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EAA Chapter 569 Newsletter

Lincoln, NE



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Meeting Announcement

Date: Tuesday, October 5th

Time: 7:00pm

Place: Duncan Aviation Engine Shop

Address: 5000 NW 44th St – Lincoln, NE

Topic: University of Nebraska Cube Satellite Project.



President's Message Tom Trumble

AirVenture and our Chapter picnic at Shoemaker's are behind us.

Holly and Jon Dixon were fantastic hosts for our return to our traditional fly in / drive in picnic at Shoemaker's airfield Sunday afternoon, September 12th. We are sincerely thankful for the use of their facility after a couple years off due to the passing of Don and Yvonne, and then the Covid.

The airfield, parking area, and hangar were impeccably cleaned and mowed. Lyle Eisenhauer (Cessna 150), Don Osborne (Cessna 170) and Bob Bounds (Bearcoupe) flew in and parked next to Don's Camair, and Cherokee 140. Seeing 5 airplanes parked on the ramp was a fitting setting.

Dennis Crispin presented an excellent photo log of AirVenture 21. Dennis has volunteered at the campground for 25 years and offered that EAA had made many positive improvements to the registration management and facilities. His photo show was very inclusive in no small part due to EAA furnishing him with a golf cart with a go anywhere you want pass (the holy grail experience) for an entire day. Well deserved Dennis and thank you for using the opportunity to share your experience with our Chapter.

I am writing this article early as Sharon and I are leaving on a two week driving trip. Hopefully nothing changes.

Our next meeting will be at the Duncan Aviation Engine Shop meeting room.

- October 5, 7:00pm.
- 5000 NW 44th St. Lincoln, NE

Program to be University of Nebraska Cube Satellite Project.

Please see the calendar and posting in this newsletter for details.

Notice

The proposed Bylaws and Restated Articles of Incorporation are available for review. They are located in the About our Chapter on the EAA 569 website or by [clicking here](#). They will be presented to the membership at the October 5th meeting for approval.

Engine Failure, so now what?

By Mark Gaffney

FAAsteam Program Manager

V1 (engine failure); Max Thrust, Rotate; V2...positive rate, Gear up, Speed Mode, Bug V2, Heading mode, (at 1000 AGL) Bug VT, at V2+12 (flaps 8) or V2+20 (flaps 20) Flaps up, at VT, set max continuous thrust, I have the radios, run the QRH for an engine failure...

It's been 13 years and I can still recite the engine failure on takeoff profile for the CRJ. It's a memory item that has to happen before you reach for the Quick Reference Handbook (QRH). Even in a light twin, there is a memory item or flow that has to be done first to get the failed engine feathered and climb the aircraft to a safe altitude. That's all fine if you're flying a transport category aircraft or cruising around in a Baron, but what about the rest of us? The majority of us fly single engine aircraft, which leaves us few options if our one and only engine fails, especially on takeoff. Other than a fire, an engine failure in a single engine aircraft immediately after takeoff is one of the biggest dangers we face as pilots.

It's as easy as one, two, three! That's what I always taught my students when I was an active flight instructor. I used the one, two, three, rule to help my students deal a possible engine failure with low flight experience. Number one, fly the airplane at the aircraft's best glide speed. Number two, find a

place to land and start flying toward it. Number three, attempt a restart and or secure the engine and prepare for a forced landing. Once the engine fails, your altimeter just became a clock, because your altitude above the ground is the factor as to whether you get through all three items or not. For example, if the engine fails at 5000 feet AGL, you should have no problem completing all three. However, if the engine fails in the traffic pattern, you may only get through one and two; and never have the chance to attempt a re-start. If you're having a really bad day and you lose an engine shortly after takeoff, you may only have time to pitch for best glide and land on whatever is in front of you. So often, especially on an engine failure shortly after takeoff, pilots tend to want to put all of their effort into restarting the engine or attempt to turn back to the safety of the airport. Failing to maintain your airspeed or attempting the "impossible turn" can have fatal results.

But what about turning back to runway you just took off on? Barry Schiff has written articles on engine failures in single engine aircraft for years. He points out that it may be possible to return to the airport if your engine fails, which is contrary to what most of us were taught. According to Schiff, it all depends on the aircraft and altitude. Schiff does bring up some good points to think about. For example, a turn back to the airport doesn't involve a

180 degree turn, it's closer to 360 degrees of turn. To line up with the runway you departed on will involve a turn to the right or left of more than 180 degrees followed by a turn in the opposite direction to align the aircraft with the center line. Schiff has determined that the ideal bank angle of 45 degrees and best glide works best for most GA aircraft. Other factors include where the wind is blowing from, weight of the aircraft, and density altitude. Schiff points out that the pilot needs to know how much altitude they will require prior to takeoff, so the pilot knows whether to even attempt a turn back to the runway. Schiff tends to get his numbers from trial and error.

So, how much altitude do you need? The next time you're at a safe altitude in the practice area, see what your airplane does. Put the airplane in a Vy climb at full power (or whatever configuration you use on takeoff) and close the throttle. Give yourself a realistic pucker factor and wait three seconds before you do anything. Now, pitch for best glide and roll the airplane into a 45 degree bank. Hold that turn for 360 degrees and roll wings level. How much altitude did the airplane lose? Tuck that number away in your head just in case. Try it different times of year and weight configurations on the airplane. That number may be the difference in making the decision to safely turn back to the runway, or electing to make an off field landing.

I've got 7 bicycles, how come I've only got one plane?

By Tom Winter

(Update from almost 20 years later. I used to marvel that Bill Sheahan only had one plane, the Ercoupe that he kept at the Pester airstrip. No more. I've settled down, to be content with just one airplane. Much else of this still holds.)

Now someone may ask "Why seven bikes?" So if I'm out the door to work and one has a flat, I can still ride, that's why. I should have planes like that.

Isn't one plane enough? Heavens no! If it's grounded, I'm grounded. Even two planes is not enough. My former Cessna 150 partner Wally Peterson had two planes. Then, while the Cessna airframe was in Lincoln and the engine was in Crete, you'd guess Wally was flying the Cub, right? No. The Cub was at Pester's Airstrip, but its ailerons were in Seward, so even two-plane Wally was grounded.

Three planes? Well, if two planes are not enough, what's a fellow to

do? Hey, I have three pair of racing skates. One pair is for indoor racing, one for trails, and the third for commuting. Or my boats. I have two, the canoe for calm, the Snark* for wind. Or figure skates: I have one pair for lake ice, and good pair for rinks. Hmm. One plane for Florida or Michigan, one plane for just being up in the sky, and the third for in between? Or simply what are you going to do when your ONE plane is in annual for 8 weeks?

"But what about money?" someone may ask. It's not money; it's priorities. When our girls were kids, they thought we were poor because their playmates' parents had big houses and new Buicks and big SUVs, but we got around in whichever old Studebaker I had running. Then they learned their playmates' parents were poor when came opportunities like People to People (in China) and exchange programs like a summer in France or an internship in London. Their playmates couldn't go: their parents just didn't have the money.

Voila, folks. There it is. Not a question of whether you've got the

money, but of where you're going to put it. Having the money but not the priorities is the same as not having the money! The converse? Ah, the converse. Does that work conversely? Check it out: The corollary would be having the priorities is the same as having the money! Actually, I think it is. Eventually, if you've got the priorities, you've got the money. Now there's no such thing as a rich Latin teacher, so when you see me buying airplanes two at a time, you'll know the converse works!

Where your priorities are, there follow the bucks. Of course, with even a lick of sense, family is priority one, but personally, our kids are through college, and married. And you can buy an Ercoupe AND a Taylorcraft for the price of a Jeep.

And I don't want a Jeep!

*The Snark was a premium for sending in carton ends from Kool cigarettes. The lateen rig sail had KOOL blazoned on it. I got it used from the Kool smoker.

The Pedal Plane Returned to the County Fair Parade

By Dennis Crispin

Riley Duryea, daughter of Dan and Heather Duryea, flew (pedaled) the pedal plane through the parade route at the Richardson County Fair. Towing a banner promoting the Humboldt Auditorium, the pilot and plane recreated a parade tradition from years past.

Dennis Crispin built the colorful toy in 1990. Dennis said "This is certainly the most fun thing that I have ever built. It appeared in the county fair parade for many years and in parades in other towns. It has been a fun part of family reunions and club picnics. Dozens of family, friends and neighborhood kids have enjoyed it. The scratches and scars

on the wing tips attest to the great amount of use." The plane that Dennis built is likely the only one with its own tow bar, chocks and an upholstered seat.

When Linda Dovel, at that time manager of the local branch of First Federal Lincoln Bank, saw the plane, she said "That is going to be my parade float." A banner was

(continued on page 4)

prepared advertising the bank and Linda's oldest grandson "flew" the parade route. Three more grandkids piloted the plane in the following years. Then FFLB Associate Carolyn Blecha supplied nephews to crew the plane for a while longer. When they ran out of 5- to 7-year-olds, young pilots were recruited from the families of First Federal customers.

At this year's parade, there were many adults in the crowd that had fond memories of riding the plane in the county fair parade.

Marvin Hoppenworth was a licensed Airframe and Powerplant Mechanic and an instructor in a school that trained aviation technicians. In the early 1980s he designed and built a pedal plane for his grandchildren. The toy was modeled after the popular Pitts aerobatic biplane.

The impressive little plane garnered many requests to build more for other peoples' grandkids. Sensing an opportunity, Marv drew up plans for the craft. He took the prototype and a stack of plans to the EAA fly in at Oshkosh, Wisconsin and sold out his inventory in a day and a half.

This started a sizeable retirement business. The following year Marv was back with another design, a Pedal Eagle. Destined to become the most popular of the pedal plane designs, the new plane copied the colorful eagle feather appearance of the Christen Eagle sport biplane. As the graphics were copyrighted, Hoppenworth obtained a license to use them.

As the years went by, more designs included a Pedal J-3 Cub, Pedal Pietenpol, Pedal AT-6/SNJ/Harvard, Pedal Corsair, Pedal Gee Bee, Pedal Champ, Pedal Staggerwing, Pedal

Stearman and derivatives of many other popular aircraft. Although most of the toys mimicked classic general aviation and "warbird" military aircraft, the modern era was recognized with the Pedal Top Cat Jet.

An immensely popular variant was the Pedal P-51 Mustang which could be finished as "Glamorous Glennis" or "Old Crow" the aircraft flown by Chuck Yeager and Bud Anderson, World War Two fighter aces.

In addition to the plans, Marv supported his builders with kits of the difficult to build fittings and the hard-to-find fasteners. Most important were the decal kits that gave the pedal planes their authentic appearance. It is estimated that more than 22,000 of these wonderful little toys have been built.

Marv Hoppenworth was a lifetime member of the Experimental Aircraft Association, the international club of airplane enthusiasts. He was given an award for attending sixty consecutive conventions at the Oshkosh, Wisconsin fly-in. He found the EAA to be an ideal group in which to market his plans.

Marv Hoppenworth died in 2015, but his legacy of the pedal planes lives on with Iowa Aviation Products. You can find them on the internet.

In Humboldt, Nebraska, Riley Duryea, one of the many thousands of kids to be thrilled by the pedal planes, has already volunteered to pilot the plane in next year's Richardson County Fair parade.



The pedal plane, piloted by Riley Duryea, towed a banner promoting the Humboldt Auditorium. With Riley are Maylee Guenther in the pedal car and Charlie Wamsley costumed as a 1920's paper boy.

Minutes of the Club Meeting

Tom Trumble, Tom Henry, Kerm Wenger, Cristi Higgins attending.

President Trumble called the meeting to order at 7:17pm on September 15.

President Trumble offered the following report on updating the chapter bylaws.

- o Glen Witte has reviewed and made the following small changes to the bylaws proposed in 2012.
- o The registered agent is identified as the current president.
- o The election of the Board of directors (and appointment of officers) is to take place at the annual meeting in November.
- o The updated bylaws and the restated articles of incorporation will be voted upon, at the October 2021 meeting. If approved they are ready for signature.

Nominations for board of directors (and appointment of officers) will open at the October meeting.

Treasurer’s Report. Cristi Higgins No report.

President Trumble presented a bill from the Witte Law office for the revisions to the bylaws in the amount of \$795.60.

Kerm Wenger motioned to approve payment to Witte Law office in the amount of \$795.60. Motion seconded by Tom Henry. Motion carried.

Breakfast Committee report. No Report.

Next breakfast September 18.

Newsletter. No Report

Young Eagles report. Cristi Higgins.

Cristi helped Omaha Chapter 80 with their Young Eagles day on Saturday September 4th. It was held at the Millard airport. The turnout was small and flying curtailed until afternoon due to weather.

Ford Tri-Motor Report. No report.

President Trumble contacted with Paul Zenner at EAA national on Sept. 13, 2021. Mr. Zenner confirmed they are working on a tour that may include Lincoln in the spring of 2022. Jon Sullivan has agreed to Chair the Tri Motor event.

Christmas Party report. Dwana Henry, Linda Dovel, Dennis Crispin Tom Trumble. Location is set at Country Inn 5353 N. 27th St., Caterer is set at Villa Amore

Sunday Dec. 5, 2021

Review Banquet Event Order

NEXT MEETING.

Oct. 5, 2021, 7:00pm

Duncan Aviation Engine Shop meeting room. Program M.J. Schuster – UNL Cube Satellite Project.

At 7:22 a motion to adjourn was made by Kerm Wenger, 2nd by Cristi Higgins. Meeting adjourned.

Respectfully Submitted by
Tom Trumble for
Jerry Mulliken, Secretary

2021		EAA Chapter 569 Calendar
October	5	7:00pm General Meeting, Duncan Aviation engine shop, 5000 NW 44th St. Lincoln, NE .UNL Cube Satellite Project
	16	8:00am Crete Fly in Breakfast, EAA Chapter 569 - KCEK
	20	7:00pm (Tentative) Chapter Business meeting (Zoom)
November	2	7:00pm Program Hal Bowman B-47 Presentation, Chapter 569 Annual meeting. Duncan Aviation.
	17	7:00pm (Tentative) Chapter Business meeting (Zoom)
	20	8:00am Crete Fly in Breakfast, EAA Chapter 569 - KCEK
December	5	5:00pm Chapter 569 Party, Country Inn And Suites,5353 N 27th St. Lincoln NE
	18	8:00am Crete Fly in Breakfast, EAA Chapter 569 - KCEK
Events of interest		
	1st Sat	8:00am York Fly in Breakfast, EAA Chapter 1055 - KJYR



Kerm Wenger turns 80 on October 9th. Happy Birthday Kerm!

And finally ...

Rutan Long EZ



Rutan Long EZ built by Joe Ostry (EAA Chapter 608). Joe started the project in his basement, moved it to his one car garage before final assembly at the Scotts Bluff County Airport. First flight was in November, 1982. Joe could fly from Scottsbluff to Lincoln in a little over 2 hours on \$30 worth of fuel. Joe is hoping the static display of his plane at the Scotts Bluff County Airport will inspire others to pursue their aviation dreams.

(Photo courtesy of Bruce Hill)

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

For Sale

An almost ready to fly Early Bird Jenny.
Excellent craftsmanship by the late Jim Debus.
Rotax 2 cycle engine.
Contact Ed Bowes – 402-730-3396

For Sale

25% share in a beautiful RV-9A. [IFR equipped including ILS EFIS with synthetic vision and highway in the sky.](#) 6 GPH cruise at 150MPH
Click [here for picture](#) – \$18,500

Tesla Model 3. I'm moving up to a model Y.
Only 11,000 miles.

If you are interested in any of these contact Tom Henry. His information is on page 1.