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EAA Chapter 569 Newsletter

Lincoln, NE



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Meeting Announcement

Date: Tuesday, May 5th

Time: 7:30pm

Program: Business Meeting Only

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



**President's
Message
Harold Bickford**

Here we are in May already. Winter weather is behind us and the warm days are beckoning with their skyward call to those folks known as Aviators. Let's seize those moments!

Don't forget to mark your May calendar for Saturday the 30th as we make our builder's tour of various chapter airplane projects. We have four projects scheduled concluding with hot dogs and burgers at Harold and Edi's just outside of Auburn.

This event should provide some good insights and inspiration in the arena of homebuilt or "experimental-amateur built" aircraft. Learn-build-fly is the EAA motto and we have the opportunity to experience that through the efforts of our members. Perhaps you have been thinking of a project and just need that final nudge to say "I can do this!"

Harold Bickford,
Chapter President

Builders' Tour Info

By Doug Volkmer

As Harold stated, we have the Builders' Tour coming up on Saturday, May 30th.

More details of the tour are on the following page but we'll start the tour at noon at my place. I live in southeast Lincoln and have this RV-7 project growing in my garage. We'll serve up a light lunch of sandwiches, chips and beverages.

We'll then move up north about 4 miles and check out Dave Eloge's Zenith CH 701 project. Dave is on a corner lot and entry is off of East Avon Lane.

After Dave's, we'll then head to northwest Lincoln and scope out Mark Gaffney's Teenie Two project.

We'll wind up the tour in Auburn at the Harold and Edi Bickford's residence. Harold has a couple projects going. Exercise caution if you use a GPS as Harold stated it'll take you places you never dreamed of. Here's his instructions:

After arriving at Auburn head south on highway 75 passing the second stop light which is at the shopping center (Sun Mart, Shopko, Subway, Pizza Hut). From there head south on highway 75 for 3 miles to 725 Road. Then turn right (or west) on 725 Road for one mile. At that point turn right (or north) on to 638 Ave. We are on the east side of 638 Ave just over 4/10 mile from the 725 Rd/638 Ave. corner. Be aware that last mile and a half on 725 Rd. and 638 Ave. are rock roads; this is rural living.

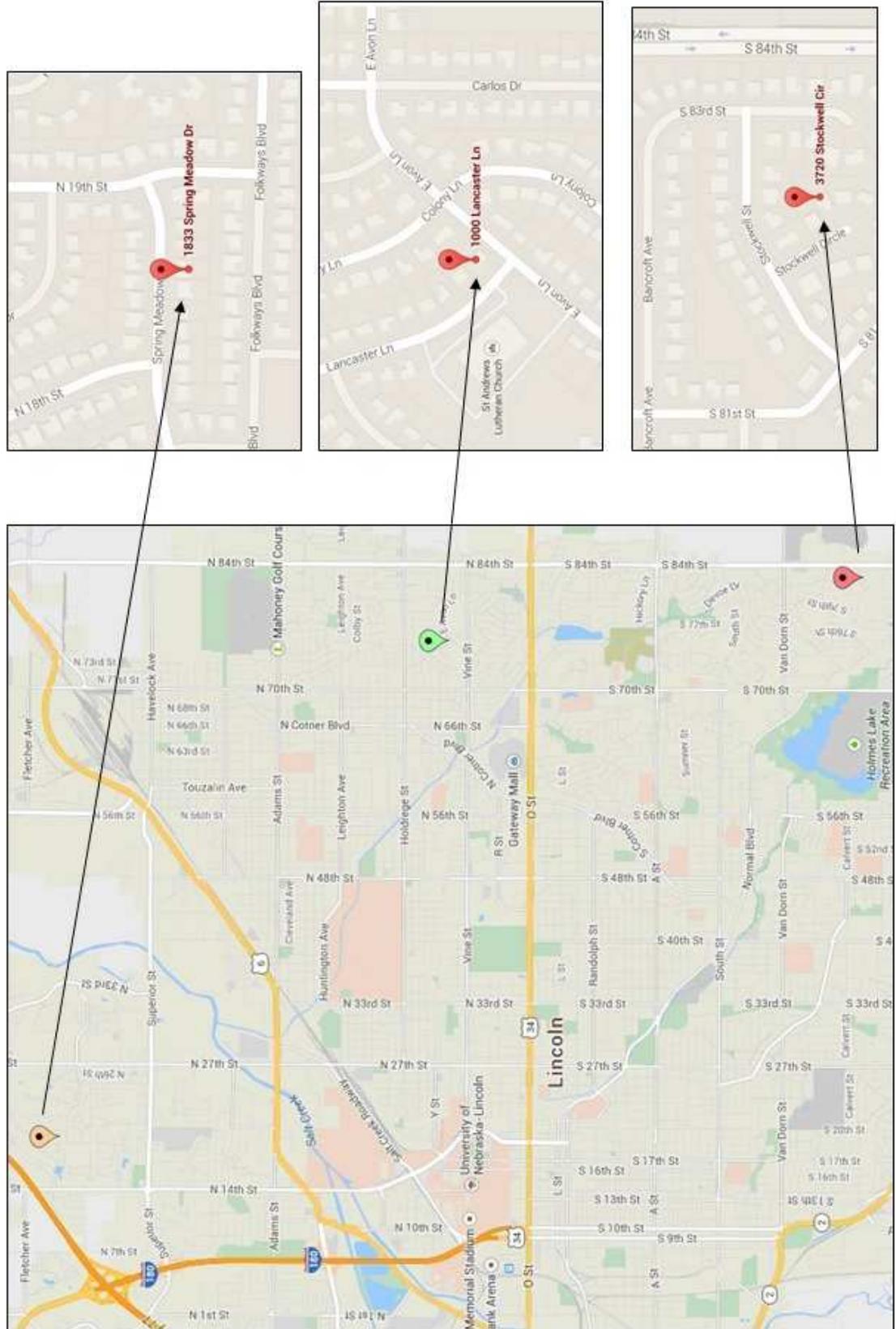
Alternatively if anyone desires to fly, Farrington Field (K01) should be open as they haven't started the new runway project yet. Shuttle service will be available. Phone numbers are 402-274-7530 (Harold) and 402-274-8038 (Edi).

May 30th Builders' Tour Info

May 30th Builder Tour Stops

- Noon - Doug Volkmer (RV-7), 3720 Stockwell Circle (red pin, lower right)
- 1:30 - Dave Eloge (Zenith CH 701), 1000 Lancaster Lane (green pin, middle right)
- 3:00 - Mark Gaffney (Tennis Two), 1833 Spring Meadow Drive (yellow pin, upper left)
- 5:30 - Harold Bickford (Pietempol and Zenith STOL 750), 72544 638 Ave, Auburn, NE

Area of Detail



plane talk by Lauran Paine, Jr

Harry picked me up in his “airport car,” as opposed to his “go to town car” of the evening before, when his wife, Lynn, and I went out for dinner. Today, he was taking me to the restaurant where we were meeting members of EAA Chapter 663 in Livermore, California. I liked his airport car. You know the type: faded paint, a door that clangs as much as it closes, and worn-out seat cushions that wrap around you. “It runs good,” Harry said. “Why get rid of it?” Exactly!

Next, we drove the “HarryMobile” to the Livermore Municipal Airport (LVK). Let the fun begin; we had pilots to meet and projects to see. LVK is a towered airport, with two parallel runways, 7 and 25, one short, one long, all framed by green rolling hills in the distance. There are hangars on both sides of the airport, and we zigzagged around and between many of them.

Harry and I stopped to talk with Dick, who was doing his annual condition inspection on his RV-6. His airplane is sort of an orange metallic color, until you walk around it and see it turn green. Dick asked us about a wire routing that he was considering. Harry and I gave him our 2 cents worth. It all reminded me of my home airport: If you have a question, you ask it.

Then we went to another hangar in which we found an “under construction” RV-7A. Rumor had it that the builder/pilot was almost ready to start his engine for the first time. The pilot’s name? Bob.

Here’s where I break in and tell you that EAA Chapter 663 has

either four or five, I don’t remember exactly, Bobs in it, which is why I had to start differentiating them.

This particular Bob had a Mattituck engine; he, therefore, became Mattituck Bob. And Mattituck Bob did start his engine for the first time, after doing all that must be done, such as checking the oil, checking the plugs, and briefing the start. He cranked it once. He cranked it twice, and...it started! Mattituck Bob’s smile was big, as were all the smiles in the crowd. “First start” is a big deal! I was honored to be a part of it.

At Mattituck Bob’s hangar I met Dave, who once worked for Burt Rutan. Dave has, you might guess, a fiberglass airplane, a Velocity. Dave showed me another Velocity in a hangar a couple doors down. It was pristine. Not a flaw, near as I could tell. It belonged to John, a former U.S. Air Force pilot. His workmanship made sense; his hangar was neat and organized, too. I didn’t get to meet John, but his workmanship represented him well.

All the while we were visiting hangars and projects, there was a Champ going round-and-round in the traffic pattern. I was told it belonged to the local flight school. A flight school with a Champ—I liked that a lot!

Back in the HarryMobile we continued our journey within the matrix of friendship that exists at the Livermore airport. I met Bruce Cruikshank, a former U.S. Marine A-4 pilot. He built an award-winning RV-4 and was on the cover of the January 2001 issue of EAA Sport Aviation. He’s a talented, friendly, and inspirational

guy. He fits right into the “Band of Builders” at LVK.

After meeting Bruce, we went to Pink Bob’s hangar— aptly named; Bob has a pink airplane. We found a flying pig, a toolbox with drawers labeled “big squeezey things” and “little squeezey things” and “pointy things,” a picture of his wife, and Dick’s airplane.

Let me tell you the story about Dick’s airplane, a Glasair. On the side it says, “Slippin’ the Surly Bondo.” Arriving at Livermore from another airport, Dick couldn’t get the nose gear to extend. Try as he might, he had to land with it retracted. As you might imagine, it ground a few things, like the underside of the cowling and a bit of the spinner.

Enter Pink Bob, whose airplane is also a Glasair. Pink Bob moved his Glasair into another hangar so Dick could put his airplane in the hangar with the big-and-little-squeezey-things toolbox and start repair work. They’d found the problem, fixed it, and were about halfway through putting the airplane back together. Except while I was there, the “Bondo guys” couldn’t find any Cleco pliers in the big-squeezey-things drawer. Harry lent them his—members helping members—but even more than that, friends helping friends. All under the oversight of a flying pig. Then we visited Harry’s hangar and I saw his RV-6. (He told me he was saving the best for last.) Nice—a cool paint job, and he keeps it covered even while it’s inside the hangar to keep dust off. His e-mail signature is his name, N number, and the hours on his airplane, now at 550. Then we went to see...you

(continued on page 4)

guessed it...another Bob. This one, Banjo Bob, had a nice RV-6 in his hangar. But then we went to visit Banjo Bob's heated and air-conditioned shop on the hill by his house. In it was an RV-10 under construction with a fancy panel and lots of wires. We saw neon signs on the wall with saxophones on them. Okay, I can imagine you with furrowed brow asking, "Banjo Bob has saxophone signs?" I'll break the code for you: Banjo Bob plays both the saxophone and the banjo in Chris Bradley's Traditional Jazz Band. He gave me a CD. They are good. And the name Banjo Bob sounds better than Sax Bob, so Banjo Bob it is. I visited a lot of hangars on the day of my Livermore visit. One of them had a self-propelled bar stool in it. I was told it's best to drive it early in the evening because it has a high center of gravity. Whose hangar was it in? I don't remember. So, tell you what: Meet me at LVK and we'll go look for it. You do the asking. That evening I was scheduled to give a talk at the chapter's dinner banquet. I don't give speeches (they make me nervous), but I do give talks because I get to meet nice people. EAA and Chapter 663 are full of them. This is what I said, "Everybody in here raise their hand whose name is Bob." You can imagine the response.

(This article originally appeared in the May, 2009 issue of EAA Sport Aviation.)

Minutes of the Club Meeting April 7th, 2015

The meeting was called to order promptly at 7:31 PM CST by President Bickford.

The program for the evening was presented by Vince Goeres, author of Wings over Nebraska, Historic Aviation Photography. Vince gave an interesting presentation of aviation in Nebraska from 1910 to more recent years. Photos ranged from early powerless balloons, where fabric bags were held over bonfires to warm the air, in Polk, Nebraska, to the Baysdorfer Airship in 1907 Omaha which was the first airplane built in Nebraska.

Vince showed photos of the Wright Flyer that flew at the Nebraska State Fair in Omaha in 1920. The pilot, Art Hoxey crashed the aircraft into the horse barns at the fair without serious injury.

The Savidge Brothers from Ewing, Nebraska were the first successful pilots in Nebraska in 1911, followed by the Morrow Brothers in 1912. Several images were shown of the Fort Omaha Balloon School where balloon pilots were trained during WWI. Several images of early Lincoln Standard Airplanes were shown. Many of these planes were conversions of WWI surplus airplanes. The Lincoln Page was a new design airplane built in Lincoln in 1924.

The Bellanca Cabin Plane was built in Omaha 1922 and the Overland Sport in the 1930s. He also showed photographs of the Omaha Air

Races that were flown from Western Iowa to Omaha. Numerous photos of early parachutists and barnstormers were shown together with B26s and B29s built in Omaha during WWII.

The Treasurer reported that we still have money.

The Bylaws will be presented next week for action by the membership.

Discussions were had concerning the builder's tour on May 30th.

The membership also talked about participation in a breakfast to be held in Clarinda, IA on June 21st, Father's Day.

The meeting was adjourned at 9:41 PM.

Respectfully Submitted
Doug Elting,
Secretary, Chapter 569



If you have any program ideas, please pass them along to Vice President Dave Fritz. His contact information is on the front page.

* * *

A big thanks to John Cox, Jerry Clinch, Jerry Alder, Mark Gaffney and Glen Witte who helped Tom Trumble give 27 kids Young Eagle rides on April 17th.

Chapter 569 Shirt Order Form

T-SHIRT ORDER FORM								
QTY	SIZE				NEED IT LONG?	COLOR (please circle)	PRICE PER SHIRT	TOTAL
	S	M	L	XL	(add \$2 for long)	GREY or WHITE	\$7.50 ea	
	2X	3X	4X	5X	(add \$2 for long)	GREY or WHITE	\$9.50 ea	
LONG SLEEVE SHIRT ORDER FORM								
	S	M	L	XL	(add \$2 for long)	GREY or WHITE	\$12.75 ea	
	2X	3X	4X	5X	(add \$2 for long)	GREY or WHITE	\$12.90 ea	
SWEAT SHIRT ORDER FORM								
	S	M	L	XL	(add \$4 for long)	GREY or WHITE	\$12.75 ea	
	2X	3X	4X	5X	(add \$4 for long)	GREY or WHITE	\$12.90 ea	
New!!! HOODED SWEAT SHIRT ORDER FORM								
	S	M	L	XL	(add \$4 for long)	GREY or WHITE	\$25.00 ea	
	2X	3X	4X	5X	(add \$4 for long)	GREY or WHITE	\$27.00 ea	
<small>(price includes tax)</small>								
Grand Total: \$								

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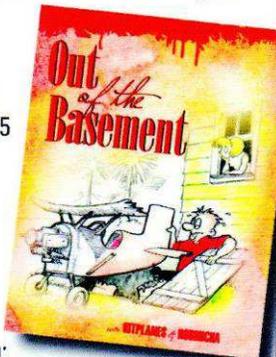


Check out Doug Prange's Aerial Photography work at www.prangephotography.com.

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Lost and Found

Lost - Tom Henry lost track who he loaned his William Wynne Corvair Conversion Manual to. If you have it, please contact Tom. His contact information is on the front page.

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.

May 2, Larry Smith Memorial Fly-in breakfast, York, NE (JYR). 0800-1000. The purpose of this event is to honor the memory of Larry Smith, the airplane pilot and reminisce about a remarkable man. Wear something red, fly a red streamer from your plane and wear some pilot stuff. More info: Kyler Nelson: 402.721.8924

May 23, Seward Airport (SWT), Fly-in lunch in conjunction with the Nebraska Antique Aircraft Association meeting. Open to all! Rain or Shine. 11 a.m.-1 p.m.

June 6, Nebraska State Fly-in, Hebron, NE (KHJH), <http://www.hebronairport.com/> - 9:30 a.m. to 4 p.m.

June 26 - 27, Seward Airport (SWT), MAC 80 IAC West Open - Aerobatic Competition - 9 a.m. to 5 p.m.

July 4, Seward Airport (SWT), Free Airshow - 11 a.m.

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



Young Eagle News

Upcoming Young Eagle Events

June 6th – Hebron (State Fly-in)

June 20th – Beatrice (Homestead Days)

If you can help Tom Trumble with any of these events, please contact him at 402-540-6089. Sometimes all it takes is a Young Eagle ride to spark an interest in aviation in a young child's life.

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