in a Champ this spring in Wahoo. After that, I'm going to seek some RV transition training.

President Winter ended his January message with "it's going to be a great year." I hope he's right!

## Minutes of the Club Meeting

The February 4<sup>th</sup> meeting of EAA Chapter 569 was called to order by president Tom Winter at 1930.

Members introduced themselves. Tom Trumble proposed the chapter consider acquiring embossed name tags for the members, and offered to investigate cost.

Guest Shawn Krzycki spoke of plans for the Crete airport as the new manager. The airport will likely install self-service fuel. Shawn is purchasing the repair shop. The FBO will do business as Elevate Air Services. He believes there is sufficient demand for 12 new hangars. Cristi Higgins emphasized the need for a 24 hr bathroom. Noted.

Tom Trumble moved and Eric Corbridge seconded the chapter meeting time be moved to 1900. After discussion, Tom moved to table the motion so that absent members could respond after a notice in the newsletter.

After discussion, President Tom appointed Lori Oliveros to make the go/no go decision on the prior Thursday for the monthly Chapter breakfast since she is responsible for the grocery shopping that day. John Cox would then send an email to members.

President Tom appointed the current Christmas party committee to continue for 2020. Suggestions were offered about the venue, since the SAC museum will no longer be an option.

Discussion ensued about the September potluck picnic. It will be held Sept 12 or 13.

Tom Trumble reported on upcoming programs.

**March** -Accidents in Aviation

**April**-Tour Duncan Aviation

**May**-Tour Nebraska State Patrol hangar

**June**-Greg Whistler

Cristi Higgins announced a Young Eagles event in April for the 4-H girls.

Cristi Higgins reported \$3869.61 in breakfast account, \$3696.66 in general account. The chapter holds a CD for \$7000. Cristi asked to move \$3000 to the CD to qualify for a higher interest rate. Harold Bickford moved and Doug Volkmer seconded to make the transfer. Motion passed.

Edi Bickford suggested starting a sign-up sheet for meeting treats.

The 2019 Most Valuable Member award was presented to Harold Bickford.

Dean Hoy suggested the chapter purchase an EAA calendar for Shaun Krzycki.

There being no further business, President Tom adjourned the meeting.

Respectfully submitted,  
Jerry Mulliken, Secretary



News from

## EAA Headquarters

### You Can Now Buy Select Prints of EAA's Photography Online

EAA is excited to announce that prints of some of the best of our aviation photography are now available. We've partnered with a third party to offer a variety of print and product options for you to showcase select photography produced by EAA. [Browse through our galleries](#), select the photo you'd like to have printed, and then view the product options. We will be adding more images to the galleries in the future.

### Total Number of Young Eagles Reaches 2.2 Million

The biggest youth aviation education program hit another milestone in January, as the Young Eagles program surpassed 2.2 million kids flown since the first flights took place at the 1992 EAA Fly-In Convention at Oshkosh.

"As we reach each of these milestones, it's a further credit to the dedication of the EAA-member pilots and volunteers who have committed their time and aircraft to bringing young people into aviation," said Jack Pelton, EAA's CEO and chairman of the board. "The success of Young Eagles means thousands of today's under-40 pilots — both professional and

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recreational — can trace their personal journey back to that first flight with a Young Eagles pilot."

Young Eagles has also been the foundation of EAA's newer efforts to encourage and engage young people in aviation. That includes the Sporty's online Learn to Fly course, available to all Young Eagles and now approaching 75,000 enrollees. It also set the stage for last year's inaugural group of Ray Aviation Scholarship recipients, as more than 100 young people earned full flight training scholarships in conjunction with local EAA chapters.

Dozens of aviation companies also support Young Eagles, including Phillips 66, the program's presenting sponsor. Other supporting sponsors include Garmin, Lightspeed, Waco Aircraft, the Academy of Model Aeronautics, and Global Aerospace, as well as Young Eagles flight plan sponsors Embry-Riddle Aeronautical University and Sporty's Pilot Shop.

"To every pilot and ground volunteer who has been part of Young Eagles, the aviation community thanks you," Jack said. "If you haven't flown a Young Eagle yet, we enthusiastically invite you to do so. You will have a more

impactful influence on the future of flight than you'll ever know."

More information is available at [EAA's Young Eagles website](#).

### Accident Report

Accident occurred 11/21/2018, 1045 CST, Sand Creek, WI

Aircraft: Cirrus SR22, Registration: N579CP Aircraft Damage: Substantial Injuries: 1 None

### Analysis

The pilot reported that, during a ferry flight, while climbing the airplane to cruise altitude, the engine temperatures increased quickly and that the engine then surged. The pilot added that he "switched" the boost pump, adjusted the mixture lever, and then deployed the ballistic parachute system at 3,500 ft mean sea level. During the off-airport landing in a field, the airplane impacted an irrigation sprinkler system.

The airplane sustained substantial damage to the fuselage.

Postaccident examination of the airplane by a Federal Aviation Administration (FAA) inspector revealed that two air lines were disconnected and that there were no torque lines on the lines. According to the FAA inspector, the pilot and a mechanic who had conducted the airplane's last maintenance reported that the airplane had been flown 7 hours since the last maintenance. The mechanic had replaced three cylinders during the maintenance, which required removal of the air lines. It is likely that, during the maintenance, the mechanic did not properly secure the air reference line, which led to a loss of engine power.

### Probable Cause and Findings

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

The mechanic's failure to properly secure the air reference line, which resulted in a loss of engine power.

### Events

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

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

**Mar-Apr**, EAA Webinars. [Click here for more information](#).

**Mar 21**, Rusty Pilots Seminar, Millard, NE (KMLE) 1300 – 1600 [Click here for more information](#).

**Mar 31 - Apr 5**, Sun 'n Fun, Lakeland, FL; <http://www.sun-n-fun.org/>

**Jun 25-28**, Midwest Aerobatic Championship, Seward, NE (KSWT); If you would like to volunteer, call or text Tom Trumble @ 402-540-6089.

**Jul 19**, Nebraska State Fly-in, O'Neill, NE (KONL) [Click here for more information](#).

**Jul 20 - 26**, AirVenture, Oshkosh, WI <http://www.airventure.org/>



And finally ...

## Fly-in Drive-Thru



**“Welcome to the EAA Chapter 569 fly-in breakfast, may I take your order?” says Roger Aspegren to Doug Prance in this photo taken in September, 2009. If you have a photo you’d like to share, please send it to your newsletter editor.**

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