



# Newsletter

Happy Independence Day!!



# 569

Lincoln, NE

July, 2007

## Meeting Announcement

**Date:** Tuesday, July 10  
**Time:** 1900 hrs  
**Program:** Builders Tour

**Note – No meeting July 3<sup>rd</sup> because of the holiday.**

We will start at Doug Volkmer’s house. He lives at 3720 Stockwell Circle in Lincoln. Directions to Doug’s place:

- Turn south at 79<sup>th</sup> and Van Dorn.
- Stay on 79<sup>th</sup> by taking the 2<sup>nd</sup> left (Lux Middle School will be on your right) and go until you get to Bancroft.
- Turn left on to Bancroft and go east until 81<sup>st</sup> St.
- Turn right on to 81<sup>st</sup> St. and go south 2 blocks.
- Turn left on to Stockwell Street. Go one block until Stockwell Circle. Doug’s house is on the east side of Stockwell Circle with airplane parts in it.
- Call Doug at 483-1108 if you can’t find his place.

After Doug’s place, we will head out to Pester’s airfield (approximately 107<sup>th</sup> and Holdrege) and look at more airplanes there.

## On Final for Oshkosh

### President’s Message

Dennis Crispin



Three and a half weeks to Oshkosh, time is getting short.

Even scarier is the fact that it is now only three months until the Trimotor arrives. We hope to have the organizational details worked out shortly. At the coming meeting we will start building the work schedule for the event. Get signed up for the shifts that you want and get in on the fun. We are going to have a bunch of posters and mini fliers printed. We will give everyone a packet of material so that you might spread the word in your own sphere of influence.

We had a great meeting last month, however the turnout was a bit disappointing. Those who didn’t come missed a fantastic program. Test Pilot Craig Tyske had us sitting on the edges of our chairs with his slide show descriptions of doing certification test work on Lear and Bombardier aircraft. Things like a maximum effort braking test where the tires were blown and the brakes and axils melted down. Even then the fire department had to wait several

minutes before putting out the resulting fire, just to prove that the fire would be limited to the gear! The scariest story was about a required demonstration of an autopilot failure, causing full nose down elevator while in the landing flair. They made a successful recovery but didn't have the time delay quite right. On the second try they got the two second wait right but the nose gear struck the runway with an eight G impact. The aircraft's back was broken, the landing gear punched through the wings rupturing the fuel tanks and the engines were totally trashed from the impact. The two pilots and two engineers aboard were not hurt. The fifty million dollar jet was rebuilt and returned to the test program. The FAA then decided that in the future the test could be simulated at altitude!

I enjoyed reading Tom Winter's book review last month. I remember reading Reach For The Sky, the biography of Douglas Bader, when it was published fifty years ago. Bader is certainly one of the most interesting characters in the legends of World War Two. He lost both legs in a crash while doing forbidden low level aerobatics. When Britain became desperate for pilots he was reinstated, but continued to draw his full disability pension, being declared as 100% fit and 100% disabled at the same time! He rose to command five squadrons of Spitfires and Hurricanes, the largest command of any flying commander in the RAF. He was captured after a midair collision with a Messerschmitt over Germany and spent the rest of the war in POW camps. He managed to escape three times on his artificial legs. When the American troops liberated the old castle that was the German's max security POW prison, Bader and a couple of his buddies were building an improvised glider on the roof which he intended to fly over the walls for another escape attempt. He was truly an amazing fellow.

Dennis Crispin  
President EAA Chapter 569

## Where are we ??



**This is O Street looking west. Rich Boelts took this photo shortly after take-off from Pester in his Avenger.**

## Amateur-Built Fatal Accidents in FY05 & FY06

The following information was provided to EAA from the FAA Office of Accident Investigation. Not surprisingly, most fatal accident occurred during VMC during warm weather months.

- First & second flights accounted for 6% of fatal accidents
- Loss of control was the most common cause for each year
  - 17 (40%) in FY06
  - 34 (55%) in FY05
- 25% of accidents in amateur-builts were fatal vs 18% for all of GA

This data drives home the need for the Flight Advisor program and transition training.

*(source EAA Safety Wire Flight Advisor and Technical Counselor News)*

## Minutes of the Club Meeting June 5, 2007

1. There was a short discussion about a LongEZ which was for sale.
2. There will be several Young Eagle events including Beatrice and Ord.
3. The Ford Trimotor tour will be September 20 thru 23.
4. We have found hanger space for the Trimotor.
5. We still need sponsors for the Trimotor tour.
6. We are beginning to work on advertising and promotion.
7. We still need a volunteer and equipment chairman.
8. We have begun discussions regarding additional displays (car clubs – historical)
9. If anyone knows of any antique aircraft 1925 to 1929, it would be nice to have one for display.
10. The picnic will be August 4th at Don's airfield.

Rich Boelts, Secretary

## Minutes of the Executive Meeting June 19, 2007

1. Project tour July 10th.
2. Picnic August 4th.
3. Newsletter needs to be completed earlier.
4. Ford tour will be September 20 thru 23.
5. We are still looking for sponsor or sponsors.
6. Advertising, an agency in Oshkosh will place newspaper ads.
7. Posters & mini flyers need to be done to promote the Trimotor tour.
8. Personnel scheduling, we will have to have at least 4 people working two shifts per day.
9. Gate / Security passes, we have to have one person with a gate pass on the ramp at all times.
10. Lori will chair the chapter booth.
11. Monday the 17th we will have VIP rides and a press day.

12. We will contact the University about promoting their aviation schools at Kearney and Omaha.
13. We will contact the antique car club to supply old cars and Camp Creek to supply old tractors.
14. We are still trying to contact the Historical society providing some display materials.
15. We still need to find some antique aircraft from 1925 to 1929 that could be put on display.

Rich Boelts, Secretary

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## Things to Do

- Jul 4** Seward, NE  
Fourth of July air show, 11am – 1pm  
Free to public.  
More info:  
Greg Whisler 402.643.2226
- Jul 7** Chapter 1055 Breakfast  
8:00-10:00 - York, NE
- Jul 14** Wayne, NE  
Nebraska State Fly-in  
Young Eagle rides and static displays.  
More info:  
Clay Bode 402.375.1984
- Jul 21** Chapter 569 Breakfast  
7:30-10:30 - Crete, NE
- Jul 23-29** EAA Airventure Oshkosh
- Aug 11-12** Millard Fly'n Aviation Extravaganza for Make-A-Wish Foundation.  
More info:  
Don Hickman [donpathickman@cox.net](mailto:donpathickman@cox.net) or  
Kris Newcomer [kirsnewcomer@cox.net](mailto:kirsnewcomer@cox.net) or  
call  
402.659.7241
- Sep 20-23** EAA Chapter 569 Lincoln, NE will host the EAA's Ford Trimotor tour at Silverhawk Aviation. Rides available each day for \$50.

### Model T Club at July Breakfast

The Model T Club out of Lincoln will be at the July 21st Chapter 569 Breakfast. Come out and see some history.

## Accident Report

Accident occurred Saturday, February 24, 2007 in Glen Canyon Nat, UT

Probable Cause Approval Date: 5/29/2007

Aircraft: Cirrus Design Corp. SR22, registration: N224MT

Injuries: 3 Minor.

The aircraft collided with the surface of a lake while flying at low altitude over the water. The pilot said that he was flying over a lake at 50 feet above the water; and that there was a good ripple on the water to give him an altitude reference. He said that he maneuvered the airplane into another section of the lake and he noted that he was approximately 25 feet above the water. The pilot said "a few moments later, near the center of the bay, the water turned to glass smooth, and I must have lost depth perception because in a moment we were touching [the] water." The pilot said the airplane decelerated rapidly, and it did not nose over or sink immediately. The pilot and his two passengers exited the aircraft with no injuries, but spent over an hour swimming to shore in the 44-degree water. They were rescued from the shore the following morning.

The National Transportation Safety Board determines the probable cause(s) of this accident as follows:

The pilot's intentional flight over water at low altitude and his subsequent failure to maintain adequate clearance from the water. A contributing factor was the glassy surface condition of the lake.

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### Where does my airplane come from, Daddy?

by Bob Collins, St. Paul, MN



(January 12, 2007) --A week ago (and this column really is being written on the same day the Hotline is being sent out), I was cutting the aluminum stock that forms the rear spar doubler on my RV-7A's right wing. I was using my father's old Delta bandsaw. When I finished, I looked at the piece and said, "thanks, Dad." See, although my father died in 2004, he's helping me build this airplane.

Last summer, I cleaned out -- or started to -- the workshop in the barn that my Dad used for years and even though I've got a cheap old Harbor Freight bandsaw, his Delta bandsaw was still new enough, and well-made enough, that I figured I'd drive it back to Minnesota, clean it up, put a new blade on it, and make it part of the airplane factory in my garage.

It's only a 9" bandsaw -- less than the Harbor Freight model -- and I've only been able to find a 1/8" width blade for it, one that will cut aluminum -- not as sturdy as the 1/4" Harbor Freight blade -- but there's a big difference between the cheap model and the Delta: The Delta was his. And so was the tap-and-die set I used to make the flap pushrods. And so I like to think that my Dad made the flap pushrods and my Dad made the trim on the rear spar and to the extent I'm not the greatest builder in the world but I want to be, well, that was my Dad's handiwork too. The sign in my workshop that says, "*you're only a failure if you don't try,*" once hung in his.

My plane's registration number will be N614EF, and while you might think that's 6-1-4-echo-foxtrot, it's really June 14, 1943, Eileen and Fred. The day they were married. I figure it's their airplane too. They helped build it, so their "day" should be on it.

In the years before he died, he didn't get around too much, but I'd talk to him from time to time on the phone and when the subject came to building an airplane, he'd always say, "well, just make sure you're careful."

If you have a father from the Greatest Generation, you learn to speak "Dad talk." You know that line in the Dixie Chicks song where the daughter is leaving home and as she's pulling out, Dad says "check the oil."? That's Dad talk. And it doesn't mean "check the oil," any more than "Gee, the Patriots didn't play too well today" in our conversations meant something about football.

These are the connections that I find all over Planet RV. And while folks may not be saying it; they're "speaking it" just the same. Sons aren't saying to Dad or Mom, necessarily, "this plane belongs to you." Well, at least they're not

saying it with words. But they're saying it nonetheless. Sometimes it's an N number, sometimes it's just a ride in an airplane. But they're saying it.

Saturday morning is my favorite day of the week, and not just because it's the time when I realize I don't have to get up and go to work (when you're an online editor for a company whose core media is radio, you're always at work).

Nope Saturday is the morning I get to sit around and read my e-mail. The pressure of scrounging up something to stick in the Hotline (which is how most of my mornings begin) is gone, the issue has been sent out, and the time is all mine.

And once I get through all the spam, there's usually a couple of personal e-mails from RV friends, most of whom I haven't met personally.

Now, you've probably realized by now that this particular column each week isn't about how to build an RV; I focus mostly on the personal connections we have because of these projects, either to the projects themselves, each other, or someone else. This week is no different.

Last Thursday night, I got a note from Walter Tondy, who has a terrific Web site for RV builders, indicating that he'd signed up his father, Larry, to receive the Hotline. My mind immediately snapped back to one of my favorite RV-themed videos. The one where Walter -- and his Dad -- moved his project to the airport.

It's my favorite video, not so much because of the process of moving the plane, but because there was a segment in there featuring



Larry. Now maybe it's because I'm a proud father, or because I like to think I once had one, but I easily detected the face of a proud dad along with one very infectious laugh, and an obvious great sense of humor.

"I'm the proud one," Walter said about his Dad when I told him that. And, darned, if that isn't obvious when he flew his plane home to Michigan last year after Oshkosh.

Oh, there's more. This week, I was



patrolling the various EAA chapter sites and came across the nifty shot you see over on the left. It's a photo of Mark Navratil and his Dad. They can wear the sunglasses, but you can't mask the pride. This shot, according to the EAA newsletter, won in the General Aviation category of the Iowa Department of Transportation photo contest.

Although we don't seem to be a bunch that talks about these things much, there seems to be a lot of "Dad" in a lot of RVers and aviators. And many times, a lot of moms too.

A few years ago, my Mom came out to visit. She's 85 years old now, and I was renting a Piper Warrior. That's the one-door-and-you-have-



to-walk-up-on-the-wing Piper Warrior. My mom was in no condition to walk up the wing, but there was no way she was missing her first-ever ride in a small airplane, especially one piloted by her baby boy. So she sat on the wing and pushed herself up and into the cabin.

We launched for a flight over fly-over country and she told me how, when she was a girl, she wanted to grow up and be Amelia Earhart.

"The plane's yours," I said, and an old lady got a chance to live a dream of flying a plane for a few seconds, and a middle-aged man finally figured out where his love of flying came from.

Then there's Gerry Humphreys of Limerick, Ireland. He had his first flight in his

RV-7 on Tuesday. He sent me the picture you see here. Aside from the fact his family appears to be



postcard perfect, check out the look on his Mum's face. She's holding the bottle of champagne. Isn't that priceless?

And so, being a news guy, I had to poke into this a little bit more, and asked Gerry to tell me about her.

"My mum is a retired anesthetist, has been living with my obsession with flying since shortly after I was born when my Dad, an ex-RAF WWII era fighter pilot, 'flew' me around the room in his arms," Gerry wrote. "He left flying in the late '50s and started farming when his uncle left him the farm here in Limerick, about 18 miles East of Shannon airport in South West Ireland."

"I only discovered he was a pilot when I was about 7 and found some old photos in a drawer. He never talked much about flying, but I made up for him! I dreamt about flying and aeroplanes when I should probably have been dreaming about girls, and started building models as soon as I could. Mum and Dad always encouraged me and over the years paid for more than their fair share of engines, radio gear, fuel etc."

"They were both proud when I got a scholarship from the RAF in my last year of studying Aeronautical engineering at Queens University in Belfast. I spent 20 years in the RAF mostly flying Harriers and retired home to the farm when we discovered my dad had cancer and 6 months to live. That was in 1997, and since then I have been farming organic beef cattle and found a way to stay flying with the local flying club at Coonagh, noteworthy as probably the shortest, narrow licensed strip where people learn to fly in Europe (400 x 9 m)."

"I met my wife Vicky in the RAF, so she is used to aircraft, in fact I ejected from a Harrier the day after we got engaged; I was supposed to be leading a 4 aircraft formation over her station and

did not show up. I had a generator failure followed by engine failure on short finals at Yeovilton down the road. I had a 0.4 sec parachute ride, fortunately no-one was injured and they found a mechanical fault next day."

"We are very lucky to live here on the farm, lots of space, and of course, an airstrip, which was one of my first projects when I took over the helm. I started flying professionally for a local company [www.pacnetair.com](http://www.pacnetair.com) and after the strip was complete the obvious next step was to build my own aircraft. The RV7 was the obvious choice, and so the last few years have seen me with plenty to do in my spare time! We are always happy to see visitors, so drop by if you are in this part of the world!"

Yep, that's a mighty fine airplane that your Dad, and Mum, and wife, and children built, Gerry.

I recall a thread on VAF a year or so ago where someone maintained you have to be a "special" person to build an RV. I thought it was enough to scare off a newbie who thought there was something magic about this process, and that much of the character -- persistence, patience etc. -- is something that we can mostly acquire through the building process.

But I suppose, looking back, there are obvious traits in an RV builder -- they come from a solid line of hearty, airplane-building-character stock. Sure, a lot of what we know once we build these things we acquired in the process. Sometimes it's a result of some fancy book learnin'. But all of the time we can thank the gene pool and some people who served as role models.

We build these planes ourselves. But we never build them alone.

# Oshkosh

## THE WORLD'S GREATEST AVIATION CELEBRATION

★★ JULY 23 - 29, 2007 ★★

[www.airventure.org](http://www.airventure.org)

### EAA AirVenture Oshkosh 2007 highlights include

- ★ F-22 Raptors
- ★ C-17 Globemaster III
- ★ Beechcraft 75th Anniversary
- ★ Goodyear Blimp
- ★ Hundreds of forums and workshops
- ★ Family-friendly KidVenture area
- ★ Beach Boys in concert on opening day presented by Eclipse Aviation, Ford Motor Company, and Innovative Solutions & Support
- ★ Fly-in Theater presented by Ford Motor Company and Eclipse Aviation
- ★ Learn to Fly Center presented by EAA and the National Association of Flight Instructors (NAFI)
- ★ Steve Fossett's record-breaking Perlan glider
- ★ 60th Anniversary celebration of the U.S. Air Force
- ★ Astronaut Jim Lovell to introduce Apollo 13 movie
- ★ Extended warbirds spectacular on Friday & Saturday
- ★ U-2 Reconnaissance Aircraft
- ★ C-5 Galaxy
- ★ 60th Anniversary of the Bonanza
- ★ Stunning daily air shows
- ★ Largest U.S. general aviation expo
- ★ 10,000 airplanes and 2,500 show planes
- ★ Incredible collection of warbirds, including the P-38 Glacier Girl, a JU-52, a Grumman Tigercat, an SB2C Helldiver, B-17s, and others
- ★ National Aviation Hall of Fame's first "Best of the Best" People's Choice Award competition
- ★ Aviation legends Chuck Yeager, Bob Hoover, and Steve Fossett among many others

EAA AirVenture Oshkosh 2007 is shaping up to be the most fun an aviation enthusiast can have!

### Commercial / Instrument Test Prep Questions

1. Which flight instrument is not legally required for flight under IFR?
  - A. Slip-skid indicator
  - B. Vertical speed indicator.
  - C. Gyroscopic heading indicator.
2. How long does it take to make a 360 degree standard-rate turn?
  - A. One minute
  - B. Two minutes
  - C. Four minutes
3. What condition leads to unreliable operation of the heading indicator and attitude indicator?
  - A. Low vacuum pressure
  - B. Short in the electrical system
  - C. Pitot-static system leak
4. What should you use to correct for magnetic deviation?
  - A. Compass correction card
  - B. Adjustment knob on the heading indicator
  - C. Isogonic lines on instrument charts



A



B



C

5. Which of the above turn coordinators shows too much rudder pressure being used for the amount of bank?

Answers: 1. (B) 2.(B) 3.(A) 4. (A) 5. (B)