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EAA Chapter 569 Newsletter

Lincoln, NE



EAA 569 Contact Information

Vice President

Cristi Higgins
H: 402-798-0230
higginschristi@msn.com
P.O. Box 68
Cortland, NE 68331

Secretary

Doug Elting
H: 402-423-3916
W: 877-445-6311
nelting@neb.rr.com
5701 So Coddington Ave
Lincoln, NE 68523

Treasurer

Matt Olson
3841 NW Michael
Lincoln, NE 68524
210-748-0637
matt0@ozu.es

Tech Counselors

Erick Corbridge
402-499-1039
Corbe99@Yahoo.com

Tom Henry

H: 402-791-2116
W: 402-479-1540
TomHenry3@aol.com

Newsletter and Web Editor

Doug Volkmer
H: 402-483-1108
rv7doug@gmail.com
3720 Stockwell Circle
Lincoln, NE 68506



Meeting Announcement

Date: Tuesday, April 3rd

Time: 7:30pm

Program: Frank Cuba

Frank owns Lite Wings, LLC a full service provider for the Light Sport enthusiast. He has two locations, Columbus, NE and Silver Creek, NE. He is also a Sport Pilot designated examiner.

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

A Message from the Membership

By Dennis Crispin

In this space we usually feature a message from the club president. At this time we don't have a president so we bring you a message from the membership instead.

There has been a change at the helm of EAA Chapter 569. This move was precipitated by incompatible visions of chapter goals. The action was originated by the club membership and done in accordance with applicable state corporate laws and the current chapter bylaws.

We need not comment on or discuss this situation any further. It was a very unfortunate event in our club's history. We will now put it all behind us and get on with our goal of making EAA Chapter 569 the finest aviation organization in the area.

When we next meet, in April, our first order of business will be to elect a new President. Cristi has agreed to move up to President, if that is the desire of the club. If we make Cristi President, then the position of Vice-President will have to be filled. Come prepared to participate in this important action.

Glen Witte has prepared new by-laws as the first step in renewing our club's legal, corporate and tax status. The bylaws must be approved by a majority vote of the members. This is another reason that we need a good turn-out at the April meeting. Getting our legal house in order will be this year's most important project.

Some things that we need to decide as a club:

Do we want to have a major club project – like a mall show – this year?

Do we want to do a display or a booth at the State Fly In?

Do we want to host the B-17 or TriMotor in 2013? If so, we need to make the decision by late summer so that we have our choice of dates.

EAA 569 will participate in The Strategic Air and Space Museum's Indoor Air Show on Saturday, March 31. Butch Lottman and Tom Henry will have their power parachutes on display and the club will have an information booth. Dennis will conduct a tour of the museum, for EAA 569 members (and guests), at 2:00 PM. The highlight of the tour will be when Don Shoemaker tells us

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about the care and feeding of B-36s. SASM is located at exit 426 on I-80 midway between Lincoln and Omaha. There is a charge for admission.

The EAA Family/Movie night that was combined with Cristi's birthday party was a great success. After some fine food and good camaraderie, the movie *Arrow* was screened.

The AVRO Arrow was a Canadian fighter-interceptor designed in the 1950s to protect North America from Soviet nuclear bombers coming over the pole. An extraordinarily talented engineering team created an aircraft with performance factors that were not matched by other manufacturers and designers for another forty years. Despite its clear superiority as a defensive fighter, the Arrow project was cancelled due to some unfortunate infighting in Canadian politics with added negative influence from the American White House and Pentagon. When the movie depicted the airplanes being broken up for scrap, there were tears in the eyes of some of our more sensitive members.

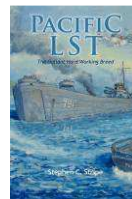
Get to know the B-36



Don Shoemaker will give us his insight on the B-36 during a special tour for Chapter 569 members at the Indoor Air Show. It will be on Saturday March 31st at the Strategic Air and Space Museum. The tour will start at 2:00 PM, but you should come earlier to enjoy the many activities and exhibits. There will be an admission charge to the museum.

Book Review – *Pacific LST*

By Dennis Crispin



I know – if you write a book review for an EAA newsletter it should be about a book on aviation and LST 791 was a U. S. Navy ship.

But there is at least an aviation connection. The book's author is my friend Steve Stripe, an EAAer who once built a KitFox. I helped with some of the fabric work on the plane and made some fiberglass fairings for it while I was practicing to start my Cozy. Later Steve graciously let me share his shop as I got my own homebuilt project underway.

Steve Stripe grew up knowing that his Dad had served in the Coast Guard in World War Two, but had been assigned to a Navy ship. Other than that, the family didn't know much about Dad's wartime adventures. Many of the greatest generation never talked much about the war.

A couple years ago Steve discovered that a reunion was planned for the surviving LST 791 crew. With a camera and tape recorder he attended the event and was able to interview most of the remaining coastguardsmen. When it was discovered that he was considering a book about the ship, some wartime diaries and letters were made available to Steve. The Naval Archives provided copies of



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the ship's logs and other documents.

So the book, *Pacific LST*, is the story that Steve's Dad never told him.

In the Navy's fondness for acronyms, LST stood for *Landing Ship – Tank*. But to the sailors who served on them, noting the ships slow speed, lack of maneuverability, and minimal defensive armament, it was said to stand for *Large Slow Target*. The ships were designed expressly for the amphibious warfare that came into being in WW2. A quite large vessel, it had huge doors in the bow which could unload large equipment like tanks, trucks and big artillery pieces directly onto the beaches. The big, fully open top deck could carry extremely large items like prefabricated bridge sections. After unloading its combat cargo, the lower equipment deck could be quickly transformed into a hospital configuration to evacuate the wounded. Troop compartments were available to carry a couple hundred combat Marines and the ballast tanks could do double duty to transport fuel. The ships shallow draft at the bow allowed it to run directly onto the beach. Some very big anchors were dropped a couple hundred yards off shore to allow enormous winches to pull the ship off the beach after unloading. The system didn't always work.

I once rode an LST from Japan to Okinawa. The flat bottom and

shallow draft made for a very uncomfortable rolling motion. I was glad that I didn't have to ride it in any kind of heavy weather.

LST 791 was one of a few US Navy ships that were crewed through the war with Coast Guard personnel.

LST 791 was commissioned in September 1944 and arrived in the Pacific theater too late to be a part of many of the famous battles. After spending months ferrying troops, equipment, ammunition and fuel around the newly conquered islands, the ship took part in the assault on Okinawa, the largest amphibious battle in history.

Much of the book is taken directly from the ships logs with accounts of sailing dates, cargo loaded, anchorage details, troops put ashore etc. Spliced into this historic data are the very human details of the war as recorded in personal diaries and letters.

The statistical data carries a big impact on the reader. Things like: The ship landed 400 Marines ashore in the Battle of Okinawa; only thirteen survived the next few days of combat; one of the Marines was awarded the Congressional Medal of Honor for his efforts. In the heaviest kamikaze attacks of the war, the 791 was credited with shooting down a kamikaze plane that was headed for a hospital ship anchored nearby.

LST 791 was part of the fleet that was preparing for the invasion of Japan when the atomic bomb fell

and the shooting war was over. It then became the first large ship to enter Tokyo Harbor.

After the victory, the ship spent a few months with the occupation fleet, and then sailed for home with a load of troops and equipment. A short time later it was dropped from the Navy inventory and sold for scrap. The same Coast Guard crew manned the ship from the time it left New Orleans late in 1944 until it returned to San Francisco in early 1946.

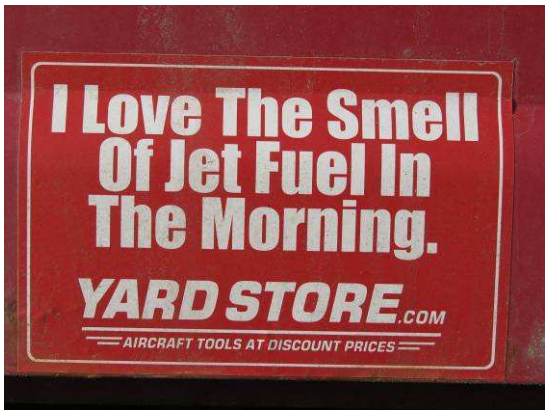
Just a few LSTs remained in Navy service until the 1980s, and then were replaced with more modern landing craft.

The book carefully documents every one of the coastguardsmen assigned to the ship with dates and other details of their service. It will be a great resource for anyone trying to find information on the crew. It is also a fine resource for information on the amphibious transport Navy – a generally overlooked part of WW2 history.

In the last couple years, a number of newly published books on WW2 have made their way to my book shelf. We owe a debt of gratitude to Steve and the other authors who have preserved these important stories while some of the actual participants are still available for reference. The very youngest individuals who saw combat in that great conflict are now 84 years old. Soon this terrible part of history will pass from living memory.



Chapter 569 Breakfast – March 17th



Bumper sticker seen in the lot.



Andy and Cristi serving up some green eggs and ham.



Wonder whose car this is??

Don and Yvonne Shoemaker (two of the finest people you'll ever meet) pulled their Camair 480 out of the hangar and flew over to the breakfast.

Minutes of the Club Meeting March 6, 2012

The meeting was called to order by Vice President Cristi Higgins at 7:04 PM.

Mr. David Chaffee from DUAT explained what the organization is and its purpose. David then went through the DUAT website explaining each function in detail. He reviewed the use of NOTAMs, weather reports, TFRs, and reviewed the filing of a flight plan.

It was reported that there is a Young Eagles flight coming up in April and the Beatrice event on June 16th. The Beatrice fly-in will allow the chapter to serve lunch and the membership offered their services and expertise to accomplish the task. Vice President Higgins called on members to find young persons who may be candidates to attend Air Venture this year.

A tour of projects under construction was proposed for the May meeting.

A motion was made to donate \$100.00 to the Strategic Air Command Museum. The motion was seconded and approved by acclamation. Butch Lottman will sponsor the activity.

Avro Aero will be shown at the Blue Heron, Platte River State Park on March 10th at 6:00 PM.

Roger Aspegren's name will be placed on the wall at Oshkosh. Donations will be accepted.

The Antique Aircraft Association will have a fly-in at the Ottumwa, Iowa on Labor Day weekend. The membership was encouraged to attend.

Arnie Wiese then read the following statement:

"In many years of membership in fraternal and professional organizations, I can't recall ever seeing the President of such organizations engage in an open bashing of members such as our President's message in our March newsletter. I am certain that I never want to see this kind of conduct again, as it is demoralizing to members as individuals, and degrading and embarrassing to all of us as a group.

As a minimum, it is my opinion that our President, Thomas Johnson, should be put on notice that such conduct is unprofessional, inappropriate, and un-welcomed from a Chapter Officer, and will not be tolerated in the future.

If it is consistent with our Constitution and Bylaws, I will put forward a motion that our President, Thomas Johnson, be immediately removed from office, and that our current Vice President should assume the duties of President for the remainder of 2012."

This statement was followed by a formal motion to remove Tom Johnson from the Board of Directors and the office of President of Chapter 569. The motion was seconded and

discussion ensued. The appropriate articles of the Chapter's current by-laws were read to the membership. The membership was asked to sign a notice of waiver indicating that they were aware of the provisions of the By-laws and waived the right of prior notification. The vote was taken and the motion passed unanimously.

The motion was then made to remove Mr. Tom Johnson as a member of Chapter 569. The motion was seconded and discussion ensued. Appropriate articles of the By-laws were read aloud. It was confirmed that the action to remove a member was to be upon an affirmative vote of 75% "of the members present". The subsequent vote was 71% in favor of removal. The motion did not carry.

The meeting was adjourned at approximately 9:30 PM.

Doug Elting, Secretary

Builder's Tour

Do you have a project you'd like to share on our Builder's Tour? If so, please let Cristi Higgins know.

Also, would you be interested in having the tour on a Saturday, similar to Chapter 80 in Millard? What they do is builders have their projects available to tour anywhere for 3 to 6 hours on a Saturday and members can travel around at their leisure and tour them. You don't have that luxury having the tour on a week night. Let Cristi know your thoughts.

EAA 569 Judges the Science Fair



Cristi Higgins and Dennis Crispin represented Chapter 569 by serving as judges at the regional Science Fair competition at the Strategic Air and Space Museum.

The young man in the photo had a great project where he built model suspension bridges and load tested them to destruction. Both of our judges awarded him their “judges choice” purple ribbons.

Local helicopter miss-fueled at Council Bluffs

Clyde Peters mentioned that he and Roger Bailey flew to CBF to prep for the helicopter checkride. After planning the local flight, they sampled the sumps, started up and hover taxied out. Just prior to translation the engine began to hammer and they set it down. No cause found until the next day. Most helicopters are turbine powered but this one runs on 100LL. First miss-fuel in 17 years at CBF and the FBO has been very helpful and apologetic. Let's empathize with this super high quality business because mistakes can happen to anyone. Complete engine teardown and inspection to be covered by insurance and the FBO mechanics are making it right. Every part magnafluxed and upgraded to all new cylinder assemblies while they have it apart.

Fly-in-Breakfast

Council Bluffs Airport

April 14th

8am to Noon

In case of bad weather the breakfast will be held on April 21st.

General Public is welcome

Sponsored by:



Collegiate Aviation Industry Professionals is an AAE student affiliated organization at the University of Nebraska Omaha. We are a group of aviation students who share a common interest in becoming aviation professionals.

Proceeds from fly-in-breakfast will be used by C.A.I.P students to attend the AAE Annual Conference in Phoenix April 28-May 2.

For more information contact Tad at (308) 340-2190 or the Council Bluffs Airport at (712) 323-2173

Accident Report

Accident occurred Saturday, January 16, 2010 in Cedar Rapids, IA
 Probable Cause Approval Date: 07/15/2010
 Aircraft: CESSNA 177RG,
 registration: N53120
 Injuries: 1 Serious, 2 Minor.

The pilot's original destination was below weather minimums so he diverted to another airport. He flew the approach to runway 9 with one receiver/navigational unit tuned to the global positioning system (GPS) approach and one tuned to the instrument landing system (ILS) approach. He reported that he began getting conflicting information between the GPSs so he executed a missed approach. The pilot reported that during the second approach he had trouble maintaining the glideslope and he had to keep adding power to maintain a proper descent rate. He then received erratic information and needle oscillations on both glideslope indicators. The pilot stated that he was at full power, so he did not have additional power in order to climb for a missed approach. The pilot believes that the left wing stalled about 600 feet above the ground. He stated that he was in "some kind of spin" or unusual attitude with the "nose slightly downward and tilted slightly to the left." The pilot reported that the last memory he has prior to impact was pulling up. The airplane impacted the terrain in an open field, which resulted in substantial damage to the fuselage and left wing. Radar data indicated that from the time the airplane was established on the approach up until the last minute of data available, the aircraft's ground track varied from 97 degrees to 70 degrees, with a descent rate of

approximately 500 feet per minute. The airplane's rate of descent during the last 46 seconds of radar data increased to about 800 feet per minute and the heading changed from 95 degrees to 119 degrees, then to 13 degrees. The approaches were checked after the accident with no anomalies found. The pilot received his instrument rating two weeks prior to the accident. He reported having about 5 hours of actual instrument flight time and

about 72 hours of simulated instrument flight time.

The National Transportation Safety Board determines the probable cause(s) of this accident as follows: The pilot's failure to maintain aircraft control while flying an instrument approach. Contributing to the accident was the pilot's lack of experience in actual instrument conditions.

Classifieds**FOR SALE
1978 Piper Tomahawk**

PA-38-112 2216 TTAF&E
 Very Clean, new August, 2011 Annual
 All AD's Current. \$18,500 obo

More Pictures at <http://tbarjne.com>

Email Tom at:
td_johnson@tbarjne.com

FOR RENT

Nice Cessna 152 available for rent out of LNK. \$89/hr includes all fuel and oil...you provide the fun! Complete checklist and radio script always handy. No instructor charge for rental checkout. Call John Cox 402 239-3953

**FOR SALE
1996 Van's RV-6**

RV-6 with 185 HP Titan engine (210 smoh by Nevada Engines), TT 820. New Sterba prop, King KY96 com, Apollo SL60 GPS-com & Apollo 360 moving map, Narco AT50 Txp mode C, RST-504 audio panel, electric flaps, manual pitch and aileron trim. Strobe, nav, taxi & landing lights. Digital Tach & Hobbs. New altimeter, oil temp, tires, brakes and seats. Built by an AP. Great short field performer and fast cross country plane. Bought last December and flown 120 hours since but have decided to go Sport Pilot. Based in Seward, NE. 402 643-3464 or Cell 402 540 5679. Asking \$ 52K obo. • Contact Charles H. Krutz, Owner - located Seward, NE • Telephone: 402.540.5679 . 402.643. 3464

Want to own a 1/4 share of a 2007 Van's RV-9A ???

This is a strong running airplane that can go anywhere right now. Runs on auto gas with a very economical burn rate. Cruise speed is 170 MPH and the prop and engine combination is smooth as silk. More information at http://www.geicodevelopment.com/rv_9a1. Please contact Andy Lahr at 402-423-1722 or Tom Henry at 402-417-8558.

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.

April 29, Annual Arbor Day Fly-in, Nebraska City, NE (AFK) 0800-1200 (pancakes, ham, coffee/juice), Contact: Laura Crook, Phone: 402.874.1200

June 16, Beatrice Fly-in lunch, Young Eagle Rides (KBIE), Contact Cristi Higgins if you can help. Phone: 402.798.0230

June 16 - 17, Nebraska Airfest & 2012 State Fly-In, Norfolk, NE (KOFK), <http://www.nebraskaairfest.com/>

July 23 - 29, AirVenture, Oshkosh, WI, <http://www.airventure.org/>



How to Become a Member...

Becoming an EAA Chapter 569 member is very easy to do! We now have an online registration system which helps make the registration process easier and faster. If you would prefer not to register online, we also have a form you can print off, fill out, and mail in. For more information about these options and how to become a member, go to www.eaa569.org.

John Cox
2279 County Road 2425
DeWitt, Nebraska 68541-2518

