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EAA Chapter 569 Newsletter

Lincoln, NE



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Meeting Announcement

No meeting in May.

The May 16th breakfast *may* happen. Stay tuned.

Check www.eaa569.org for the latest information regarding cancellations due to the COVID-19 virus. Together, we'll get through this!!



President's Message Tom Winter

MAY MEETING MAY HAPPEN — AT BREAKFAST, WHICH ALSO MAY HAPPEN

May Meeting? What meeting? If we can have our Third Saturday Fly-in Breakfast, that will include the meeting or even BE the meeting, but it won't be a gavel-and-Roberts Rules meeting! We will invite all comers to join the chapter. Tables will be separate instead of all lined up in rows. Though we will get this figured out by the preceding Wednesday, in an all hands zoom meeting, much is simply out of our hands.

If life isn't full of surprises! My article titled MY REMOTE FUEL GAUGE has finally seen the light of print in the PIREPS that came in today's mail, but the byline says "By David Moll." Go ahead and read it anyway. I had fun writing it, and I really can check my fuel level from my living room. But screw-ups happen. That could be today's theme.

At Beatrice this week, waiting for Justin Haack to change out my non-working DG for a good one, I caught sight of Frank Clark on a stepladder fueling his Cub, so I strolled over and chatted him up. Frank Clark's beautiful restored Cub has a crash in its history. Frank told me the story: the then owner was using it to shoot coyotes from the air, and even had a little door on the right side window for the rifle. All well and good, until one day the bullet hit the front strut instead of the coyote! Unscheduled landing! Screw-ups happen!

Frank's is a historic Cub: he tells me the Cub was the first plane hangared at the Beatrice airport. He is the fourth owner. I admired the McCauley prop. "Is this a new prop, or has it just been overhauled?" "Prop strike," Frank said. "So I got a whole new engine and new prop." I didn't ask who was PIC for the prop strike. I gather it wasn't Frank. In other Beatrice news, Gary Peterson has retrenched, and is down to the most beautiful Cessna 120 that I've ever seen. He followed me in after I landed. I strolled over to admire it, and out steps Gary.

Social distancing is pretty easy at an airport. Justin and I were about to shake hands when he got my work done, but we thought better of it. We were never any closer than across his desk when I handed over my plastic card. And Justin's hangar is crammed with customer airplanes. When I got to Justin's shop, I took one look and said "Busy is better than bored. Looks like

(continued on page 2)

I'll have to make an appointment and wait my turn. I don't think there's room in here for me to park my bicycle." "Oh no," he said. We'll change it out right now." And he did. It was a beautiful day, and he did it out on the apron.

Leaving, I was happy to see the better display on the DG, and to see it turn when the plane turned. I mean, when I headed west, the DG actually rolled with the plane, and confirmed, "Yes Tommy, You are headed West." Footnote: I was the baby of the family, youngest of five siblings — all of them gone now. So throughout childhood, I was "little Tommy," and, when I talk to myself, I still am. It's nostalgia. Much of me is still a child. And life is good.

Builder's Report

By Doug Volkmer

One thing I checked off my To Do list recently is mounting my spinner. The spinner is shipped simply as a fiberglass cone. It's up to the builder to customize it to the prop they choose to use. I'm going with a fixed pitch Sensenich metal prop.

It's important the spinner is mounted firm and true. A wobbly spinner could prove to be disastrous.

To begin, you need to find the center of the nose of the spinner. A quick search on the internet on how to do this came back with formulas that would make Einstein scratch his head. What I ended up doing, with the spinner on a flat surface, was stack some washers on the nose of the cone. I then measured the distance from the bottom of the cone to the washers all the way around.

Once I had a consistent measurement all around, I marked a spot in the little opening of the top washer.



Once I had this marked, with the prop already on the plane, I clamped the spinner in place. I then took a ladder and with a pencil clamped to it, placed the point of the pencil right in front of my mark on the cone. If the spinner is in perfect alignment, the mark on the cone will remain in position through a full 360 degree rotation.

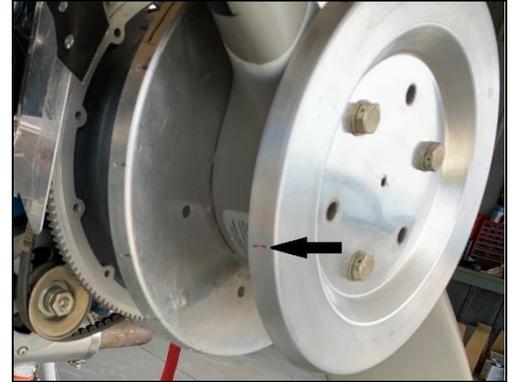
The prop is sandwiched between two plates. These plates are what the spinner is mounted to. Fourteen evenly spaced screws are used on the rear plate and six screws on the front.

Drilling the holes on the rear plate was straight forward. I had my holes marked on the rear side so I knew where to drill.

The front plate was a different story. With my spinner on, I had no way of seeing the front plate through the spinner. Hindsight, if I wouldn't have had my spinner primed yet, I would have been able

to see the front plate through the cone. This is where I got creative.

With a laser light clamped to a ladder nearby, I pointed it on my mark on the front plate.



With the red dot positioned on the plate, I carefully positioned my spinner in place with clecos.



The red dot clearly shows where I need to drill. This worked great.

When I'm not out at the hangar, I've been working on the FAA paperwork. I have found this [certification step by step guide](#) put together by EAA pretty handy. It's \$12.99 (EAA national member price). It details all of the various forms to fill out. It also gives you tips on what to fill in the many boxes. Well worth the price.

One other tidbit, if a form asks you for your SSN, enter "Do Not Use". That didn't come from the guide. That came from the local FSDO.

Staying Engaged

By

Harold Bickford



As flying is impacted due to the mitigation response efforts against the covid 19 virus we can still find ways to stay involved. Last month I pointed out that a simulator could be useful in place of actually flying. Another consideration is the many webinars which are available, for example, from EAA and the FAA. Pilots and EAA members do enjoy benefits beyond flying.

Whatever your interest in flying you can likely find a topic that is covered. The value is in staying engaged with the thought process of flying. These typically one hour presentations cover a lot of information and can spur further investigation into a subject. Additionally, they often can be logged for FAA Wings credit (at least the live sign-up participation ones) and that can translate to more favorable insurance coverage. At the least you are gaining some aeronautical knowledge presented by accomplished people and authorities in their field which is always a good thing.

In the last month I participated in two EAA webinars, one on reading and understanding aerobatic sequences and another about flight activities one might pursue after obtaining a pilot certificate. A third webinar which was viewed after the fact was concerned with understanding aerobatic maneuvers along with the differences in each category of performance. Think

back to what you may have experienced in flight training when you asked the “what is the next thing?” questions. Typical answers might have included obtaining an instrument rating or working toward multi-engine, commercial and/or instructor tickets. As you can see the webinars referenced provide some insight in flying beyond what I like to call the conventional approach. Even if aerobatic flying is not your area of interest there is much in flying that often is not addressed. The webinar approach can be very useful in exploring the wide world of aviation. Particular to EAA there are also many webinars and videos available regarding homebuilt aircraft.

Since learn, build, fly is the EAA motto we can see that the learn aspect is well served with the webinar and video approach. Why not take the time to sign up or view the webinars available? A quick look at the EAA and FAA websites will get you started. You might just find a new area of flight to investigate which could turn out to be a great use of time. After all the idea is to stay motivated and anticipate what we do next!

Events

May-Jun, EAA Webinars. [Click here for more information.](#)

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/>

Hangar Chatter



The April, 2020 issue of Kitplanes stated Bob Chambers has retired. Bob had been a member of Chapter 569 before moving to Colorado. He headlined one of our meetings and showed his talented drawing skills. It was fun to watch his Kitplanes characters come to life. Happy Retirement Bob. Enjoy your new work week, 6 Saturdays and a Sunday.



Some new wind turbines going up north and west of Wilber.

You say it's your birthday?

May 3 – Ed Siudzinski

May 18 – Tom Trumble

Chapter Leaders Attend EAA Bootcamp

By Cristi Higgins

Finally getting a moment to recap our recent trip to a bootcamp held by EAA. It seems so long ago now but the date was only March 7th 2020.

EAA set up a bootcamp for chapter leaders all across the country. It was basically a one day crash course of all the information I could and should have got from those fancy web seminars they also provide. It did give the kick in the butt I needed with a wealth of ideas and information.

Chapter 91 in Lee's Summit, MO was our local area hosts for this event. Many thanks and hats off to them for being a very impressive chapter! You'll notice they even put a Cessna on a stick that many of us said would fly. It was so nice! Harold and Edi Bickford attended as well as Tom Trumble and I. I'm sure we are all willing to share the details of the tour we got of 91's 4 hangars! Too much to write and

better to get it in person. I learn better that way and without groups like these I never would.

Right after this event our world went into a tail spin and we haven't been able to get together this way since. I know we will see the day we can take a group photo again. When it happens I know I am already more appreciative of those opportunities and have a get to attitude instead of have to.

Many of the ideas and more so suggestions from EAA we plan to give a try in our chapter. Not only to possibly gain more members but give our current members more than they expected from us. Keep connected to keep up on some of the changes we are making.

Number one reason people join is to learn and enjoy aviation. It is why I joined in 2007 as a student pilot without any flying mentors and a family pretty sure I was just having a midlife crisis. I have got so much more out of my membership than I expected! The friendships I have made are

unexplainable and the wealth of aviation history and information is priceless.

Mr. Tom Trumble has been a mentor from the start. Makes sense as he is also a founder of Chapter 569! He shares his love of flying with numerous folks and has flown more Young Eagles than we should let his wife know about! He offered a seat to me for the trip to Kansas City and you know I said YES! Winds were a little more than we wanted but after discussing that and tightening up our belts, wheels were up with the sun. Ended up being smooth or the fact Tom is an ace! So I got to ride along for an IFR flight thru Class B! How could a low time ran out of money pilot NOT learn from that! Plus let's be real it was a beautiful view and missed out on all that traffic!

Now is the time to be able to fly private as you know commercial flights are cancelled. I personally have 1,436,209 and counting reasons to fly but this time in history has proven it just may be essential.



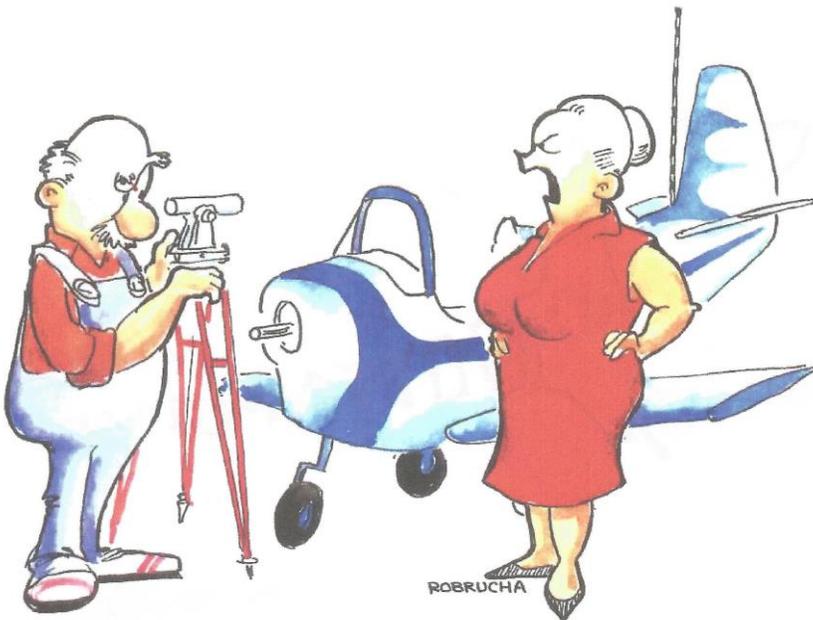
Kansas City at dawn (above). A good turnout at the EAA Chapter Leadership Boot Camp in Lee's Summit, MO on March 7th.



One Six Uniform Looking Spiffy



Jerry Clinch took advantage of the Silverhawk Aviation detailing promotion. He had them wash and wax his 1964 Cessna 172. "It's the best it has ever looked" he said.



OF COURSE, IT'S DIFFICULT TO ALIGN YOUR PLANE! YOU'VE BEEN OUT-OF-LINE EVER SINCE I'VE KNOWN YOU!

FOR SALE Corvair Engine

Reason for Selling - I started building a Pietenpol several years ago, but have decided not to continue due to health issues; I am just getting too old, too soon.

If you are interested in purchasing an excellent engine (5 hours TT) or spruce lumber please contact me by calling (402) 880-6559. [Click here for details.](#)
Allan Macklem - Omaha, NE

Great Discount on Aircraft Detailing Service

I would like to share Silverhawk Aviation is still open for business! We are fortunate enough to all be healthy, and we hope you are too. As we strive hard to make sure our employees stay financially healthy, we've been looking for opportunities to ensure our friends on the field are cared for too. During this time when many planes are not flying as much, we would like to offer our aircraft detailing service at an extremely discounted rate. We have flat rates for most aircraft and work scopes. A couple of examples would be an exterior dry wash of a single engine piston is \$50.00 and an exterior dry wash of a C560 would be \$150.00. We also have [several other detailing services available.](#) Let us know your needs, and we'll get you cleaned up and ready for the back side of this interesting time! Please give me a call at (402) 340-8430 during the day or at (402) 475-8600 in the evening. You may also contact Ben Taylor at the office from 8:00 – 2:00 at (402) 475-8600. If you prefer, we can also be reached via email at gluce@silverhawkaviation.com or btaylor@silverhawkaviation.com.

Thank you, stay safe, and stay healthy!

And finally ...

Isaacs Fury II



Lester David's 70% scale replica of the 1935 Hawker Fury biplane under construction in the 2nd floor storage room at the Crete Airport. This photo was taken around February, 2005. If you have a photo you'd like to share, please send it to your newsletter editor. *(Photo contributed by Dennis Crispin)*

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