

May, 2016

Volume 41, Issue 5

[www.eaa569.org](http://www.eaa569.org)

[facebook.com/ea569](https://www.facebook.com/ea569)

# EAA Chapter 569 Newsletter

Lincoln, NE



## EAA 569 Contact Information

### President

Harold Bickford  
H: 402-274-8038

[habickford@gmail.com](mailto:habickford@gmail.com)

72544 638 Ave.  
Auburn, NE 68305

### Vice President

Dave Fritz  
H: 308-340-8433

[arapair@atcjet.net](mailto:arapair@atcjet.net)

425 NW 15th St.  
Lincoln, NE 68528

### Secretary

Doug Elting  
H: 402-423-3916  
W: 402-450-9881

[doug@transhc.com](mailto:doug@transhc.com)

5701 So Coddington Ave  
Lincoln, NE 68523

### Treasurer

Mark Werth

2110 Spring Meadow Circle

Lincoln, NE 68521

[mw92713@windstream.net](mailto:mw92713@windstream.net)

### Tech Counselors

Erick Corbridge  
402-499-1039

[Corbe99@Yahoo.com](mailto:Corbe99@Yahoo.com)

Tom Henry

H: 402-791-2116

W: 402-479-1540

[TomHenry3@aol.com](mailto:TomHenry3@aol.com)

### Young Eagles Coordinator

Cristi Higgins

H: 402-476-1841

[higginschristi@msn.com](mailto:higginschristi@msn.com)

### Newsletter and Web Editor

Doug Volkmer

C: 402-560-1625

[rv7doug@gmail.com](mailto:rv7doug@gmail.com)

3720 Stockwell Circle

Lincoln, NE 68506



## Meeting Announcement

**Date:** Tuesday, May 3rd

**Time:** 7:30pm

**Program:** Jessy Panzer will share with us her experience of participating in the Reno Air Races last fall. She flew a Glasair, averaging over 280 mph.

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



### President's Message Harold Bickford

May already is upon us. Soon it will be time to finalize summer plans for travel and vacations. For airplane buffs that translates to Oshkosh. If it flies you will probably see it there. The EAA website has been showcasing some attractions for this year. The latest announcement is having the Martin Mars flying boat as a show participant. It will be based by the seaplane base on Lake Winnebago and be part of the flying displays. Only six were built and this is the last operational one. Originally built as a transport for the Navy, the Mars aircraft were used as fire bombers for many years. With over a two hundred foot wing it is big and should make for an impressive flying display.

A bit of liquid sunshine has come our way during April. Nonetheless the flying activity picks up and building continues. We will soon have lots of activity in the air and on the ground as exemplified by our fly-in breakfast on the third Saturday of each month.

For a program this month we have Jessy Panzer scheduled to give a presentation on her participation at the Reno Air Races last fall. This should be a different and interesting description of an air activity that is pretty much a rarity as compared to aerobatics or sport flying.

We look forward to seeing everybody on May 3, 7:30pm at the Duncan Aviation Engine Shop. Come and enjoy a fun evening.

Harold Bickford,  
Chapter President



**Of course I want to rent it 'wet'! How else would you rent a floatplane!?**

**plane talk** by *Lauran Paine, Jr*

Do you remember your first airplane?

No, not the one you first flew. Or owned. Or soloed. Not even the first one you rode in. I'm talking about the first one you "flew" with your hands— your first model airplane. Are you remembering now?

Maybe your parents or Santa gave it to you. Maybe you "borrowed" it from your brother or sister or from a friend. Or, best of all, maybe you built it. You probably didn't give it much thought at the time, but that first airplane was the smoldering ember that later, somewhere, somehow, began to glow in your mind and eventually became the spark for the passion you feel for aviation to this day: small beginning, lifetime consequence.

The first airplane model I remember was made of some sort of die-cast metal. I don't remember for sure how it came to be mine, but I'm thinking it was a Christmas present. It was sort of T-6 like in appearance— silver with red wings, canopy missing, with wings and landing gear that folded. It was quite hardy, and good thing because I "flew" that thing from my bedroom, down the hall, past the furnace floor grate, to my brother's bedroom, around his bed with the baseball player bedspread, and back to my room with the Hopalong Cassidy curtains. I'd then land it on my bed, lie by it, fold the wings, and look at it. Just look at it. My thoughts weren't deep, but they were like a

smoldering ember: I liked the airplane. It had no bells, whistles, lights, screens, buzzers, or LEDs— only dreams.

Then, again I know not from here, but I'm thinking birthday present, I got a plastic model. The parts were white and came with a tube of glue. The glue stuck to my fingers. If I wiped it on my pants, it stuck there, too. And my shirt. Ditto the rug on the floor.

But I did manage to get some of it on the airplane along with a thousand glue-fingerprints, and eventually the model became an airplane.

Except for the decals. They were rascally things. I'd cut them out with scissors and put them in warm water. They would curl up. When they uncurled it was time to take them out of the water. I then slid the decal off the backing to try and put it on the airplane. Yeah, right! The decal wrapped around my finger. I'd try and put it on the airplane, but when I'd pull my finger away, the decal would wrap around my finger again. Dang it! After about five tries the decal would dry out and wouldn't even stick to my sticky fingers. I did manage to get one decal on the left front side of the airplane. It said "Mr. Mulligan." I didn't know who made the airplane or what its official designation was (and still don't); it was always just Mr. Mulligan. I flew Mr. Mulligan all over the house. I landed it on the couch in the living room. Once I hit between the cushions and had to do some landing gear repairs. I also landed it on my dad's American

Indian rug. That rug had a lot of patterns on it, and they were fertile ground for my imagination to conjure up runways, taxiways, terminals, and such.

A couple years ago at EAA AirVenture Oshkosh I was walking along and looked up and saw a white airplane parked that said "Mr. Mulligan" on the side. Holy memories! I stood there, arms slack by my side, head cocked, with a tight-lipped smile on my face...and the feelings came back.

Mr. Mulligan was special, maybe because I built it. And dreamed with it. Building my RV-8 rekindled a lot of my Mr. Mulligan feelings: I built it, dreamed with it, and to me, it's special, too. The decals went on a lot better, though.

My next model was a plastic DC-3. Something about that airplane: I flew it mostly straight and level. And it demanded I make airplane noises. Maybe it was because it had two engines. And I used to bounce it on landing, bring it in nose low, the mains would hit, and it'd bounce back in the air. Why'd I do that? Don't know, just did. Funny thing, though, I did the same thing when I was learning to fly a real DC-3 in 1971.

Then it was on to a simple balsa wood glider. Stick on the wings and tail pieces and you were good to go. I'd climb up on a fence post and glide it. I'd stand on the lawn and loop it. Over and over and over again. My best-buddy collie dog, Brucie, wanted to bring it back to me like he did the baseball when I threw it, but we got that worked out.

Then came the rubber band powered balsa wood glider. Brucie and I would climb the hill across the road. Then I'd wind the rubber band until it wouldn't wind no more and point the plane slightly above the horizon and give it a slight toss. It would fly seemingly forever, and I'd watch it. The prop would stop, and it would continue to glide, sometimes round and round, and land in the meadow below. Then Brucie and I would go get it and do it all over again. No wonder Brucie and I slept well at night.

Now, graduation: the Guillow's models. They had balsa wood ribs and spars and bulkheads and stringers and tissue covering. I still see them for sale in hobby shops and at AirVenture. I built a Super Cub, even put the rubber band in it and installed the flyable propeller. I spent a lot of time on it. I'd glue the tissue to the wing ribs and then wet the tissue so it would dry taut. One wing warped a little. What the heck, I thought, it's still a wing. I test-flew the Cub on the lawn. It corkscrewed right into the garden fence, pretty much totaled it. Last time I did that.

The next Guillow's I built was a Corsair with gull wings. Had trouble with those. Went to my mom. She was churning butter. (Am I giving away my age?) She probably figured it was a good trade-off: I'd crank the churn while she worked on the Corsair's wings. She put the wingtips between some books and then lifted the fuselage with some other carefully placed books until the droop of the wings looked about like the ones on the box top. She then told me to let it dry, which I read between the lines to mean, "Keep churning the butter." Smart girl, my mom.

I followed the Corsair with an F-86. I painted it silver and put a yellow and black stripe on the fuselage. That F-86 was neater 'n sliced bread! I "flew" a lot of aerobatics in it; that is just what it looked like it was supposed to do. I became an ace several times over. There was a silver F-86 with a yellow and black stripe parked at AirVenture, too. I gave it the same head-cocked-to-one-side longing look.

The smoldering ember eventually became a full-blown spark—at an early age—and it took me to a career in aviation and to where I am today.

Wealthy? No. Famous? No. Happy? Yes.

Whatever happened to the models, especially the first two? Don't know. Along the way I had Little League games to play, college to go to, a girl to meet and marry, jobs to do, and kids to raise. But for a long time, when we'd go visit my mom I could open the closet in my room and look into where she had saved my toy box, and there'd be a red wingtip sticking up from a corner and Mr. Mulligan stacked cockeyed on top of the pile. And I'd feel the twinge of childhood. Still do, thinking about it.

Have I got you thinking about your first model airplane? I hope so. Let me test my theory that it's a special memory. I'll ask Mike, my airline captain buddy, "Remember that blue F4U Corsair with the folding wings that your dad gave you for Christmas?"

I guarantee you that right now Mike is smiling and nodding his head.

*(This article originally appeared in the March, 2007 issue of EAA Sport Aviation.)*

## **EAA Partners with FAA, Dynon for STC Breakthrough to Upgrade Safety, Reduce Costs for Aircraft Owners**

*Submitted by Charlie Becker,  
Director of Chapters, Communities &  
Homebuilt Community Manager*

EAA, in partnership with Dynon Avionics and the FAA, has been awarded a Supplemental Type Certificate (STC) to install Dynon's EFIS-D10A in certain standard category aircraft. This breakthrough STC enables the inexpensive, but very capable, avionics that have served the experimental and light-sport worlds for decades to finally have a pathway into the type-certificated market. The Dynon system is a direct replacement for a vacuum-driven attitude indicator, and the STC currently applies to the Cessna 150, 152, and 172 series and the Piper PA-28 and PA-38 series. More aircraft are expected to be added soon.

EAA worked extensively with the FAA and Dynon to show compliance with regulations and develop a new certification pathway for safety-enhancing equipment. The long track record of the D10A product line and its conformity to a variety of industry standards helped it become the first device accepted by the FAA in this pioneering effort. In addition to Dynon's proven reliability, the unit delivers a wealth of information to the pilot and even has an integrated angle of attack feature (with the installation of an optional probe). EAA installed the D10A in its 1976 Cessna 172M and submitted to a series of flight tests with an FAA test pilot, which went flawlessly.

EAA intends to begin selling the STC as soon as possible, hopefully later this spring, at a nominal price point in line with its existing autofuel STC. In addition to the D10A, more products are actively being explored as EAA is willing to work with other manufacturers to bring down costs and reduce barriers to recreational flying. Stay tuned for more details!

**U.S. Senate Passes FAA Reauthorization; Moves Bill to House**

(source [www.eaa.org](http://www.eaa.org))

The U.S. Senate passed a major FAA reauthorization bill by a 95-3 margin on April 19th, sending the bill to the House and preserving the EAA-supported benefits to general aviation in the measure approved by the Senate Commerce Committee last month.

“The Senate’s overwhelmingly bipartisan leadership and approval of this bill sends a clear message on a vision that includes a vibrant general aviation community,” said EAA CEO/Chairman Jack J. Pelton. “We thank all the senators who worked hard to include these important GA measures in the bill, such as the aeromedical reform that was part of the Pilot’s Bill of Rights 2.”

In addition, the Senate version of FAA reauthorization does not contain any language in support of ATC privatization or GA user fees. Among the several provisions that support general aviation are:

- Aeromedical reform language that was included in the Pilot’s Bill of Rights 2 passed by the Senate in December
- Direction to the FAA on completing its mandated revisions to FAR Part 23 rules on aircraft certification and airworthiness standards
- FAA authority to conduct fleet-wide authorization to implement the use of a future unleaded aviation fuel under the

Piston Aviation Fuels Initiative (PAFI), a program that EAA helped develop and now plays a leadership role

- Sen. Jerry Moran (R-Kansas) introduced an EAA-developed amendment that would guarantee that the active construction, restoration, or repair of a personal-use aircraft is a protected aeronautical activity in airport hangars under FAA grant assurances
- Sen. Ron Johnson (R-Wisconsin) introduced a requirement that FAA provide ATC and safety support to aviation events without fees, taxes, or other charges
- Sen. Dan Sullivan (R-Alaska) introduced an amendment that extends the registration period for noncommercial general aviation aircraft to five years

The measure now goes to the House of Representatives for consideration. The legislation would authorize spending for the FAA and its programs through September 2017.

“We urge the House to adopt this measure in the same collaborative and bipartisan manner that the Senate exhibited, as it is important to implement FAA reauthorization and avoid the long series of continuing resolutions that we’ve seen in previous years,” Pelton said. “This legislation sets a positive path forward for the world’s best aviation system that serves our entire nation and allows us to pursue our individual freedom of flight.”

**Young Eagles Logbook**



*By Doug Volkmer*

Thanks to all of the pilots who volunteer their plane and time to promote aviation to the youth. Sometimes all it takes is a Young Eagle ride to plant the aviation seed in child's life. Below is a list of pilots with an EAA 569 connection who have given at least 25 Young Eagle rides. As a whole, a total of 1.9 million Young Eagles have been flown since the program started in 1992.

Pilot	Flights
Thomas Trumble	785
John C. Cox	274
Jeff Clausen	270
John F. Cox	190
Don Shoemaker	180
Larry Glabe	136
Glen Witte	136
Norman Sell	129
Roger Aspegren	126
Steve Lukehart	122
Phil Jossi	121
John Zimmer	115
Kermit Wenger	108
Harry Johnston	107
Rick Cooper	88
Michael Manzitto	69
Charles Oden	55
David Roberts	55
Dean Doyle	45
William Splinter	44
Douglas Hill	41
Jerome Clinch	38
Mark Gaffney	38
Wallace Peterson	36
Edward Printz	35
Adrian Fix	34
George Pfeiffer	34
Tom Winter	34
Keith Barr	33
Matt Olson	33
Stan Meyer	32
Linn Sunderland	32
Raymond Supalla	32
C Martin	28

(source [www.eaa.org](http://www.eaa.org))

**Minutes of the Club Meeting  
April 5th, 2016**

The meeting was called to order promptly at 7:37 PM CST by President Bickford using a right proper gavel.

Before the night's activities began, the membership joined in a rousing rendition of "Happy Birthday" to celebrate Dennis Crispin's birthday.

Doug Volkmer presented the new Chapter membership directory to the acclaim of those present.

There being no program for the evening, the membership proceeded with planning for the upcoming Guardians of Freedom Air Show on May 7th and 8th.

EAA Chapter 569 will have a static display in an area approximately 75' x 75'. The RV-9 and RV-7 should be available for the show. Ropes, cones and perhaps a cover of some sort will be made available. Brochures and promotional materials will be provided by EAA national. The volunteer list was discussed.

Dennis made a motion that a round of appreciation be given to Doug Volkmer for the fine job of putting together the membership booklet. Motion passed unanimously.

An AOPA safety meeting will be held in Bellevue on the evening of April 6th.

The meeting was adjourned at 8:19 PM.

Respectfully Submitted  
Doug Elting, Secretary, Chapter 569

**LEARN TO FLY!** 

*Clean Modern Airplanes - Peaceful, Relaxing Airport  
Quality, Patient Instruction - Free Digital Video Of Each Lesson*

**John Cox - Certified Flight Instructor**  
*Light Sport - Private - Instrument*

johncoxcfi.com 402-239-3953

**Classifieds**

**Advanced Air's New Avionics Shop**

FAA Repair Station 9B3R777C  
Located at the Council Bluffs Airport  
101 McCandless Lane, Council Bluffs, IA  
712-323-2173



[www.advancedaircb.com](http://www.advancedaircb.com)



**TOSTEN**  
Superior Flight Controls MFG

KEVIN WILLIAMSON  
Kevin@TostenMFG.com  
760-803-6034



MILITARY STYLE FULLY CUSTOMIZABLE CS-8

TOSTENMFG.COM

**Prange Photography**



Check out Doug Prange's Aerial Photography work at [www.prangephoto.com](http://www.prangephoto.com).

## 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.

**May 1**, Nebraska City (KAFK) Nebraska City Jaycees Arbor Day Fly-in breakfast, 0800 - 1200. Pilots eat free. For more information, contact James Allen at 402.209.0884.

**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).

**Jun 25**, Hastings Fly-in, Hastings, NE (KHSD). Fly-in breakfast, starting at 0730. Pilots eat free. Come show our city leaders aviation is alive and well in Nebraska! [www.flyhastings.com](http://www.flyhastings.com).

**Jul 4**, Seward Airport (SWT), Free 4th of July Airshow, 1100 - 1230. Fly-in's welcome, airport/runway closes promptly at 11 a.m. For more information contact Greg or Terri Whisler at 402.643.2125.

**Jul 25 - 31**, AirVenture, Oshkosh, WI <http://www.airventure.org/>



### Young Eagle News

#### Upcoming Young Eagle Events

June 18<sup>th</sup> – Beatrice (Homestead Days)

If you can help with this event, please contact Cristi Higgins, Young Eagles Coordinator @ 402-405-8238.

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

