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www.eaa569.org

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EAA Chapter 569 Newsletter

Lincoln, NE



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Meeting Announcement

Date: Tuesday, September 6

Time: 7:00pm

Program: Lincoln Control Tower Tour

Place: 2600 W Adams St
Lincoln, NE 68524

Parking: Please gather outside of the tower gate before 7:00pm so we can call and enter at one time. The gate is the last left turn available after the terminal area and has a sign (Control Tower Personnel). Pick up the phone and dial 17 to have the gate opened. We will gather there before 7:00pm to minimize the number of gate openings.



President's Message Tom Trumble

Greetings from your President.

EAA 569 Picnic

Date: Sunday, September 25

Time: 4:30pm

Location: Denton Airfield (NE40)

Address: 11215 W Yankee Hill Rd, Denton NE 68669

There are two drives going south from West Yankee Hill Rd. Use the west drive. The drive is over ½ mile long. Click [here](#) for map.

Bring: Table setting, chairs, main dish, side dish or desert.

Drinks provided.

If you fly in, **use 122.8** and come early. There is some talk of a flour drop competition.

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EAA 569 Christmas Party

Date Sunday, December 4

Time 5:00pm

Location: Misty's 6235 Havelock Ave, Lincoln

Cost: \$38

EAA Air Academy camps

Please contact me or Cristi Higgins if you know of a young person that would be a good candidate to go to the EAA Air Academy in 2023. Age 12-18 in the summer of 2023. If you have someone in mind, please contact them to see if they have an interest and then let Cristi or I know. Building an aviation interest with youth is a core value of EAA 569's mission. Registrations are now being taken (they fill quickly).

Ray Scholarship Update

Noah Philson received the official Ray Scholarship award letter on August 9, 2022. An informal gathering was held at President Trumble's house for the award and signing of the scholarship agreement.



Present and signing the agreement were John Cox CFI, Tom Trumble, Noah Philson and Kim Philson.

Subsequently Noah logged 1.8 hour of dual in John's Cessna 152 on August 13, 2022.

Thank yous received from EAA and 2022 Air Academy campers

Click [here](#) to read the thank yous.

Crete Breakfast Sat. Aug. 20,2022

The weather was perfect and so we had a great turn out. Several of the regular crew were otherwise occupied. I attempted to make pancakes, Joey Long, Noah Philson, Cristi Higgins, Harold and Edie Bickford, Doug Elting, and Don Ostrander were on duty. Kermit Wenger was under the weather so please keep him in your prayers.

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Young Eagles

Two events are in the planning stage –

Waverly Middle/High School.

Date: Sept. 13, 2022

Time: 9:15am

Location: Nebraska Division of Aeronautics.

St. Patrick's 8th grade Sep or Oct, 2022

Jim Beyer (Aviation stemAHA) is looking for some pilots to help fly Young Eagles with EAA 80 at the Saturday, September 24, 2022 Aviation STEMaha Expo at the Millard Airport. The event runs from 8:00 to 3:00, thus the need for a handful of pilots. If you can help or have any questions, Jim can be reached phone at 316.213.7093 or email jim.beyer@aviationstemaha.org

Treasurer's Report 8/22/22

EAA 569 Checking	7/23/22	\$ 4,516.16
Interest from CD	7/25/22	\$ 2.50
Dues	8/8/22	\$ 25.00
EAA Ray Scholarship	8/15/22	\$ 4,000.00
Project tour food	8/15/22	\$ -33.43
Dues	8/16/22	\$ 25.00
Balance	8/22/22	\$ 8,535.23

EAA 569 Breakfast Checking	\$ 913.48
Ser. Ch 7/29	\$ -3.00
Web site Maint.	8/16/22 \$ -13.99
Sam's Club	8/19/2 \$ -113.03
Super Saver	8/19/22 \$ -129.67
August 20 Breakfast	\$ 776.00
Balance	8/22/22 \$1,429.79

EAA 569 Certificate of deposit.

Amount	\$10,000.00
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Total cash assets 8/23/22 \$19,965.02

President's comment

Our financial stability is amazing. The Ray Scholarship funds are being deposited into our checking account. There will be withdrawals to cover the contracted expenses. The withdrawals for the Ray expenses will not exceed the scholarship deposit amounts.

A huge thank you to the volunteers and members.

Harley Davidsons

By Tom Winter

It was not your ordinary third Saturday Crete Fly-in Breakfast. Unimpressed by the display this spring of the Corvettes, I lined up a motorcycle display. Airport Manager Shaun Krzycki was happy with the idea, told me I should have them park right in front of the open hangar, and the Harley Owners Group liked the idea too, and the day has finally arrived. “Ten O’Clock Tom” was up early to get down to the Crete airport to guide the Harley group to parking at the Crete Fly In Breakfast. I arrived before 8, waited, and soon heard the “song of the tribe.” I greeted their leader, and gave guidance how to get to parking, concluding with the essential: Airplanes have the right of way.



Five bikes. Road Captain Becky Witt mentioned that there were two rides out of Frontier HD this morning, and that most went on the longer one. Becky is the proprietor of George Witt Auto Service, and is my contact with the Harley Owners Group (HOG). Three of the five riders were women — Becky, Jan, and Patrice. Two men, Tommy (also a road captain), and Chris rounded out the five. Patrice was actually on a Honda Shadow. The Shadow has a big V2 engine, so it was camouflaged to fit right in. You had to take a second look!

A word about the Road Captain title: a group motorcycle ride is rather like flying formation. It requires some training, it

requires some discipline. Everybody has to hold position. Also, as the group guide, the road captain scouts the route so everybody knows where they are headed. Or, as defined in Becky’s blog: “Achieving this designation involves a lot of training and requires demonstrating that you have both riding skills and the knowledge of organizing and leading rides. RCs are responsible for coming up with ride destinations and ideas for activities that appeal to motorcycle riders.”

The five joined a table with Doug Roth, Sean Fritz, Amy McNaught, and me. I introduced Doug, Sean, and Amy to the bikers, and the bikers to the rest of the table. I asked the pilots to check out the license plate on the red Harley. We were quite amused. What were the letters on the plate?

PIGLET.

After breakfast and a bit of conversation, Christi Higgins introduced the group to the diners, and added that it was our Breakfast Captain’s 56th birthday. We all sang Happy Birthday to Lori Oliveros, and then the group prepared to drive off. They started their engines on the Road Captain’s signal, and it reminded me of the discipline of a firing range, where nobody pulls a trigger until the Range Safety Officer declares that the range is HOT.

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Becky turned to us and said “We will now serenade you with the Song of the Tribe.” And then, of course you know what we heard, it was that uneven, syncopated rhythm of the Harley engine at idle, and if you could put it in words, you’d be repeating “sweet potato sweet potato sweet potato sweet potato...” And then louder, louder, louder! SWEET POTATO SWEET POTATO.

Of course, being responsible for guiding to parking, I was sort of a de facto Apron Safety Officer, and top thing in my instruction and guidance to parking had been “airplanes have the right of way.”

With all engines running, Road Captain Becky turned out, and one after another, the bikers peeled away after her. A plane taxied in, turned from taxiway to apron, and Becky stopped. The line stopped.

The plane turned to parking, and not until it was no longer a factor did the Harleys resume, and Sweet Potato their merry way around the big hangar and out the gate. I was proud of them.



Month		EAA Chapter 569 Calendar
September	3	8:00am York Fly in Breakfast, EAA Chapter 1055 - KJYR
	6	7:00pm Lincoln Airport Control Tower tour. 2600 West Adams.
	10	1:00pm to 4:00pm Omaha Chapter 80 - Youth participation Airplane build. RV-12, Oakview Mall 2nd Level
	17	8:00am Crete Fly in Breakfast, EAA Chapter 569 - KCEK
	18	Fly-in, Drive-in, Walk-in, Dragged-in airport breakfast at Chan Gurney (YKN), Yankton, SD, 8:00AM-12:00PM. PIC FREE, adults \$7.00; kids 5-10 \$4.00; under 5 free. Fund-raiser for aviation scholarships. Sponsored by Yankton Regional Aviation Association and City of Yankton. Contact Mike Roinstead at mroinstead@gmail.com or Lori Roinstead at lroinstead@gmail.com
	25	4:30pm EAA annual fly in drive in picnic Shoemaker's Airstrip. Hosted by Holly and Jon Dixon. 11215 West Yankee Hill Road, Denton, NE
October	1	8:00am York Fly in Breakfast, EAA Chapter 1055 - KJYR
	4	7:00pm EAA 569 Meeting. Duncan Engine shop 5000 NW 44th Lincoln, NE Food Served
	8	1:00pm to 4:00pm Omaha Chapter 80 - Youth participation Airplane build. RV-12, Oakview Mall 2nd Level
	15	8:00am Crete Fly in Breakfast, EAA Chapter 569 - KCEK
November	1	7:00pm EAA 569 Meeting. Duncan Engine shop 5000 NW 44th Lincoln, NE Food Served
	5	8:00am York Fly in Breakfast, EAA Chapter 1055 - KJYR
	12	1:00pm to 4:00pm Omaha Chapter 80 - Youth participation Airplane build. RV-12, Oakview Mall 2nd Level
	19	8:00am Crete Fly in Breakfast, EAA Chapter 569 - KCEK
December	3	8:00am York Fly in Breakfast, EAA Chapter 1055 - KJYR
	4	5:00pm EAA 569 Christmas Party Misty's 6235 Havelock Ave
	10	1:00pm to 4:00pm Omaha Chapter 80 - Youth participation Airplane build. RV-12, Oakview Mall 2nd Level
	17	8:00am Crete Fly in Breakfast, EAA Chapter 569 - KCEK

The One Week Wonder, AirVenture 2022 Edition

By Harold Bickford

In 2014 we worked on the first One Week Wonder, a Zenith 750 Cruiser. The open question was could we actually do this in a week? After all, in 1975 Chris Heintz had spent ten days building a Zenith at what was the longest AirVenture. The result was, after a week, yes we can!

In 2018 we embarked on a second One Week Wonder, a Van's RV-12. Again, the question: can we do this in a week? The answer again was a resounding yes!

This year for 2022 the attempt would be made with a [Sonex Waix](#). Could we go for a three-peat? As they say in Wisconsin, oh sure, you betcha!

After eight years, three manufacturers and three different aircraft the continuing answer is that “yes with a core group and two thousand of your best friends an airplane can be built in a week.” It takes effort, planning and execution but it is a process that works.

As Charlie Becker opined “It's like winning the Super Bowl; at the end you're tired and beat up but it's all worth it because you won.” In true metaphorical fashion we won, for just as time expired at 1538 hours (ok, 3:38) we got to our assigned area on the runway and lined up. Then after “clear prop,” the anticipation common to all motor sports came to be as the engine fired! N220WW taxied under her own power and departed to the homebuilders hangar with Joe Norris at the controls. The Waix was now a full fledged airplane!



Harold Bickford (left) helping with the One Week Wonder build.

What goes on behind the scenes is equally interesting. Volunteers showing up a week early is one part as set-up; staging takes time and of course everything planned works out as expected. Page two....

Setting up the large graphics for the backdrop of the work area was simple in concept- put panels in place making in effect a billboard. Actually, getting them lined up and match lines being accurate took some time and ingenuity and big tools, i.e. a scissor lift. The graphic panels were composed of 4 x 2 1/2 foot along with 4 x 4 foot and 4 x 8 foot panels. Once you get above about five foot reach, it gets interesting handling semi-flexible panels. Getting

everything lined up, assembled, locating the aforementioned scissor lift and finishing the project took three (sometimes four) people the better part of two days. This is just one example of the unseen work that goes into such a project.

Once all was in readiness on Sunday before AirVenture, the boxes of parts arrived from Sonex, setting the stage for Monday morning, the final order of business. Unboxing tools, checking the sound system once more and video final check while making sure everything needed was in place gave everyone a sense of well-being looking forward to the morrow.

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And the morrow came at 0800 on July 25. Sonex crew in place, builder crew in place, ambassadors ready. After opening remarks by EAA CEO Jack Pelton and Homebuilders head Charlie Becker and Sonex President Mark Schaible it was off to the races. Boxes opened, parts sorted and stacked and the first assemblies started (trust me, that is the condensed version). This was going to be our home until the end of AirVenture until Sunday afternoon, July 31.

As the week continued, more and more progress was made; fuselage sides, empennage, wings with lots of volunteers pulling rivets. As each pulled a rivet, they signed their name with a Sharpie pen just as has been a custom in aviation from the earliest days. The Waix uses about ten thousand rivets and they are stainless steel of the pulled or blind rivet type. The Ambassadors stayed busy showing the 2,000 or so volunteers how to properly set and pull these rivets emphasizing two key points. These were firstly NOT hardware store “pop” rivets. Secondly that setting the rivet accurately was key. Drilling out a bad stainless steel rivet is not an easy task because the rivets are hard and take a lot more time than is the case with aluminum aircraft rivets. At any rate the basic training worked well as the riveting was of uniformly high quality with few rejects. The cross section of rivet pullers ran the gamut from “I’ve never done this” to “I’ve done thousands.” Either way the instruction paid off with quality work.

One additional aspect for the Ambassadors was to be the face of EAA as they were for the most part the first contact people had with the One Week Wonder project. Addressing doubts, questions, fears or over confidence along with being positive and accommodating became the watchwords of the day. One additional part was making sure people did not confuse them with being Sonex factory reps; many hats, one focus became the order of the day.

The Sonex also broke new ground as the Rotax engine is now a builder option along with the AeroVee, Jabiru and UL engines. In this application the engine is the Rotax 912iS which was also used for the 2014 Zenith Cruiser and 2018 RV-12 One Week Wonder builds.

MGL was the provider of the avionics suite featuring a full glass panel system for flight and engine information. Of note is that the instrument panel is large enough to accommodate conventional gauges as well as modern electronics.

The outline for 2026 and a new One Week Wonder is already being traced. What it will be is not known at this point while there is now an established track record and template to follow. What is clear is that wherever the path leads once again people will have an opportunity to see an airplane built in a week. This event will introduce newcomers and veterans alike to an opportunity that isn’t often experienced; the chance to build an airplane in short order from the ground up!

August 18 was the initial flight for N220WW so now the flight test program begins in earnest. Once the 40 hour test program is completed the Waix will be available for EAA chapter tours and Young Eagle flights. Also, at a future date the Waix will be painted in the scheme chosen by the roughly 5,000 people who voted for the final color scheme which will have a definite stars and stripes motif including a banner print of the names of all the build volunteers. These future flights will be continuations of the missions flown with the two previous One Week Wonder aircraft.

It was certainly a pleasure and honor to be a part of this experience at AirVenture 2022!



Oshkosh 2022 Report

By Dennis Crispin

AirVenture 2022 began with the news that Tom Poberezny had passed away in the early morning hours just before opening day. The official obituary cited a “brief illness”, but it is known that he suffered from degenerative medical conditions for some time. He leaves a legacy of great contributions to sport aviation.

The world’s biggest aviation event just continues to get bigger. The official release says that the attendance was 650,000 with 1.6 M connections on social media.

10,000+ aircraft filled acre after acre of parking. The South 40 aircraft parking area should be renamed The South 80 as it now extends far beyond the end of the long runway to the fence at Ripple Road, then spills over to the west into what was farmland just a couple years ago. In addition to the countless Cessnas and Pipers, there was a mixture of homebuilts and classics. One block of space found the grass covered with heavy iron like King Airs, Aerostars and a couple jets. Aircraft campers were served by a new Red One Market.

The homebuilts continue to fill acres of space with the great majority of them being the popular Van’s RV series aircraft. The Rutan designed and derived planes, once the dominate group, have been relegated to a back row with a couple dozen representatives.

1,400 workshops and forums filled the educational needs of anyone with almost any interest. 803 exhibitors pedaled their wares ranging from exotic aircraft to the guy who was selling high quality hummingbird feeders.

The campground was absolutely packed and overran into the “outback”, the area off the map to the southeast nearly to the ultralight area. Twice they had to move the fence back to accommodate more campers.

There wasn’t a whole lot new this year. Boeing had their jet demonstrator in attendance. It is supposed to herald environmentally friendly transportation, but whether it is engineering advancement or just an advertising/PR ploy is yet to be seen.



The Van’s RV-15 prototype made an appearance at EAA AirVenture 2022.

Photo from Vans Aircraft

Of interest was the unveiling of the new high wing Van’s RV-15, thought by some to be a “homebuilt Cessna.”

On the square was a Cessna SkyMaster with the front engine replaced with an electric powerplant. When asked about the range, the demonstrators started fudging with statements like “it depends on load and speed” then said that they flew it from California on one charge. They did not say just how much they used the normal (gas powered) rear engine.

The Air Force brought the KC-46 Pegasus. It is a refueler built on a Boing 767 airframe.

The B-29 “Doc” was on the ramp the first day, then often flew by high overhead as it gave rides out of Appleton.

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The weather made the event one of the best ever. It was warm but not excessively hot and nothing got rained out! A couple days it was a bit windy, but there were often just enough high scattered clouds to give a bit of relief from the sun.

Of most significance was what was not there this year.

There was no Poberenzy Home tour this year

Wicks Aircraft, a homebuilt parts/supplies provider, did not have a booth for the first time in many years.

Ford Motor Company, longtime principal sponsor of AirVenture, has terminated their relationship. Without Ford there were:

- No Mustang convertibles on the show line.
- No Model T rides.
- No big sandbox for the kids.
- No adult adventure like the Mustang Burnout Pad
- No Ferris Wheel
- No Zipline.
- No climbing wall.
- No Monday evening rock concert.
- No exotic car or truck to be raffled for EAA programs.
- No Chapter Leaders evening dinner/program.

Harry Barr Legacy Championship T-Shirts

A limited number of t-shirts are still available from the Midwest Aerobatic Club (IAC Chapter 80) competition held in Seward, NE this past June. The insignia is Harry Barr's Hiperbiplane built by Ed Bowes. Harry's signature maneuver was a snap roll, on takeoff, which Ed cautioned was too dangerous. Price is \$15 and sizes available are L and XL. Let Tom Trumble know if you're interested. His contact information is on page 1.



Around the Field at AirVenture 2022



59 1/2 foot wing span on this glider



Around the Field at AirVenture 2022



Thanks to Dennis Crispin for sharing these pictures from AirVenture 2022. Over 1,300 more AirVenture photos are in the Photo Gallery at www.eaa569.org.

And finally ...

First Flight!



Congratulations to Jon Sullivan on the successful first flight of his RV-4. As [reported in a prior newsletter](#), Jon felt the need for speed. He looked around and found an RV-4 project for sale in Colorado. After a 2-year build (and re-build in some areas), Jon made a successful first flight on August 19, 2022. He circled the airport for 1.5 hour while breaking in the engine. Jon is normally a happy guy but next time you see him, he'll be sporting the RV grin. Congratulations Jon!

John Cox
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