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EAA Chapter 569 Newsletter

Lincoln, NE



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Meeting Announcement

Date: Tuesday, October 4th

Time: 7:30pm

Program: No program at press time. Check www.eaa569.org as the date draws closer.

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



**President's
Message
Harold Bickford**

We're on the road, first at the Zenith 25th anniversary/Open House. There will be a lot of activity including aircraft demos, engine and other forums and several vendors present.

Other activities will include factory tours, the STOL competition, a flour bombing contest and a "fastest riveter" competition. Also we will have both evenings full with a Friday evening banquet and a Saturday evening barbecue with a live band for entertainment.

Looks like good weather all the way so it makes for a good event setting. Also Edi and I will have an opportunity to work the EAA booth to showcase the One Week Wonder as well as help promote the organization.

Remember too that we have chapter elections coming up. It is great way to be involved in the chapter and terms of office are just a year (though people can be re-elected!).

We look forward to seeing everyone at the October breakfast/fly-in after our travels to Maine.

Harold Bickford,
Chapter President

Close that Pella window!

By Tom Winter

The flying event of the Cessna 150 summer is always "Clinton." There used to be an IA/A&P there at CWI who specialized in little Cessnas, and on the Cessna list, he'd answer questions, as Oshkosh was coming up, with "Stop by and I'll have a look." Cessna 150 and 152 pilots got used to stopping at Clinton, Iowa and our annual gathering took off from there. The 150/152 club president wore himself out organizing it each year, so he walked away, but the pilots had to have it! So the Cessna 150/152 Fly-in Foundation got organized, and holds the annual meeting with educational seminars. But here, instead of recounting the week, which could be a whole 'nother story, I'll just speak about the flights there and back. Each had excitement of the type that I could do without!

As usual, I topped off at Silverhawk, where I grabbed a cup of hot cocoa. I flew to Clinton with a stop at Pella. Is cocoa a diuretic? Hell yes! The stop at Pella was a racing descent, as I was squirming up there.

Arrived at Pella, Relax, finally. Fuel up.

The FBO at Pella has a nice and homey feel to it, kind of like your grandmother's farmhouse, but the weird thing about Pella is that it has no taxiways! Started out to the runway, but someone is on final, and you've got to do a 180 and get back to the apron! Try again. Launch.

(continued on page 2)

July 30, Saturday morning and time to leave Clinton.

The tent was dry! (Yes, I spent the week there living in my tent next to my 150) Breakfast was airport coffee, 25-cent packet of crackers and a sweet roll. I spread the tent out on the asphalt, and folded it and got it to fit back into the bag that it came in! First time ever. Then spent the morning waiting for IFR to become MVFR and then become VFR. Which it finally did early in the afternoon. Grabbed an apple from the break room and launched. Clouds were low, but getting higher and I enjoyed dancing among them. Finally, they were far above me, and thinning out.

The other weird thing about Pella surfaced on the return flight: it serves corporate jets, like Vermeer MFG Co. jets, and the apron hardly has enough room for them. Stopping there for fuel on my way back, I relaxed, read a magazine, and heard the young line guys scream “NO!”

What’s going on? After filling me up, they had pushed me back, and

had just topped off a corporate jet. It was spinning up its engines! I ran out: there was my poor little 150 about 50 feet back of a big jet and all hands (four so far) were hanging on to my 150 as the jet spooled up! I photographed them, ran up, held on with them bracing against the blast and after a minute or two asked:

“Have you contacted them on the radio??”

No, they hadn’t. I let go and ran around my plane, opened the door, pulled the red switch, grabbed the headset, and hit the PTT:

“Vermeer, you’ve got five guys behind you trying to hang on to a 150!”

I didn’t wait to hear an answer, but got back to hanging on. The jet turned, and we could all relax. I looked at the hangar wall right behind my 150 and imagined my poor little bird smashed into it. Whew!

The rest of the flight was beautiful.

Minutes of the Club Meeting September 11th, 2016

The chapter membership gathered for the annual picnic at Shoemaker Field (NE40, Denton, NE)

Nicole Tinius set up a computer and projector for a EAA Youth Camp report and a slide show by Dennis Crispin.

President Bickford asked for a motion to express appreciation for Nicole by offering a one-year membership to Chapter 569 without cost. Cristi Higgins moved, Doug Volkmer seconded the motion and passed by the membership present.

President Bickford pointed out that officers for the coming year need to be considered. In particular, President Bickford asked that someone else be considered to serve as President for 2017 as after two years he felt that it was good for a new person to serve the office. Elections will be during the November meeting. Harold and Edi Bickford will be out of town for the next meeting. (Oct 4th)

Don and Yvonne Shoemaker were heartily thanked by the Chapter with a standing ovation for providing the hangar and airport for the picnic and thereby facilitating the event. Their generosity makes this annual event possible.

Respectfully Submitted,
Doug Elting,
Chapter 569 Secretary



All available hands at Pella try to stop a jet from blowing Tom’s plane away.

How's the plane coming?

By Doug Volkmer

Every airplane builder will tell you they are asked that question a lot. The longer you are building, the more you are asked. Well, here's an update on my RV-7 project.

As I stated in a previous newsletter, my project has now moved from a two stall garage to a hangar at the Lincoln airport. I didn't know how I would like not having the convenience of simply walking out to the garage to work on the project. I tell you what, I'm loving it.

First of all, it was getting kind of crowded in the garage so the extra room is nice.

Secondly, there is less distractions at the hangar. I'll have an occasional visitor (or critter) stop by but not many.

Thirdly, having planes take off and land while working on your project sure fuels the motivation.

Where am I at on the project? Most of my summer has been spent working on the canopy. The canopy by far has been the most challenging part. If you are keeping track at home, you'll know this is my



This critter hopped into the hangar the other day. He said he was pretty good at ribeting.

second go around with the canopy. Unhappy with the initial fit of the first one and trying to make it better, I messed it up and had to order a new one.

A good fit with the canopy begins with closely shaping the canopy frame to the contour of the fuselage. This is where I failed the first go around.

When the canopy is complete, my plan is to finish up the instrument panel. I have a Comm radio (Garmin GTR 200) yet to install.

After the instrument panel is done and I feel good about everything behind the instrument panel, my plan is to close up the forward top skin for good and then layup a fiberglass fairing, joining the windshield to the forward top skin.

Once that is done, I'll then proceed to mount the tail section and then lastly the wings.

Good news for private flying

Fatalities in crashes of small private planes have fallen to the lowest levels in decades.

The number of fatal crashes per year on small private planes averaged 180 per year from 2013 through 2015, according to a report released by the Aircraft Owners and Pilots Association. That's a 17.8 percent decline compared to the previous three-year period.

"It goes to a trend we've seen in the last several years," said George Perry, who heads AOPA's Air Safety Institute. "Safety numbers have been significantly better year-over-year."

Among the factors credited for the decline: better training of pilots and technological advancements that make planes easier to fly and

provide up-to-date weather and other information. That can range from advanced crash-avoidance systems to apps for mobile devices.

Electronic devices, including aviation applications for Apple Inc. iPads and other mobile devices, are giving pilots much better weather information than just a few years ago, and newer planes are easier and safer to fly.

Similarly, AOPA's Air Safety Institute holds training seminars across the country and has safety guidance materials on its website.

There are more than 220,000 private aircraft registered with the FAA, the most of any nation in the world, according to the FAA.

(source AOPA.org)

September breakfast



Clear skies and cool temps brought out several planes to the Chapter 569 September breakfast. Among them were Patrick and Leon Hintz. They flew in from Norfolk, NE in a Kitfox built by Patrick (left).

Chapter 569 Picnic at Shoemaker Airfield

By Doug Volkmer

Shoemaker Field was the location for the annual Chapter 569 picnic again this year. The rural setting made for a great venue for a picnic. Oh, the 2,500 foot runway, big hangar and perfect VFR weather didn't hurt at all either. A good time was had by all.

Here are some of the fly-ins:



Matt Olson



A big thanks to Don and Yvonne for hosting the Chapter 569 picnic again this year.



John and Lori Cox



Tom Winter and his copilot Zem Sedriks



Jerry and Sharon Mulliken

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								
QTY	SIZE				NEED IT LONG?	COLOR (please circle)	PRICE PER SHIRT	TOTAL
	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								
QTY	SIZE				NEED IT LONG?	COLOR (please circle)	PRICE PER SHIRT	TOTAL
	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	

HOODED SWEAT SHIRT ORDER FORM								
QTY	SIZE				NEED IT LONG?	COLOR (please circle)	PRICE PER SHIRT	TOTAL
	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	

(price includes tax)
Grand Total: \$

Name: _____ Want a name on your shirt?
If yes, spell it out below.
There is no charge for this.

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City: _____ ST: _____ Zip: _____

Phone: _____

Name on shirt: _____

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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.

FLYING CONESTOGA FUN DAY

Sunday, OCTOBER 2nd at 1:30 P.M.

FAIRBURY AIRPORT (KFBY)

Please join us for flour bomb drop, spot landing, nerf ball drops and balloon bust starting around 1:30 P.M.

Hot dogs, brats and table service will be provided and served after the Fun Day event, which will be around 5:00 P.M. Please bring a covered dish and lawn chairs.

If you do not wish to stay for the hot dogs please join us early for the flour bomb drop, spot landing, nerf ball drops and balloon bust. ***GREAT FUN!!!!***

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