

Newsletter



569

www.eaa569.org

Lincoln, NE

November, 2007

Meeting Announcement

Date: Tuesday, November 6
Time: 1930 hrs
Program: Roger Aspegren will discuss building and flying his RV-9A.
Place: Duncan Aviation Engine Shop 5000 NW 44th St

Before Landing Checklist

President's Message

Dennis Crispin



Here we are again with the journey through a year just about completed. Before we close the flight plan on 2007 we have a couple more important things to attend to.

At the November meeting we will hold the election to determine the club leadership for the coming year. Step up now and place your name in nomination so that we might have a full slate of nominees. I can attest that doing ones part in helping lead this fine organization is a very satisfying endeavor.

On Sunday, December 2, we will have our annual awards banquet and Christmas party. Once again we will meet at The Knolls for a sit down

dinner. Please submit your reservation on the form provided by November 25.

One of the highlights of our award night is the presentation of the EAA Chapter 569 Spark Plug Award. There is a form in this newsletter so that you may submit your nomination.

It is again time to order EAA Calendars. This year we won't order any extras, so get your order in soon.

In all the hassle of hosting the Ford TriMotor we got behind on several things. One of them was that we should have begun soliciting chapter membership renewals in early October. We send our annual paperwork to Oshkosh in mid December and it is important to have our membership roster in order by then. Please send your renewal information and annual dues to Tom Henry as soon as possible. Be sure to include your current e-mail address. We have a lot of problems with returned e-mails with outdated addresses.

Remember to keep the dirty side down, the needle in the green, and the pointy end going forward.

Dennis Crispin
President EAA 569

How about a Chapter 569 calendar?

I would like to put together a 2008 calendar for our Chapter. If you would like to submit a photo for consideration, please email it to me at doug_rv7@yahoo.com. Maybe it's a picture of your Cessna 172 or your Powered Parachute or you and your family by the Ford Tri-Motor. Or maybe it's a photo of your project in your garage. I'll compile the selected photos and create a calendar for 2008. Please have your photos to me by Wednesday, November 21. I'll plan to have them available at the Christmas Party.

Cost per calendar will be \$20.

Chapter 569 received the following Thank You notes:

*"Thank you so much for the plant and
your thoughtfulness."*

-- Roger and Charlotte Aspegren

*"Thank you for the flowers sent to my
mother's service. That was nice."*

-- Doug Prange

Roger and Doug's mothers both passed away in September.

Membership Renewal

The time has come to pay your dues and renew your membership for the 2008 year. Many thanks to those who have already done so.

Last year we made a concerted effort to update our membership lists with correct address and phone numbers. Already we find that we have a number of incorrect snail mail addresses and lots of wrong e-mail addresses. Please fill out the form one more time so that we are sure to have your information correct. It would also be helpful if you could include your cell phone number.

We are trying to get everyone re-enrolled by the end of the year so that they can be included on the roster we submit to the national organization.

A renewal form is attached. Please detach it and send it with your \$20.00 annual dues to Tom Henry, Treasurer.

Minutes of the Club Meeting October 2, 2007

1. Introduced new members.
2. Discussed Ford/EAA Vehicle Sales Plan
3. We need a Christmas party chairman.
4. Recap of Ford TriMotor Tour
5. Nominations for 2008 Officers
 - The Vice President will run again
 - The Treasurer will run again
 - We still need candidates for President
 - We still need candidates for Secretary

Rich Boelts, Secretary

Things to Do

York Airport (JYR), EAA Chapter 1055 Fly-in breakfast on the 1st Saturday of every month. 0800-1000. Free to PIC.

Crete Airport (CEK), EAA Chapter 569 Fly-in breakfast on the 3rd Saturday of every month. 0800-1000.

11/10/2007 Fairview, Oklahoma
56th Annual World's Oldest Free Fly-In & airshow.
Phone: 580-227-3788
Email: regierflying@io2online.com

Minutes of the Executive Meeting October 24, 2007

1. The following nominations have been made for these offices.
 - President Kermit Wenger
 - Vice-President Erick Corbridge (current)
 - Secretary David Zicheck
 - Treasurer Tom Henry (current)Please make additional nominations for all positions.
2. Christmas Party
December 2nd
6:00 Happy Hour
6:30 Buffet Dinner
Suggestions are needed for entertainment.
Send reservations to Tom Henry.
We will reuse last year's decorations.
3. There is a form in the newsletter for 2008 calendar orders.
4. It is time to renew your membership; you can use the form available on the web site. (www.eaa569.org)
5. We had 709 paid rides on the TriMotor.
6. We will be considering more additions to the Memorial wall.

Rich Boelts, Secretary

Essay Contest Winners

Chapter 569 held an essay contest open to 7th and 8th graders in Nebraska. The winner received a ride on the Ford Tri-Motor which visited Lincoln in September. Below are the 2 winners and their essays, selected from over 50 entries.

How Aviation has changed America

By Grace Madsen
Saint John the Apostle School

Aviation has been a big influence on our country and many others. Planes have changed America for the better; they have made traveling and shipping so much easier. I myself believe that if planes were not available, America would be

very different. The kind of society we have now days is a fast-moving, busy society, who are always in hurry and need the help of aviation to get to our destinations quicker.

Without the help of planes we may not have the goods we have today. Such as the ones we get from other countries. The same effect would apply to the other countries as well. They would not be able to get the supplies they need that come from America. Other ways of transportation would still be available, but they would not be able to compare to the speed of flying.

This is how I believe aviation has changed America and I hope it is still available in the future.

How Aviation has changed America

By Mary Litt
Saint John the Apostle School

Today airplanes affect the lives of people relatively everywhere. Airlines funnel passengers and cargo from city to city. Helicopters rush medicine and unhealthy people to hospitals and farmers also use planes to take care of their fields and count their livestock. Trepidation of war has also been transformed through aviation.

There are millions of airplanes in use all around the world. They range in size from a single engine "light plane" weighing no more than a few hundred pounds with room for only the pilot; to a four jet engine plane weighing in excess of 775,000 pounds and holding over 500 passengers! Millions of skilled workers and military personnel are required in the United States to manufacture, operate and maintain these aircraft. There are over 525,000 men and women on active duty in the Air Force and over 250,000 civilian employees alone.

Transportation in the American culture was greatly enhanced and improved by aviation. Businesses have the ability to go "international" thereby increasing their earnings and supporting the American economy.

We Flew the Ford!

The Lincoln stop of the EAA Ford TriMotor Tour was a success beyond our wildest expectations.

We got off to a slow start when unfavorable winds stopped flight operations in the early afternoon on Thursday and mid morning on Friday. Perfect flying weather on Saturday and near perfect conditions on Sunday allowed us to get off thirty flights each day with never an empty seat.

We ended up giving 709 paid passengers an adventure in living history; with a number of additional seats devoted to press, promotional, and complementary rides.

The big smiles on the deplaning passengers were so infectious that even the watchers up and down the flight line were left thinking that they had had a unique and wonderful experience. At one point I thought that we were going to have to widen the aircraft door just to let the grins off.

In addition to the historic and aeronautical elements of riding a Ford TriMotor, the low and slow flight over the city gave the passengers a unique opportunity to see Lincoln from a rare perspective. Saturday flights were close enough to the Nebraska Stadium to see the "sea of red". At one point the stadium cameras picked up the airplane and displayed it on the giant video screens!

The best part of the weekend event was listening to the stories that were told by the guests. It seemed that almost everyone had an anecdote about old airplanes and the people who flew on them. Some of the tales were first person stories of adventures in the distant past, some were repeats of family legends handed down from a grandparent, all were fascinating.

"My granddad took me for my first airplane ride on a Ford TriMotor and today I'm taking my grandson for his first plane ride" was a theme that we heard several times.

Many children, and a surprising number of adults, enjoyed their first ever airplane ride.

There was a man who had grown up in Port Clinton, Ohio, where for many years, into the

1970s, the Ford airplanes had flown short haul operations around the Great Lakes. He told of seeing the old airplanes fly over on a daily basis. He had driven some distance to Lincoln to get the ride that he had missed out on as a youth.

One fellow told me about how his father had very much wanted to fly as a young man, but the inability to pass the medical requirements had shattered his dream. He said "If Dad were here today he would have been up early this morning grousing about how we had better get to the airport before the rides are all sold out. So I am riding the TriMotor today, not so much for myself, but for Dad, who never lost his love of aviation."

A lady had the story about how, as a 15 year old, she had sneaked out of the house and, with some other kids, went to old Union Airport for a ride on a Ford TriMotor. She didn't have nerve enough to tell her parents for some time. When she saw the photos in the newspaper she told her family "That is the kind of airplane that I rode on" and asked them to bring her out to the airport. So, 72 years after her first adventure, she went for her second ride on a TriMotor. She thoroughly enjoyed this flight, but said that it was even more thrilling when she was 15 and had three cute boys to accompany her.

My favorite story was by a gentleman who told about how he was at an air show in Iowa in the 1940's where there was a TriMotor that was giving rides. The \$5.00 fare was terribly expensive, but he wanted the ride very badly so he went anyway. (\$5.00 bought a lot of groceries in 1949.) Then his wife completed the story. She said that they were at the air show with another young couple and they had a problem of coming up with the 5 bucks so that he could go for the ride. They only made it when the girls went through their purses for loose change.

One fellow bought a full plane load and filled it with grandchildren while he enjoyed the ride in the right seat. As they deplaned, an eight year old, with eyes as big as saucers, exclaimed "Granddad was DRIVING the airplane!!!"

There was an elderly gentleman who, looking very frail, waited very patiently in his wheel chair for his flight. I assumed that the young woman that was with him was from the nursing home. After we got him unloaded from

the plane I asked him "How was your flight, Sir?" He replied "I never thought that I would have the chance to do that!" He didn't elaborate, perhaps he had some connection with the Ford, or he wanted to see Lincoln from the air, or possibly he just wanted to go for an airplane ride. Whatever his motivation, we will never know. The nurse pushed him through the gate and toward the parking lot, but his manor and the tone in his voice conveyed the message that a ride in a Ford TriMotor on a warm fall afternoon had been very, very important to him.

One eight year old girl got off the airplane crying. We thought that we had had a problem of some sort, but it turned out that she was unhappy because mom had said that they had to go straight home and the kid wanted to stay and ride again.

The only real negative was the lady in Havelock who called the airport to complain about the airplane that was flying over her house every half hour. The personnel at the terminal customer service desk took the call and circulated it around the terminal as the joke of the day long before the word got to us on the east ramp.

Of course the people that had the most fun were the couple dozen Chapter 569 volunteers who did the ground support. Getting the passengers safely on and off the aircraft was amply rewarded with the big smiles and thank-yous expressing the appreciation of the flying guests. Thank you, ladies and gentlemen, for your fine effort and sterling performance. An added thank you goes to the two fellows from Chapter 80 in Omaha who helped out on Thursday and Friday.

Paul Schlein and Larry Gieger raised the seatbelt briefing to the level of performance art.

The initial material we received from Oshkosh recommended we appoint a Marketing Chairman and a Volunteer and Equipment Chairman. I ask Roger Aspegren and Andy Lahr to provide these important services. Roger prepared our advertising material and did a lot of the contact work with the sponsors. He made up some neat display posters that we placed in the FBOs and key Ford dealers. Andy coordinated the volunteer work schedules and took care of important details like portapotties and equipment. I had only to ask and these guys got the job done.

Thank you so much, fellows, without your input the event could not have happened.

Thanks to Dean Hoy who did the initial leg work to try to find sponsorship.

A special thank you goes to Kevin Rock for a great pile of printing of the posters, handouts and miniflyers. I'm sorry that you weren't able to make the event, Kevin. We owed you at least a right seat ride for all your contribution.

Wally Peterson wrote the press releases that we sent to all of the newspapers, radio and TV stations over a large area. A couple of the small town weekly newspapers ran Wally's material complete and unchanged.

One of the most appreciated services was that provided by John Cox who got out the mailings and e-mail messages. Being able to get material out quickly without having to attend to the hassle of mailing and maintaining e-mail and address lists made my life much easier.

Thank you to all of the EAA 569 members who participated in this project. Many did a little, a few did a lot, all contributed their enthusiasm and support to a most successful event.

We are most grateful for the support of those outside the EAA whose participation made the event possible.

First of all we thank our hosts Dan Hinnah, Kyle Olinger and the staff of Silverhawk Aviation. They opened their business to us and offered every possible assistance during a time that was very busy for them.

Thank you to Duncan Aviation for storing the airplane. Storing such a large craft would be a rather costly endeavor and Duncan provided us, at no charge, with an exclusive week's use of a large hanger.

Diane Bartels and STARBASE Nebraska receive our thanks for providing the snack vending service. Your contribution was an important part of our event.

"Speedy" Bill Smith and Tom Christmann of Speedway Motors provided their big car trailer for our chapter booth. Thank you.

Thanks to Anderson Ford for providing a van for crew transportation.

Thanks to David Miller for loaning us his pristine 1929 Ford Model AA truck. We placed "U.S. Mail" signs on the doors and parked it on

the ramp where it gained a great bit of attention and was the subject of countless photos.

The Model T Club, the Model A Club, The V8 Club, the Mustang Club and others brought their vehicles to show. Thank you all

We are most grateful for the support of the Midwest Ford Dealers Association. Without their sponsorship the tour stop would have been most difficult. We especially thank John Ericson of Ericson Ford in Loup City for his help, as a director of the MFDA, in securing the sponsorship. Another thank you to Kelly Klien of JWT for her patience in fielding countless calls as we got all of the details of the Ford Dealers sponsorship worked out.

Our very biggest thank you goes to Doug and Elaine Swanson. They run Swanson Ford of Ceresco, the fifth oldest Ford dealership in the world, a business that has been in the Swanson family sense 1909. From our first contact, their enthusiasm for the TriMotor project was limitless. They got the ball rolling that resulted in securing the Midwest Ford Dealers Association sponsorship. Through the Swansons we made a number of valuable contacts for the many details of organizing the event. Doug organized the car show which added measurably to our event and brought some of his personal classic cars.

Thank you to the area radio, TV and newspaper outlets that supported the TriMotor with excellent coverage. Most of the public that came out to see the TriMotor learned of it from the commercial news media.

The State of Nebraska Department of Aeronautics and Pireps Magazine were very helpful in spreading our message to out state Nebraska.

Thanks to John Wood and his staff at the Lincoln Airport Authority. We will include an apology to airport security for all the times that we inadvertently tripped the alarms on the gates.

The controllers at Lincoln Tower kept us in our own preferred flight pattern around the city and expedited our takeoffs, landings and ground handling. We very much appreciate their professional services.

Meagan Davis and the staff at Willems Marketing handled the contacts with the media. Their efforts resulted in excellent exposure in the local electronic and print media.

A very big thank you to all of the individuals, businesses and organizations that helped us get the word out about the TriMotor Tour. Many put up posters and handed out flyers. Our message was included in several newsletters. A couple businesses even included our flyers in their monthly statement mailings. A great many of our friends made personal contacts and phone calls. Your contribution to our success was immeasurable.

Last, but certainly not least, our hats are off to the people of the EAA whose tireless efforts make the Ford TriMotor tour possible.

Sean Elliott and Sue Strehlow are the professionals who run the EAA's Flight Department. They are fine folks to work with.

Cody Welch and Jackie Welch are the volunteer organizers of the Ford Tour. When Jackie came to Lincoln and gave her blessing to our efforts, we knew that success was ours.

The crew that came with the aircraft was:

Sam Bass – Pilot

Rand Siegfried – Pilot

Sherry Finkler – Cashier

Vance San Filippo and

Carol San Filippo who tour the merchandise trailer.

These people are dedicated volunteers who give much time and effort to the Ford Tour. Campaigning the old airplane is demanding, time consuming and just plain hard work. Their only compensation is the satisfaction of a job well done and the occasional thank you that they receive along the way.

Sam, Rand, Sherry, Vance and Carol – EAA Chapter 569 thanks you so very much for bringing us a wonderful weekend of aviation and history.

A mention of appreciation should also be made of the hundreds of EAA volunteers who, for the last twenty years, have lovingly expended many thousands of hours in restoring, maintaining and exhibiting the Ford TriMotor. Where else could you find an historic artifact, of such significance, that is made available to such a large part of the public to have the adventure of experiencing a rare moment of living history?

Again, thank you one and all for a job well done with the Lincoln stop of the 2007 EAA Ford TriMotor Tour.

Dennis Crispin
President EAA 569

Interested in becoming a member ?

If you are interested in becoming an EAA 569 member or would like to join us at our monthly meeting, please contact President Dennis Crispin at 402-862-2892.



"I'm sorry Mr. Jay but after the holidays you no longer qualify in the sport aviation class."

EAA 569 Contact Information

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2008 EAA Calendar Order Form

Please enter my order for ____ EAA 2008 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

EAA Chapter 569 2008 Membership Renewal Form

Please complete this form and send to:
Include your \$20.00 check for your
2008 annual chapter dues.

Thomas Henry
1360 S 96th Rd
Firth NE 68358

Name	Spouse		
Address	City	State	Zip
Home phone	Work Phone	Cell Phone	
EAA Member Number	Date You Joined Chapter 569	Email Address	

2007 Spark Plug Award Nomination

I would like to nominate _____ for consideration as this
year's *Spark Plug* recipient. I believe this member deserves the award
because _____

Submitted by _____

Send this form to Dennis Crispin
531 10th Street
Humboldt, NE 68376



It's Party Time!

*EAA Chapter 569 Annual Christmas Party will be held at:
The Knoll 's Restaurant*

2201 Old Cheney Road, Lincoln, NE

402-423-2843

*Sunday, December 2, 2007
Social Hour 6:00 PM*

Buffet Dinner 6:30 PM

Entertainment TBA.

Check back later on our website www.eaa569.org

Send your reservation and payment to:

Tom Henry 1360 S. 96th Rd, Firth, NE 68358

Please submit your reservation by November 25th, 2007

Cut Here - Mail Below Portion With Payment _____

EAA Chapter 569 Christmas Party Reservation

\$20.00 per meal, includes tax + gratuity

*Buffet includes: Roast Beef, Ham, Barbeque Ribs + Roasted Chicken
Assorted Salads, Fresh bread + Mini Desserts and More!*

Beverages included are: coffee, tea + sodas

Cash bar available

Reservation for # _____ dinners Total enclosed: \$ _____ Date Mailed _____

Make checks payable to: EAA Chapter 569

Please enclose payment of \$20.00 per meal with your reservation.

Make Nametags For:

1. _____ 2. _____

Ford Tri-Motor Photos



Ford Tri-Motor Photos





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