



Meeting Announcement

Date: Sunday, December 4, 2005

Time: 1800hrs

**Place: Misty's Restaurant, 63rd and
Havelock Avenue, Lincoln, Nebraska**

**Program: EAA Chapter 569's Annual
Christmas Party**

Our December meeting will be our Christmas party. If you have not made reservations see the note on page 7. The evening's activities will include installation of the 2006 officers and the presentation of the Spark Plug Award.

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Mark Novak with his T-6. The plane's markings duplicate those of Nebraska Air Guard trainers of 1946.

Communicator

Chapter 569

Lincoln, Nebraska

December 2005

Our Aircraft of the Month is Mark Novak's North American T-6

One of the most significant aircraft in American military history, the North American AT-6 was the instructional tool that developed the great majority of the World War II Allied pilots. It started in 1935 as a fixed gear, fabric covered basic trainer designated the NA16. Proceeding rapidly through refinements called the BT-9, BT-10, BT-14 and BC-1, it evolved into the 600 HP, retractable, all metal AT-6 when it went into high volume production in 1938. In about ten years of production, fifteen thousand aircraft were built in a number of variants as AT-6A thru AT-6F, with SNJ-1 thru SNJ-8 designating the Navy version. In 1949, 1800 planes were returned to the North American factory for rebuild and new serial numbers as the T-6G.

Both the Navy and AAF versions carried the official nickname of the "Texan". The British called theirs the "Harvard" and in Australia the plane was known as the "Wirraway".

Several versions of the AT-6 were equipped with a single fixed 30-caliber machine gun for gunnery practice. In a few cases added guns, bombs or rockets were fitted to the aircraft on an experimental basis. One Australian Wirraway even managed to shoot down a Japanese Zero in aerial combat! In the Korean War a number of T-6s were equipped with smoke and

white phosphorus rockets and used to mark targets for fighter-bombers.

A few SNJs were retrofitted with tail hooks for carrier landing qualification.

The planes were used by the air forces of almost all Allied countries. Some of these foreign T-6 trainer fleets were in use for fifty years or more. Many of the T-6s now in private ownership in the USA were imported from the offshore fleets when the various air forces finally upgraded their trainers in the '80s and '90s.

The AT-6 was intentionally designed to be difficult to fly yet sufficiently forgiving to keep the developing pilot out of serious trouble. Its success as a trainer is illustrated by the fact that a great many pilots completed their training in the AT-6 and flew a Mustang, P-47 or Spitfire solo on their first flight in a high performance fighter.

Big airplanes, the final versions of the T-6/SNJ have a span of 42 ft., length of 29 ft. 6 in., and weigh 5617 pounds. The 600 hp Pratt & Whitney R-1340 will propel the plane to a top speed of 210 mph with a normal cruise of 145 mph.

T-6s are a popular and in demand item in the circles of warbird collectors. They even have their own racing class at the Reno Races. There are about 500 flying in the USA and another one hundred world wide. This popularity has created an extensive support industry with a ready supply of parts and services. In addition, great numbers of the R-1340 engines have been used in crop dusters, making engine parts available wherever agricultural aircraft are common.

Mark Novak's T-6 is in reality a Navy SNJ-6, one of only a few -6 models built before the contracts were canceled in the summer of 1945. The airplane spent its military career as an instrument trainer at Pensacola until it was surplused out in 1958. It went

through several owners until Mark purchased it in 1998.

Mark is a full time officer in the Air Guard, so he has had the plane painted in the markings of the T-6s used by the Nebraska Air Guard in 1946.

The airplane has a total time of 2800 hours. Mark has flown the craft about 100 hours a year, regularly flying aerobatics and formation flight to maintain his "warbird" skills.

An airworthiness directive on the wing attachment fittings kept the plane in the shop for a couple months this last summer. It is now back in flying status and has been brought into top condition.

Mark Novak learned to fly in powered gliders while in the Air Force Academy. His military career continued to 5000 hours flight time with about 1400 hours each in the B1 and KC135. He now flies the KC135 refueling aircraft with the Nebraska Air Guard.

Mark's wife, Laurie, is also an Air Force Academy graduate and had a career as a military pilot before moving on to United Airlines. She now flies Boeing 757 and 767 airliners, accumulating a total of 10,000 hours flight time.

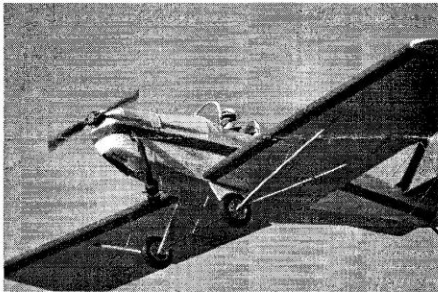
They have two children, Nick and Natalie. In addition to the T-6 they keep a Piper Comanche for personal transportation.

One of Mark's short term goals is to become type rated in a couple of the high performance warbird fighters owned by the Commemorative Air Force. As the planes are single seat aircraft, the checkout will be just as it was done in 1944 – with dual instruction simulating the procedures of the faster airplane – in a T-6.

If you have procrastinated about making your reservation for the Chapter 569 Christmas Party, you should do it now so that you won't miss out. See page 7.

Rich Boelts Makes His First Flight In His FFP Avenger

Rich Boelts made his first test flight in his recently finished Fisher Flying Products Avenger on November 20, 2005. The initial flights have been problem free except that the engine gets a bit too warm in extended climbs. An added baffle and a change in the prop pitch should provide a quick cure of that problem. These photos were taken just hours before this newsletter went to the printers. We will bring you a full report in a later issue.



Rich climbs out on the Avenger's third flight, Tuesday, November 22, 2005.



Rich Boelts is all smiles as months of work on his homebuilt airplane are climaxed with successful test flights.

President's Message

It is with great disappointment that I inform you that I will be unable to attend the annual Christmas party. My employment demands my presence out of the country at the time.

At the Annual Christmas Party we recognize the accomplishments of our members during the year and launch the chapter into the coming year by officially placing the new officers on stage. I would like to ask each of you to support your club and these new officers. I would like to express my sincere appreciation to the club's members for helping me through my year as president. I have called on past officers for guidance and support, and have appreciated all advise received.

The coming year will present many new milestones of accomplishment. We can expect a couple of first flights, (sorry probably not a Pelican), maybe a tour of the Ford Tri Motor, many Young Eagles events and at least a dozen great breakfasts. We will have the opportunity to share sport aviation at its best. Plan to be a part of it.

I would like to congratulate the new board members, and extend my personal appreciation to them for accepting the responsibility and challenge of their new positions. I have to acknowledge that these new and past board members would not have had the opportunity to serve if it had not been for the wisdom and foresight of the charter members.

I am looking forward to 2006. I am very confident it will be a great year!

Thank you !!

Andy Lahr
President EAA Chapter 569

Minutes of the EAA Chapter 569 November Meeting

The meeting was held the evening of November 1, 2005 at the Duncan Aviation Engine Shop Classroom with President Andy Lahr presiding.

The first order of business was the election of the 2006 Chapter Officers. Andy asked for additional nominations from the floor. Roger Aspegren offered a motion that nominations be closed. The motion carried. The vote, by paper ballot, was:

President
Dennis Crispin elected
Steve Davey
Vice President
Steve Davey elected
Erick Corbridge
Secretary
Rich Boelts elected
Arnie Wiese
Treasurer
Tom Henry elected
(unopposed)

Glen Witte gave a short report on the Christmas party. Several members submitted their reservations.

Andy requested nominations for this year's Sparkplug Award.

Eric Corbridge has applied for his credentials as an EAA Technical Counselor.

An FAA Safer Skies meeting will be held in Omaha on the evening of November 8. Andy suggested that interested persons carpool to the event. The program will be "controlled flight into terrain.

A letter was read from the Nebraska Department of Aeronautics thanking Chapter 569 for our support of the 2005 ACE Camp.

Next summer's Ford Tri-Motor exhibition tour is being organized. EAA headquarters is looking for chapters that might be interested in hosting a stop. We don't have a whole lot of information yet. A majority of the members present were in favor of investigating what will be involved. Dennis Crispin will pursue the matter.

We have received a letter from the Nebraska 99's requesting funding for the State Aviation Art Contest. Last year we contributed \$50.00. It was moved, seconded and passed that we will once again give \$50.00 to the event.

Roger Aspegren reported that member Bill Sheahan has recently passed away. The suggestion was made that it might be appropriate to honor him with a plaque at EAA's Memorial Wall. Roger will make contact with the family to determine their wishes.

We have received the leather jacket that EAA Headquarters has supplied for a chapter fund raising raffle. Andy suggests that we sell tickets at the upcoming breakfasts and use the proceeds for breakfast equipment. A motion was offered and approved to follow up on Andy's proposal.

Greg Whistler of Whistler Aviation at Seward, Nebraska presented a program on modern materials and procedures for fabric covering.

Things to do

- EAA Chapter 569 Meeting
First Tuesday each month
Note: December's meeting
will be our Christmas Party.
See page 7.
- Chapter 569 Breakfast
Third Saturday each month
- Chapter 1055 Breakfast
First Saturday each month
York, Nebraska
- Nebraska Aviation Symposium 2006
Jan. 25, 26, 27 & 28, 2006
Kearney, Nebraska
- 15th Annual Midwest Aviation
Maintenance Symposium and Trade
Show
February 2-3, 2006
Ames, Iowa
- Sun & Fun Fly-in
April 4-10, 2006
Lakeland, Florida
- EAA Southwest Regional Fly-In
May 12-14, 2006
Hondo, Texas
- Rocky Mountain EAA Regional Fly-in
June 24-25, 2006
Watkins, Colorado
- AirVenture 2006
July 24-30
Oshkosh, Wisconsin
- Copper State Regional EAA Fly-In
October 12-15, 2006
Casa Grande, Arizona

EAA Chapter 569 Breakfasts

Each month the members of Chapter 569 meet in the hanger at Crete Aviation for a morning of hotcakes and conversation. Individuals from the aviation community outside our club are most welcome. Fly in, drive in or walk in, we hope to see you for breakfast.

The next Chapter breakfasts are:

Saturday Chapter Breakfast
Dec.17 800hrs to 1000hrs
Crete Aviation
Crete, NE

Saturday Chapter Breakfast
Jan. 21 800hrs to 1000hrs
Crete Aviation
Crete, NE

EAA Calendars are now available

The 2006 EAA calendar is now available – the printing was delayed so the photos of SpaceShipOne could be included. Chapter 569 will be selling the 2006 calendar for only \$10.00. Get one for yourself and a bunch more for great Christmas gifts. Place your order right away so that we can have the calendars before January. The order blank is on page 6 of this issue.

A Note from the Next President

You have probably heard by now that the newly elected officers of our chapter are:

President	Dennis Crispin
Vice President	Steve Davey
Secretary	Rich Boelts
Treasurer	Tom Henry

As soon as I get this newsletter in the mail, I will try to get started on getting organized for the coming year. First and foremost, we need to find the people that will make things happen. The key word here is *Volunteer*. We are an organization of extraordinarily talented and capable individuals, if we can get each member to contribute some of that talent and just a bit of time, we will have a great chapter.

The first volunteer we need is a newsletter editor. My little journalistic adventure has certainly been a challenge and a great learning

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2006 EAA Calendar Order Form

Please enter my order for ____ EAA 2006 Calendars at \$10.00 each.

My check for \$____ is attached.

(your Name) _____

Make checks payable to "EAA Chapter 569"
Mail order and payment to Tom Henry, 1360
South 96th Road, Firth NE 68358

experience. Now the time has come to pass it on to someone else. We will need someone to function as editor. I am suggesting that we also find a few contributing editors to aid in the newsletter production.

So step up and volunteer to help, maybe you could write a plane-of-the-month feature now and then, or take the copy to the printers, or even just put the stamps on. Any contribution will help. Many hands make light work.

We will ask Steve, our new Vice President to serve as meeting program chairman. He will need a lot of your help. Here is an area where the great diversity of knowledge and experience in our club really shines. I'll bet we have someone who could do a great program on how to use a GPS, or how to clean sparkplugs, or where to fly to a great trout stream. Let Steve know what you would like to share with your club.

Each year we have a project tour, a picnic, and a Christmas party. It is not too early to form the committees to organize these important events. Here is a chance for you to get involved without a commitment that requires time every month.

The breakfast crew can always use more hands.

We will now have three EAA Technical Counselors in our club. We don't have an EAA Flight Advisor. Is there any one who could become qualified to perform this important function?

We have just been notified that we will be considered to serve as a host chapter for the Ford Tri-Motor Tour. If we would be selected, and if we would accept, we will need a bunch of volunteers to work on this event.

We will see you at the Christmas party.

Dennis Crispin

Annual Christmas Party Time!!

The EAA Chapter 569 Christmas Party will be held at
Misty's Restaurant, 63rd and Havelock Lincoln, NE
Sunday, December 4, 2005
Social Hour 6:00 PM
Dinner 6:30 PM

*Reservations are rolling in and spirits are high!
Misty's in Havelock is preparing sizzling steaks, fried chicken and broiled fish for our feast.
Our club leaders are practicing their speeches and their congratulatory remarks.
The committee has booked some great professional entertainment.*

*Send in your reservation as soon as possible (time is running short.)
Or call Glen Witte at 467-5082.
If all else fails, Misty's can handle reservations at the door for \$1.00 extra.*

*Send your reservation and payment to Glen Witte
6120 Havelock Avenue, Lincoln NE 68507*

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EAA Chapter 569 Christmas Party Reservation

Please enter my reservation for _____ dinners at the 2005 Christmas party.

These are the names we would like on our name tags:

1. _____ 2. _____

Our choices of entrees are (please circle):

Desserts:

_____ \$26.00 Prime Rib 8 oz, or Top Sirloin 8.oz

_____ \$5.00 Cheese Cake

_____ \$23.00 Atlantic Salmon or Tilapia Fish

_____ \$2.25 Dutch Chocolate Cake

_____ \$ 22.00 Chicken Chardonnay or Red Basil Chicken

_____ \$2.25 Carrot Cake

(your name) _____ (date mailed) _____

Please enclose payment for your meals with your reservation

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Chapter 569
Communicator

December 2005

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