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

# EAA Chapter 569 Newsletter

Lincoln, NE



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## Meeting Announcement

**Date:** Tuesday, November 6<sup>th</sup>

**Time:** 7:30pm

**Program:** Gary Redding

Gary comes from an aviation minded family and will share with us his story.

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

### President's Message Cristi Higgins



I don't want to say the W word but guess we have to be prepared that winter is near. Get out the heaters and blankets for our beloved flying machines. I love to fly in the winter overlooking the snow covered surface. Usually the skies are calm and the art work of the snow is interesting to see not to mention how easy it is to find the runway. I always struggle to find the runways in the hazy summer. Maybe it is just that I don't want to stop flying and come home. I bet my disappointed face even resembles when I was young and Mom would call for me to come inside from a day of play. As long as you get the machine to start and the oil warmed up take to the skies this season my friends.

I have a bit of business to discuss. Matt our treasurer would like to give his resignation. Anyone out there willing to allow him to do that? He is typically a busy guy but also is going to

go for an IFR rating so please someone help him out. Elections are this month and that is the only office we are missing as we head into 2013.

Don't forget to register early for the Christmas party to give the planners a better number of heads. All the events this year have been packed houses and we have several new members. I love being able to say that and welcome all of our new members. 569 doesn't stop having fun in the winter at all. The Christmas party is a fantastic night of food, fun and prizes. I like seeing everyone all dressed up guessing who they are and a chance to meet their special someone. Also we have planned for a movie night at new member Jerry Clinch's house. Apparently he has an aviation themed bar there and a huge TV. We will post that as it gets closer and you can find me at the bar. After this last breakfast I need a drink. We had a great crowd. I didn't even get to take a drink of coffee for 2 hours straight on the grill. I don't know how many omelets I made or eggs I fried up but I almost ran out of smack talk. Almost. We are lucky as a club to have a way to make money. We help out many aviation communities with our funds. I have to ask that you get involved in it though. Breakfast is a very fun morning every 3rd Saturday in Crete. It's hangar talk with airplanes of all kinds flying in and out. Anyone is welcome to help out behind the scenes where the fun really is. I usually get a chance to say hello to everyone that way or at least throw some food at them. Contact Andy Lahr if you're interested.

Happy Landings, Cristi Higgins



### Bill Splinter

Bill Splinter passed away on September 26<sup>th</sup> at the age of 86.

Bill was a long time member of Chapter 569 and owned several airplanes including a Cessna 172, 205 and 182. He amassed over 4,500 hours of flight time and landed in every state except New Hampshire.

Our thoughts and prayers go out to the Bill Splinter family.

### EAA 569 spouses invited

We would like to invite any wives of EAA members who would like to get better acquainted to join ladies at the regular EAA 569 meetings.

We meet in the lunch room on first floor during Chapter meetings at Duncan Aviation. We normally don't meet if the meeting isn't at Duncan. For more details (and to confirm we will be there) please call Yvonne Shoemaker at 402-797-7200.

### Centerpieces needed

The centerpieces this year for the Christmas Party will be model airplanes (member built or store bought), the ones with a short display stand. We would like to have at least one for each table. We will NOT be giving them away as door prizes ☺!!!

If you have one and would like to display it, contact Cristi Higgins at [higginschristi@msn.com](mailto:higginschristi@msn.com) or 402-798-0230.

### Minutes of the Club Meeting October 2, 2012

The meeting was called to order at 7:30 PM by President Cristi Higgins.

The program was presented by Diane Ruth Armour Bartels. Ms Bartels is the author of the book titled "Sharpie, The life story of Evelyn Sharp, Nebraska Aviatrix."

Evelyn was adopted at a very young age and showed her leadership skills by teaching children and adults how to swim in the North Loup River at Ord, Nebraska. She was a member of the Ord marching band. Although she had asthma, she was an athlete and a horsewoman. Evelyn took flying lessons in exchange for room and board in her parents boarding house by a traveling pilot.

Evelyn graduated from the Lincoln Airplane and Flying School. After being an instructor for many soon to be Army Air Force pilots, she qualified as part of the first 25 members of the newly form WASP group. Evelyn was killed ferrying a P38 in Pennsylvania at the age of 24.

President Higgins stated we flew 39 young people on young eagles flights at Seward. Two young scouts from Highlands Troop 56 personally thanked the chapter members for their commitment to the young eagles flight program.

Jeff Skiles will be making a Grassroots Pilot Tour stop at the Strategic Air & Space Museum on Wednesday Oct. 10th. A motion

was made and carried to spend \$45.00 on a gift to welcome Nebraska native Trevor Janz who will be at the Grassroots Pilot Tour.

No Treasurers report was presented.

The next young eagles flight will be Oct. 13th at Crete Airport.

Officers will be elected at the November meeting. The membership is encouraged to attend to protect their interests.

Volunteers were recruited for the Christmas party.

Butch gave a report on the Chute Fly-in at Springfield, NE "Field of Dreams" on Friday the 28th of September. Butch showed images of a powered parachute accident.

The meeting was adjourned by President Cristi Higgins at 9:45 PM.

Respectfully Submitted  
Doug Elting, Secretary,  
Chapter 569



**Diane Bartels shared with the Chapter. the life story of Evelyn Sharpe at October's meeting.**

## EAA's Grassroots Pilot Tour

*By Doug Volkmer*

As you are probably aware, EAA has been traveling around trying to grow participation in aviation and inspire the next generation of aviation. On October 10<sup>th</sup>, the EAA's Grassroots Pilot Tour, as it's called, made a stop at the Strategic Air and Space Museum near Ashland.

The Tour, hosted by Omaha's EAA Chapter 80 took place in the ConAgra Theatre. Jeff Skiles, Co-Pilot of the US Airways Flight 1549 that made an emergency landing on the Hudson River was the keynote speaker. Jeff is currently the EAA Vice President of Chapters and Youth Education. Accompanying Jeff were Trevor Janz and Brian O'Lena. Trevor is manager of Chapters and Eagle Flights. Brian currently heads the Young Eagles program.

Trevor and Brian talked about their respective EAA programs and Jeff first talked about the history of EAA before going into the details of "The Miracle On The Hudson".

People ask Jeff what he remembers about that day in January, 2009. "It was cold, I mean it was freezing cold". He was on the last leg of a trip, going from LaGuardia, NY to Charlotte, NC.

A lot of people have the misconception that pilots fly together as teams. That isn't true. Chesley "Sully" Sullenberger III was the Captain of this particular

flight. Jeff, who at the time had been with US Airways for 24 years, doesn't ever recall seeing Sully before.

Jeff's first real flying job was in Omaha. He flew cargo for a couple years for Combs Freightair before leaving that job in 1982. He then flew for a few small commuter airlines before being hired by US Airways in 1986.

On that cold day, Sully taxied the plane to Runway 4 before handing it over to Jeff. The US Airways Airbus was completely new to Jeff and he had just completed a 6 week training course on the Airbus.

The Airbus flies with a sidestick, like an F-16. Because the sidestick was new to Jeff, he elected to hand fly the plane on climb out to familiarize himself with it. "My whole career I'd been flying things with yokes."

He passed through 3,000 feet, pitched the nose over and accelerated to 250 knots. Just about that time, something caught his eye. "I look up and slightly to the right, and still right ahead of us is this big flock of geese." His initial thought was they would fly over the top of them.

But that didn't happen. Two geese went through the core of each engine. The right engine then just quit. The left engine is still running but it's essentially at idle power. He could see the airspeed dropping so he immediately pushed the stick forward to get the nose down to keep it flying.

Sully decides to take over flying the airplane at this point.

The airline has very defined emergency procedures. One person flies the airplane and talks on the radio. The other person tries to handle the emergency. In Jeff's case, that was trying to restart the engines. He immediately reached for the quick reference handbook which is a 173 page book and starts conducting the restart procedures on the engines.

Sully is flying the airplane and the controller assigned them a heading of 220. This is a standard heading LaGuardia assigns for airplanes in an emergency. It gives you the option of turning right back to runway 13 or downwind for runway 4. This aligned them right up with the Hudson River going south and both Jeff and Sully noticed that right away and thought it was something they could use.

Jeff remembers a lot of noise in the cockpit. A lot of warning systems were going off. Generator failures, hydraulic failures, all systems just failing because of complete loss of engines. An alert bell was going off for every new failure. Tremendous amount of noise.

Through all this noise, Sully had the presence of mind to reach behind him and grab the public address telephone and say, "This is the Captain, brace for impact". That's a sign for the flight attendants to start their emergency procedures. At this point the passengers knew this was a dire situation. Some wrote notes to



leave in their shirt pockets. A large number of them texted loved ones.

At this point, they were about 1,000 feet and knew they had to make an emergency landing in the river. The river that day was surprisingly calm. There wasn't any boat traffic either. Where they were aiming for and came to rest was right where the ferry boats cross New Jersey and Manhattan Island. The boats happened to be on both shores boarding passengers at the time. "We had 1 moment of bad luck and 1,000 moments of good luck that made this miracle possible".

"We hit hard on the tail and then it seemed like the river flowed over the airplane. It seemed like the nose was burying itself in the river", Jeff said. But then it popped up and he turned to Sully and said, "Well that wasn't so bad."

Jeff downplays the thought of being a hero. What really surprised him from this incident was how all

of the training for such an incident kicked in. "I knew exactly what to do and Sully knew exactly what to do". He firmly believes if any other 2 US Airways pilots were in the cockpit the end result would've been the same.

While analyzing the cockpit voice recorder, the NTSB couldn't decipher some of the words so they invited Sully and Jeff to help them out. At one point, they heard some words neither pilot remembered. Right before they were going to touchdown Sully says, "Got any other ideas?" Jeff replied, "uh, actually no".

The Tour concluded with an AirVenture video and a drawing for an AirVenture 2013 package which was won by our very own chapter member Harold Bickford.

The package includes 2 weekly AirVenture 2013 wristbands, weekly parking pass, helicopter rides, special access to the air show viewing area and much more.



**Harold Bickford, his wife Edi and Jeff Skiles. Be sure to ask Harold about his Pietenpol project.**

## Hightower Resigns

*(from EAA)*

The Board of Directors accepted the resignation of President and CEO Rod Hightower on October 22<sup>nd</sup>. Hightower will be returning to St. Louis to reunite with his family.

"Maura and I have five children ranging in age from pre-school to college freshman," Hightower said. "When I accepted the position two years ago I believed that we could as a family relocate to the Oshkosh area. But our family and school involvement have increased as our children advance in the schools they, and we as their parents, love. It would simply be too great a hardship on my family to move them to the Oshkosh area."

Jack Pelton, recently retired Chairman, president and CEO of Cessna Aircraft, has been elected Chairman of the Board of Directors of EAA. In his role as EAA Chair, Pelton will guide the organization through the leadership transition.

"I will be working closely with the EAA Board of Directors to ensure a seamless transition to a new leader," Pelton said. "The directors of EAA and I thank Rod for his service. We understand how difficult it is to relocate a family of school-age children."

"EAA, as does all of aviation, faces many challenges with the continuing economic slump and the decrease in personal aviation participation. As an association, Rod and the senior team have put the organization on a solid path to our future, while honoring our legacy and focusing on the mission our founder, Paul H. Poberezny, established 60 years ago. The EAA mission is to welcome all members no matter what they fly, celebrate our volunteers and enjoy the World's Greatest Aviation Celebration," Pelton added.

## Young Eagles Event

Chapter 569 helped 39 Boy Scouts from Troop 56 and 256 earn their Aviation Merit Badge on September 29th. The scouts camped out at the Seward Airport the entire weekend. Not only were the scouts given rides, tables were setup inside a hangar to teach them how to read sectionals and plan flights. Riveting demonstrations were also given. Numerous laptops with Flight Simulator were also available.





### **“First Solo” Project Update**

*(Here is an update from Mark Kuzara on the sculpture he is working on for the Lincoln Children’s Museum and that we are supporting. – Ed.)*

“Here are some pictures of First Solo, the finished sculpture in clay, minus the pedal airplane. The pedal plane is already at the foundry and this portion will be on it’s way tomorrow. Thank you to all those who have contributed to make this project possible.”

- Mark Kuzara



When finished, the sculpture will look like this. Weighing nearly 700 pounds, the overall length will be just over 7 feet with the airplane being 42 inches long and the boy being 40 inches tall.

### Accident Report

Accident occurred Monday, February 01, 2010 in St. Augustine, FL

Probable Cause Approval Date: 04/07/2011

Aircraft: CESSNA 150G, registration: N3995J

Injuries: 1 Uninjured.

The pilot refueled the airplane and departed. While cruising at altitudes varying between 6,500 feet and 2,500 feet above ground level, he noticed that the right fuel gauge was fluctuating around the empty indication and the left fuel gauge was giving intermittent indications. The pilot elected to land at an airport that was en route to his destination. As the airplane approached the airport, the engine experienced a total loss of power due to fuel exhaustion. The pilot made a forced landing to a highway about 600 yards short of the airport and, after maneuvering to avoid traffic, the airplane struck road signs and came to rest in a ditch. The pilot stated that he always based fuel consumption on time, altitude and temperature, and monitored it with a stopwatch. Subsequent fuel consumption calculations indicated that at the rpm setting provided by the pilot, the airplane should have had well in excess of 30 minutes of fuel onboard when the engine ceased operating, about 2.5 hours after takeoff. Postaccident examination of the airplane revealed fuel stains under the right under-wing area, flap, and fuselage. The stain was a result of fuel leakage due to a failure of the right wing fuel tank sending unit gasket.

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

A loss of engine power due to fuel exhaustion caused by the failure of the right wing fuel tank sending unit gasket, which resulted in a forced landing.

## Classifieds

### FOR SALE

Complete CommTronics dual headsets/helmets that are royal blue in color and they come with 2 PTT's and the intercom box. When it's all connected up 2 people can hear each other and still talk on a handheld radio. I will throw in the Icom IC-A4 handheld so everything together for \$1000.00. Without the radio for \$900.00. I will not be able to fly so these may as well go to a good home. I paid \$1400 for the complete package. In fact 1 helmet/headset has not even been taken out of the box so it is still brand new. The other helmet/headset has been used maybe 20 hours.

I also have:

- Lyon 6 Drawer parts cabinet for \$450 ( \$1500 new)
- Delta Model 15 floor mount Drill Press \$225
- Corner computer desk, would be great in a hangar for \$40.

Steve Bellows  
402.802.5310

### FOR RENT

Nice Cessna 152 available for rent out of Beatrice. \$89/hr includes all fuel and oil...you provide the fun! Complete checklist and radio script always handy. No instructor charge for rental checkout. Call John Cox 402 239-3953



### FOR SALE (price reduced) 1996 Van's RV-6



RV-6 with 185 HP Titan engine (210 smoh by Nevada Engines)), TT 820. New Sterba prop, King KY96 com, Apollo SL60 GPS-com & Apollo 360 moving map, Narco AT50 Txp mode C, RST-504 audio panel, electric flaps, manual pitch and aileron trim. Strobe, nav, taxi & landing lights. Digital Tach & Hobbs. New altimeter, oil temp, tires, brakes and seats. Built by an AP. Great short field performer and fast cross country plane. Bought last December and flown 120 hours since but have decided to go Sport Pilot. Based in Seward, NE. 402 643-3464 or Cell 402 540 5679. Asking \$ 50K obo. • Contact Charles H. Krutz, Owner - located Seward, NE • Telephone: 402.540.5679 . 402.643. 3464

### FOR SALE Ercoupe 415-C

Light Sport qualified (fly without a medical). About 2300 TT, with zero time on rebuilt Continental C-75 engine. Engine has new Titan ECI nickel cylinders and new slick mags. Propeller rebuilt by Fix Prop Shop. Wings rebuilt by Skyport. Rudder peddle STC. All logs and paperwork since new in 1946. Call Wayne at 402-450-6170 if interested.

### Want to own a 1/4 share of a 2007 Van's RV-9A ???

This is a strong running airplane that can go anywhere right now. Runs on auto gas with a very economical burn rate. Cruise speed is 170 MPH and the prop and engine combination is smooth as silk. More information at [http://www.geicodevelopment.com/rv\\_9a1](http://www.geicodevelopment.com/rv_9a1). Please contact Andy Lahr at 402-423-1722 or Tom Henry at 402-417-8558.



## 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.

### It's Party Time!

EAA Chapter 569  
Annual Christmas Party

The Knoll's Restaurant  
2201 Old Cheney Rd., Lincoln NE

Sunday December 2, 2012

Social Gathering 6:00pm  
Buffet Dinner 6:30 pm

Walk ins are welcome!

*Entertainment and Door Prizes!*

Mail Below Portion With Payment

### EAA Chapter 569 Christmas Party Reservation

\$20.00 per buffet meal, includes non-alcoholic beverage, tax & gratuity  
(Cash Bar Available)

Send your reservation & payment to:

Matt Olson  
3641 NW Michael  
Lincoln, NE 68524

Please enclose payment of \$20.00 per meal with your reservation

Make checks payable to: EAA Chapter 569

Dinner Reservation for # \_\_\_\_\_

Total Enclosed \$ \_\_\_\_\_

Make Nametags For:

1. \_\_\_\_\_
2. \_\_\_\_\_

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

