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EAA Chapter 569 Newsletter

Lincoln, NE



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Meeting Announcement

Date: Tuesday, July 7

Time: 7:30 pm

Program: Lets talk insurance.

A representative from NationAir Aviation Insurance will be on hand to talk insurance and answer all of your questions.

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

President's Message Tom Henry



July is finally here and with it comes Oshkosh. I am really looking forward to getting away from the work-a-day world and being immersed in friends and aviation for a full week. This year I really need my batteries recharged. So I'm already booked at the Chapter Presidents Reception and the Lifetime Members dinner! What plans have you made for this years ultimate aviation gathering? If you have never gone you owe it to yourself to do it at least once.

I'm thinking that EAA 569 should set up a meeting place for our members at OSH. Perhaps Dennis Crispin's campsite as he seems to be the first EAA 569 member at OSH every year?

Any idea's? We will have to decide at the July meeting and communicate it.

Here's to being ready to go!

Calm winds and clear skies,

Tom Henry

Higgins earns her wings!

Chapter 569 member Cristi Higgins passed her Private Pilot Checkride on June 29th. Next time you see her, please congratulate her!

What does that cost you?

by Rod Steiger

We all chose to fly and no matter the reason, cost plays a factor. It's interesting, hearing comments folks make about flying. I overheard someone say, "So, what's it cost you to fly that?" the response "Oh,...45 or 50 an hour...about the same as the Challenger", then more in the group stated in about all their costs. Hearing discussions like that have brought me to ask, "Are there some big misconceptions about the cost of flying and is this what inquisitive folks are being told about Ultralights and Light Sport?". They hear it is a cheap way to fly until they hear someone say "50 an hour" and that's not from those on the outside looking in, but from us.

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Meet an EAA 569 Member



Bob Chambers

I have been happily married for 48 years to my wife Mame' (part of the 569 Quilters Auxiliary). We have two kids Rick, corporate exec with Zales Corp and Bobbi a neonatal pediatrician. We have four grandkids, (Rick) Austin and Taylor, daughter-in-law Jeri, and (Bobbi) Brittany and Bailey, son-in-law Troy.

I joined the EAA about 26 years ago when KITPLANES magazine was being brought into existence and I was asked to do the back page spread each month. I had had no experience with homebuilding so I joined the EAA for material. I joined 569 about two years ago for more cartoon fodder.

I am a semi-retired contract designer with MECCA DESIGN AND PRODUCTION in Dallas (as well as cartooning for KITPLANES).

From as far back as I can remember I have always been interested in aviation. My Dad was

Placement Bureau Director at Colorado University in Boulder when I was growing up. He used to visit all of the major aircraft manufacturers in his job and when he came back home he always brought me color photos of the latest aircraft. By the time I was 12 years old I could name all of the aircraft and their manufacturers. About that time the folks bought me a drafting table and complete drafting equipment so I could begin designing for real. Dad had a business trip to Colorado Springs and bought a one way ticket for both of us as a birthday present. My first flight was on a Frontier Airlines DC-3. (We drove back with some others.)

When I joined the Air Force they would not let me into pilot training because of less than perfect vision (without my glasses I was legally blind). I did manage to wangle flights whenever I could and after I got out of service I got a Commercial License on the GI Bill with Piper aircraft. I flew regularly for about two years in that training and have not flown regularly since. Recently I was feeling bad because my flight training had not paid off. Then I calculated what it had cost me and figured that the cartooning for KITPLANES had paid off about 150 to 1! Without the training I could not have done the cartooning!

I have never owned a plane but after joining EAA I got the bug to build. Being one of those fools who rush in where angels fear to

tread, if I were to win a large lottery I would try to build a scaled down version of the P-61 Black Widow! I am not sure I have a favorite airplane. If it has two seats and a generous owner then that is my favorite airplane at the time.

My favorite aviation book is Confessions of a Reluctant Messiah by Richard Bach. I bought the movie Air America because it featured all of the Vietnam Era airplanes that I had experience with and now I can watch them again in action.

I have a slight problem with ADD so when I am not thinking about flying I am thinking about any one of forty other things that I am interested in.

(I asked Bob to send me one of his favorite cartoons. He replied "it is kind of hard to pick a favorite. My favorite is the one that evokes a smile in the person viewing it." He did send me this one which I like. Thanks Bob! – Ed.)



I don't think you understand! This IS his idea of heaven!

The TriMotor will be here in eight weeks!

As you read this, it is just eight weeks until the TriMotor Tour comes to Lincoln. The grand old airplane is scheduled to arrive on Monday August 24 from its appearance in Ankeny, Iowa. It will be hangered on the 25th and 26th.

Passenger flights will begin on Thursday morning August 27. Flights will continue all day, each day, through Sunday August 30. The aircraft will be available for close-up inspection and photo ops when not flying.

Good progress is being made on preparing for the event. We could still use a cash sponsor. If you have any good ideas on where we might find one, let us know.

A packet of promotional information has been mailed to all chapter members and the FBOs in the area. Please put the posters where they will have good public exposure for the duration. The yellow miniflyers are our most productive promotional piece. Pass them out to everyone you meet – and take a moment to explain that we are bringing a rare historic airplane to town and that this is the last craft of it's era that you can go for a ride on.

Be generous with the advertising material – it pays us a good return and we will keep printing it as long as you keep distributing it.

Remember that all of our promotional materials are available at the club website, www.eaa569.org.

We are making a preliminary info distribution to the media. Cristy has already made some good personal contacts with some influential media personalities.

Of course we will need to schedule crews to work two shifts each day. Give Andy a call and volunteer for the time and job you desire.

The TriMotor's connection with the movie [Public Enemies](#) seems to be getting us a lot of good exposure. It is finding interest in groups that wouldn't normally pay any attention to an antique airplane. I tell people (especially teenagers and young women) that they should see the movie and note what seat Johnny Depp sat in and then come out and ride in that same seat. They always reply with a comment like "That would be so cool!"

We will have posters and hand-outs in all the local theaters that will be showing Public Enemies and EAA headquarters is developing some video promotional material that builds on the movie tie in.

There is a lot of good information on the EAA web site www.airventuremuseum.org/fordtri/motor/ and on our site www.eaa569.org.

Dennis Crispin
TriMotor Tour Chairman

BREAKFAST COMMITTEE NEEDS YOUR HELP!!!

The Sells and the Aspegrens have been the mainstay of the monthly breakfast committee for many years. We have had many helpers along the way and have been very appreciative of their help. The Kelseas helped for many years until they moved away a few years ago, Ray Suppalla was involved for some time, Kevin Rock and Kris and sometimes their son helped for many years, the Geigers helped for several months, and John Schwery has helped a few times. The Shoemakers have been helping for the last few months and Charles Krutz assisted last month. All of these people have made this an event that people from all over Nebraska and surrounding states have been able to rely on for a generous breakfast and plenty of aviation talk, and we have never cancelled once. Last month over 80 people were served and the ramp was full of airplanes.

We are very proud of what this breakfast has become and we have had a lot of fun with it, even though it is a lot of work. The Chapter 569 board feels this is an event that we should continue, but we need help. The Sells are wanting to get a break once in a while and the Aspegrens do winter traveling (12 grandchildren need attention) and may be gone a month or two. It takes 6 people to run the breakfast as it is now done. We can do it with 2 or 3 people if we wish to return to the good old days of just pancakes and sausage, but we

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would hate to see it become just another fly-in breakfast. Please think about what you could do and let us know at the next meeting or call Roger Aspegren at 797-5825. Pay is lousy, work is hard, the experience is priceless.

(It's time for some members to step up and keep this terrific event what it is, even if you can only help out once or twice a year. I can't commit to working every month, but I'm willing to put my name on the calendar to help out a few times. Can we get a few more members to do the same? The Aspegrens and Sells have done their deed. It's time to hand the spatula off. – Ed.)

EAA Christmas Party

Are you thinking of Christmas?!

Well the committee for the Christmas party is!!

Our next meeting will be on Tuesday July 7th, Duncan engine shop break room, at 7:30pm. This is the same place and time of the regular monthly meeting. **Anyone who would like to be part of the committee this year please come!**

Mame Chambers is going to bring patterns and information on making small boxes. She will show us how to make these boxes out of things like old Christmas cards! I am really looking forward to learning how to do this! We are considering using these for nuts

and/or candies on the tables!

I have information about the Entertainment for our party and we will be discussing this and few other things too!

You are welcome to join us even if you are not part of the committee!!

If you cannot make the July meeting and want to be on the committee, please contact me at 402-791-2116!

My motto is "No worries, No stress!" So the earlier we get started the better!

I am looking forward to seeing you at the July 7th meeting!

Thank you, Dwana

Accident Report

Accident occurred Wednesday, November 26, 2008 in Waukesha, WI

Probable Cause Approval Date: 12/24/2008

Aircraft: CESSNA 172S, registration: N833SP

Injuries: 2 Uninjured.

The pilot reported that the autopilot was inadvertently engaged while taxiing to the departure runway. The pilot and his passenger attempted to disengage the autopilot by depressing the "A/P" button on the unit's control panel.

The pilot reported that there were warning buzzers sounding as they attempted to disengage the autopilot. The pilot eventually turned off the avionics master switch in order to completely power down the autopilot. After he reestablished power to the avionics, the autopilot appeared to be disengaged. He then contacted the

control tower for a takeoff clearance. The airplane "prematurely" rotated and became airborne during the takeoff roll. The pilot stated that he immediately aborted the takeoff, but "struggled with elevator control because of a significant nose up pressure." The airplane landed off the left side of the runway, impacted a snow bank and another runway before coming to rest nose down. A post-accident examination of the airplane showed that the nose landing gear had collapsed, causing substantial damage to the engine firewall. The two-axis autopilot system had servos that controlled the elevator and elevator trim positions. The elevator trim was not in the takeoff position, with the indicator showing a nose-up trim setting of about 8/10 of its total travel. No anomalies were noted during an operational test of the autopilot system or after a download of its fault log. The autopilot was installed with the correct software version and was in compliance with all required airworthiness directives. The pilot reported that he had minimal experience with the use of an autopilot and that he had not received training on the autopilot system installed in the accident airplane.

The National Transportation Safety Board determines the probable cause(s) of this accident as follows: The pilot's failure to maintain aircraft control during takeoff and his failure to ensure that the elevator trim was properly set before takeoff. Contributing to the accident was the pilot's lack of autopilot system knowledge.

Nebraska State Fly-in
by Doug Volkmer

Overcast skies and temps in the 70s greeted attendees at the Nebraska State Fly-in on June 6 at the Fairmont State Airfield.

The York EAA Chapter (1055) served breakfast from 8:00 to 10:00. After that, the day was filled with Young Eagle flights and seminars on ultralights, gliders, skydiving and an airshow featuring several pilots dancing in the skies with their aerobatic machines.

Several Chapter 569 members were also in attendance, including John C. Cox who gave a seminar on learning to fly.

Roger Aspegren flew in with his newly painted RV-9A.



Roger's RV-9A at the Nebraska State Fly-in.

On the fuselage of Roger's plane is an eagle. As you get closer and study the eagle, you'll see that it's actually comprised of small photos taken from various stages of the construction of his RV-9A project. The pictures are slightly smaller than a 1/2 inch by 1/2 inch.



The mosaic on Roger's plane. Very cool!

Roger is having a blast flying this plane. The Subaru engine has been running great. He said the other day it was 91 degrees and after a hard climb to 5500 feet, the oil temp stayed below 210 degrees. He says it cools down to 195 immediately after leveling out.

Fuselage Kit has arrived
by Doug Volkmer

The next component to my RV-7 project was delivered, thanks to Larry Geiger. He offered to pick up and deliver my fuselage kit from the ABF terminal to my house.

Van's does one heck of a job packing these kits. All tucked away in this 8 foot long, 300 pound box are the pieces needed to complete the fuselage assembly.



Some assembly required.

The next 10 hours are spent taking inventory and inspecting the pieces for any damage that may have occurred in the shipping.

For the hardware, Van's packs that in bags. Lots and lots of popcorn bags full of rivets, screws, washers, nutplates, etc. Each bag is numbered so you simply compare the contents of the bag to what is listed on the inventory sheet.



From bags to storage compartments.

What to do with the wood from the crate?



You slice it up, take some screws and make some shelves to store the parts on.

Minutes of the Club Meeting

Meeting called to order on June 2, 2009 by Tom Henry at 7:35pm.

A visitor (Jason Linder) introduced himself.

Progress reports were given. Roger Aspegren's RV-9A paint job is complete.

John Schwery provided a Treasurer's report.

ACE camp still has 2 openings.

Tech Counselor reports. Erick Corbridge visited Doug Volkmer's RV-7 project.

Young Eagles report. Tom Trumble stated 11 kids were given rides in Lincoln on May 1st and 15 kids were given rides in Seward on May 30th.

Roger Aspegren commented the breakfast crowd was good and that they could use some help.

A motion was made and approved to give Dwana Henry a \$300 budget for the Christmas party. She's welcome to come back and ask for more funds if necessary.

The meeting concluded with Arnie Wiese (Hummelbird) and Mark Gaffney (Teenie Two) discussing their 'scratch built' projects.

Meeting adjourned at 9:44pm.

Dean Hoy,
Secretary

Write an Essay Win an Airplane Ride!



Write an essay about:

How aviation has changed American culture

The top essay will win a free ride on this amazing machine for the student and one parent.

Please type your essay double spaced and limit to 200 words.

Open to all 7th and 8th grade students in Nebraska.

Submission deadline,
Friday July 24, 2009.

Send all entries to
John Cox
2279 County Rd 2425
DeWitt, NE 68341

Or Email it to:
jc01220@windstream.net

Classifieds

FOR SALE 1959 MOONEY M20A



Very nice 1959 Mooney M20A. Lycoming 0-360-A1A, 568.2 SMOH. McCauley Model 2D36C14-B, 454.8 SMOH. Airframe 1635 hrs TT. Metal tail conversion. Install New JPI 711 Engine Data Management system. New battery and tires Nov 2006. New interior and leather seat April 2002. STC Standby vacuum system. Wing was removed, inspected and recovered Aug 1992. Will sell with new annual. \$37,000. OBO. • Contact Erick Corbridge (Owner) for more information - located Lincoln, NE Telephone: 402-499-1039 E-mail Corbe99@yahoo.com

FOR SALE 1968 Cessna 150H



Full BUSH STOL conversion. TTAF 6922, TTE 5940, SMOH 1472, good compression (one new cylinder), new M20 air/oil separator, full gyro panel, Michel 300 (720) nav/com, transponder with mode C, intercom, older Garmin GPS. Int 7, Ext 9. Deliver for expenses. \$18,500 OBO. Based in Seward, NE. 402-643-3464

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So let's look at some of the costs. The purchase of the plane? This is truly not a cost in flying, it is ownership. What about hangar rent and insurance? Are these costs in flying? No, it's ownership again. I'll touch more on ownership in just a bit. We think of our costs in terms of the \$ per hour and that is fine, but some fixed expenses are not going to change whether we fly or not. What if the plane only flew an hour that year? Man, what an expensive hour that was! No that is the cost of owning a plane, not the cost of flying. What's left? Well, (PM) periodic maintenance and fuel.

So, let's look at PM, most inspection and repair we do on our own, but what about that 250 hr. TBO Rotax says our 503s need. I don't want to argue the 250 hrs, I will argue, what a TBO is (time before over-haul). It is not a process requiring all new pistons, crank, bearings, seals, and etc. TBO is an inspection and documentation of the wear that has transpired and to replace parts as required by its amount of wear, age or by directive. I recently had my 503 TBO'ed and the cost was under \$700. That's only \$2.80 per hour for the 250 hr period. Looks like I will need pistons at my next TBO, and that will increase my cost. So to go on the high side, let us say that over a 1000 hrs you have 2 TBOs at \$700 and 2 at \$1200, that's \$3.80 per hr. There are some other maintenance items like tires, brakes, and hardware. These can

be added to the hourly cost and I'm going to give them a 50 cent per hr/\$500 over the 1000 hrs. Now we are up to \$4.30. Oh, sail cloth you say. Well it is going to be on the plane longer than 1000 hours, but we can throw it in here, \$2500. OK, now we are up to \$6.80 per hr. over the 1000 hrs. Now, we all know these numbers are intentionally high, let's remember that as we go on. For fuel, I burn 4 gals. per hour and fuel is \$3.70 a gal. For mo gas, oil is 10oz. per hr. at a dime per oz. That's \$15.80 per hour in fuel. The grand total \$22.60 per hour. A far cry from the 45-50 dollars I heard before.

Where did they get the rest of that 45 to 50 figure from? It comes from the cost of ownership. It is where we decide that we want to own instead of rent. This is not to say the cost is negligible, but ownership is no more if compared to owning a Harley or a sports car. Ownership stems from convenience. It is more convenient to own than rent? Just depends on the person and this is also true for those who have a hangar and strip at home or those who rent a hangar at the airport or even box it up to store in their garage. Convenience, it is what each of us define it to be. It isn't the cost of flying. We know what all the costs are, it's just how we think of those costs when we total them up that we need to examine. So the cost of flying really is not some astronomical number and it is the biggest reason many are attracted to EAA and what we fly. We can build and fly Experimental for far less than factory built planes and fly

Ultralights for even less. When people stop and ask, "How much does it cost to fly that?" I can answer \$22.60 per hr. If they ask, "how much is the plane?" I can tell them that too, but like any good salesman will tell you if the price is too high, you lost the sale. We are salesmen for our hobby, let's not scare off the customers.

Minutes of the Executive Meeting

The June 24, 2009 meeting was attended by: Kerm Wenger, Tom Henry, Roger Aspegren, Dennis Crispin, Dean Hoy, John Schwery and Doug Volkmer.

Kerm discussed his lineup for future programs.

John Schwery provided a Treasurer's report.

Dennis provided the board with an update on the TriMotor tour. Marcus Theatres will allow us to display posters in their theatres during running of Public Enemies.

Duncan Aviation has agreed to store the TriMotor during its visit.

Increasing membership dues was discussed. The additional revenue could be used to buy tools for the Chapter and/or promote flying.

Norm and Joyce Sell are going to begin stepping away from the breakfast committee. If we are going to continue to deliver a breakfast like we do, we will need members to come forth and help.

Dean Hoy,
Secretary

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.

July 4 – Seward (SWT), Annual 4th of July Airshow, 11-1pm. Free to all. Harry Barr and his aerial circus will be performing aerobatics. More info: Greg 402-643-2125.

July 5 - Genoa (97Y), Annual airport breakfast served by the Genoa Lions Club, 7-11am.

July 27 – August 2, AirVenture, Oshkosh, WI <http://www.airventure.org/>.

August 27 – 30, EAA's Historic 1929 Ford TriMotor Airliner, Lincoln NE
Book your adventure at: www.flytheford.org or 1-800-843-3612. Information at www.airventuremuseum.org/fordtrimotor/ or www.eaa569.org or 402-274-7070.

August 29 – 30, Offutt AFB, Blue Angels <http://www.offuttairshow.com/>

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