

November, 2015
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EAA Chapter 569 Newsletter

Lincoln, NE



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Meeting Announcement

Date: Tuesday, November, 3rd

Time: 7:30pm

Program: Rich Johnston

Rich served 22 years in the U.S. Air Force as a B-52 navigator and navigator instructor.

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



President's Message Harold Bickford

As an EAA chapter we wish to offer our condolences to the families and friends of Jerry Alder and Dave Schneider. Both lost their lives on Saturday, Oct. 17 in the plane crash near Cortland, NE.

Their EAA affiliation was with IAC 80 at Seward, NE. and EAA Young Eagles activities. Events like this always hit home as our flying community is interconnected in multiple ways. In these moments we reflect on our own flying endeavors and look again at what we do whether for pleasure or business. The watchword as always is “keep ‘em flying”. Otherwise we would shrink from fear and miss out on one of life’s great adventures.

A few folks have asked yours truly about build progress on both the Zenith and Pietenpol.

To date the elevator is nearing completion for the Zenith. This includes end tip plates which allow better elevator authority at the low end of the speed range. Others have done this and report good results.

The Pietenpol landing gear is progressing with wheels/tires, hubs and axles ready to connect to the tubular steel gear legs. Those items will soon be welded up. The fuselage mock-up is already paying dividends as the full scale article is there to take measurements from.

Both core engines (Corvair conversion) are in the shop awaiting heads and crankshafts so by year end substantial progress in the engine department should be made.

A future program may be comprised of several video reports from EAA. There is lots happening and there may be in these reports an item of interest or inspiration that captures your imagination.

Don’t forget that next month is our Christmas Party on Dec. 6 in lieu of a regular meeting. We’ll cover the up to the minute details at this month’s meeting.

Looking forward to seeing everybody on Nov. 3 at 7:30pm at our regular meeting place, Duncan Aviation on Cuming.

Harold Bickford,
Chapter President

Jerry and Dave

By Doug Volkmer

On October 17th, we tragically lost 2 members from our aviation community. Jerry Alder and Dave Schneider were killed in a plane crash after leaving our Chapter breakfast. I didn't know Dave but I had met Jerry about 3 years ago. He stopped by the house to check out my RV-7 project. He said he was retiring and was entertaining the idea of building a plane. He later decided to buy the already flying RV-4.

From what I heard, Jerry and Dave were excellent pilots and passionate about aviation. Jerry frequently attended our Chapter breakfast and volunteered his time promoting aviation by giving Young Eagle rides. When something like occurs, it really shakes you up. How could

something like this happen? You feel terribly sorry for the loved ones they suddenly left behind.

As builders and flyers, we know there's an inherent risk to this hobby, a little more than some and we accept that. With that said, I feel this hobby is safer now than it has ever been. Kit companies now produce pre-punched kits. They hold workshops and give you hands on training. Technology advancement in the cockpit allow you to monitor weather and other traffic while in the air. Engine monitoring systems will warn you the first sign something goes awry.

While we mourn the loss of our fellow aviators, we must continue on doing what we believe in. For a few days after the accident, I walked past my project several times in the garage not even hardly looking at it. I had no desire to

pick up a tool. I even questioned myself whether or not I should finish it. I will and I'm sure Jerry and Dave would want all of us to continue doing what we love. The passion for aviation is what brings us all together.

We may never know what happened the morning of October 17th but we do know they both died doing what they loved.

Rest in peace, Jerry and Dave.

Look, Ma, No Tow-ropes!

By Tom Winter

Once upon a time, several times upon a time, in fact, I meet up with Wayne Woldt. Hard to avoid, because his hangar is the first one near the LNK hangar gate. We share several interests, including sailplanes. A year or back, he scored a Scheibe motorglider, and there came a sunny Sunday afternoon when we flew out to York where he hangars it. He won the coin toss, so we flew there in his Cessna 152 Aerobat instead of in my Cessna 150. The Scheibe — with a length of 24 feet and a wingspan a scotch over 50 feet — lives in a somewhat outsize hangar. Funny how memory works. I recall nothing of the flight out; I remember nothing of the flight back, but the adventure with the motorglider is vividly still in mind. Come along.

First, getting it out of the hangar was memorable! Wayne leaves the 50-foot wings on, and so getting it out of the hangar is a geometry



Jerry at a Young Eagle Rally in June.

(photo courtesy of Cristi Higgins)

(continued on page 3)

challenge, (tug here, rotate a few degrees there, tug some more, watch the narrowing space twist wingtip and door jamb...) Next was the exercise of getting into the cockpit, and being shown where the controls were. "General Lightfoot" earns his nom de plume every time he taxis the glider! I've been in gliders on the ground before, but never one that had to be steered FROM THE INSIDE!



Tom in front of the Scheibe last November.

Okay, Wayne has threaded all the needles en route to the runway, and we are lined up. There's no Piper Pawnee out in front of us! No 200 feet of tow-rope, either! Just a VW engine with the little wooden toothpick! We take off with almost, almost, well, almost the climb rate of a 150. We get up to altitude, and quietly start chasing the November afternoon clouds that just might have some lift under them. It's quiet, only noise is the wind of our

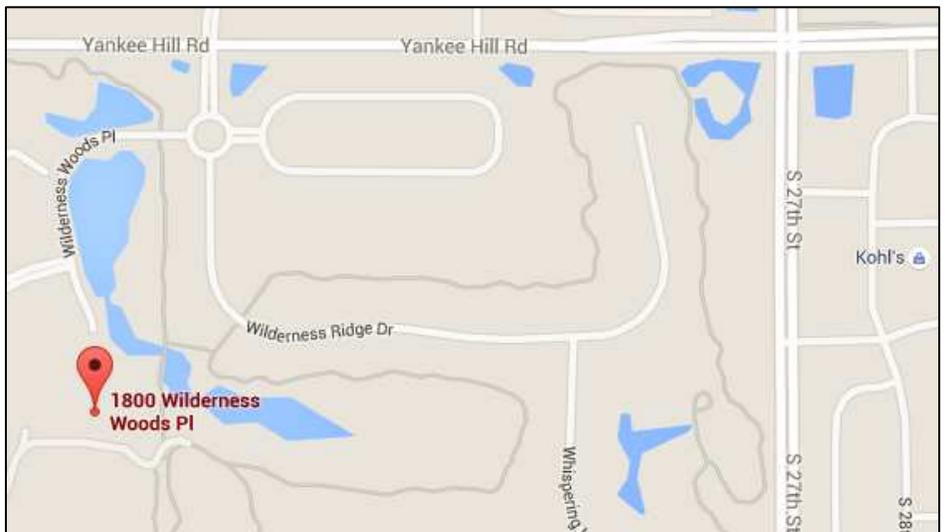
passage through the air. I take off my headset because I don't need it! General Lightfoot leaves the headset on one ear, so he can still hear the traffic on 122.8.

Bump? Hey what was that? Well forget it: We proper glider jocks never try to thermal-ride on final approach! Wayne lands as a glider, and then at rest on the grass strip we restart the engine to taxi back to the hangar. Once it is away, the low sun makes for the photographer's "golden hour," so Wayne snapped a picture — he's the modern guy with a cell phone. Nice pic to cap a lovely afternoon.

I divide my time between admiring the view and thinking out loud with Wayne where there might be lift. Finally we abandon the listless lift search and it's time to set up for the landing.

Talladega

EAA 569 Christmas Party December 6th



Your newsletter editor had the privilege to attend the NASCAR race in Talladega this past weekend. A B-2 flyover got the race started.

The EAA 569 Christmas Party will be held this year on Sunday, December 6th at Wilderness Ridge (1800 Wilderness Pl). It will be held in the Bitterroot Room. Simply head west at 27th and Yankee Hill Rd, then south on Wilderness Ridge Dr. Entertainment will provided by the Lincoln Pius X Show Choir. A reservation form is printed on page 6.

Young Eagle News



A big thanks to these pilots for giving Young Eagle rides in Seward on October 24th. Clockwise: Tom Dalton, Gary Bartels and Tom Trumble. *(photos courtesy of Cristi Higgins)*



Minutes of the Club Meeting October 6th, 2015

The meeting was called to order promptly at 7:34 PM CST by President Bickford.

The program for the evening was presented by Mr. Wayne Woldt and was titled "Coupes over Kosh". Wayne walked us through the final preparation of the Er Coupe including the selection of paint scheme and the painting of the aircraft. The Er Coupe was painted to replicate the scheme of the Er Coupe that was fitted with rockets to test the concept of RATO. Wayne is researching possible attachment of light weight replicas of the rockets used. This happened between July 4th and July 15th of this year. Wayne described the flight path of his trip to Sheboygan, Ill. The flight took approximately 5 hours and consumed 26 gallons of

fuel. A test run of the group flying in loose formation over a questionable flight path proved to be "Keystone Cop" experience. That plan was jettisoned in favor of flying to Oshkosh in groups of 6 to 8 planes. There were 78 Er Coupes in the procession.

Following AirVenture, Wayne detailed his flight back to York. The flight back took approximately 6 hours due to a minor deviation from flight path due to weather conditions.

Dennis Crispin updated the chapter on his efforts to find a home for the Curtis Pusher replica. It appears that the Historical Society may be an option.

A motion was made to charge \$25.00 per person for admission to the Christmas party to be held at The Lodge at Wilderness Ridge on the first Sunday of December. The motion carried.

Harold Bickford talked about his experience at the Corvair engine school.

The Young Eagles will fly at Seward on October 24th at 10:00 AM.

The meeting was adjourned at 9:18 PM.

Respectfully Submitted by
Doug Elting, Secretary,
Chapter 569

Classifieds

For Sale

Quarter Share of a Christen Eagle

Based in Lincoln, NE



Ownership: This Eagle is owned by an LLC that consists of 4 equal members. I am one of the members and wish to sell my ownership position in the LLC.

Airplane Details: Built in 1982. Aerobatic "B" prop hub installed.

Total Times: 819 hours both airframe and engine (as of 9-21-2015)

Compression: Checked 3-9-2015
77/80 74/80 76/80 73/80

Annual: March 9, 2015

Contact: David Moll davidmoll66@gmail.com
402-613-5422 (cell)

For Sale

New in box, Icom A220 panel mount transceiver. \$1000

Contact Lyle Eisenhauer - 402-866-6649 or leisenhauer@diodecom.net



For Sale

Kitfox Model 2



It was ground looped and bent the frame, which has been repaired but needs fabric stretched over it. The left wing is bent and damaged starting about 4 feet from the end, but the right wing is fine. Prop strike, but fiberglass propellers just broke off. Engine is a Rotax 582.

Contact Tom Waldo. Phone: 402-239-2939
Email: tomlwaldo@gmail.com

I have more pictures as well.

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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.

Christmas Party!

EAA Chapter 569
Annual Christmas Party

Wilderness Ridge
(Bitterroot Room)
1800 Wilderness Woods Pl, Lincoln NE

Sunday December 6th, 2015

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

Walk ins are welcome!

Entertainment by the Lincoln Pius X Show Choir

Door Prizes

Mail Below Portion With Payment

EAA Chapter 569 Christmas Party Reservation

\$25 each for buffet with choice of roast beef or chicken
and all the fixings plus dessert.
(Cash Bar and Valet Parking Available)

Send your reservation & payment to:

Mark Werth
2110 Spring Meadow Circle
Lincoln, NE 68521

Please enclose payment of \$25.00 per meal with your
reservation

Make checks payable to: EAA Chapter 569

Dinner Reservation for # _____

Total Enclosed \$ _____

Make Nametags For:

1. _____
2. _____

John Cox
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