

Newsletter



Happy Holidays!

569

www.eaa569.org

Lincoln, NE

December, 2007

Christmas Party

Date: Sunday, December 2
Time: 1800 hrs
Place: Knolls Restaurant
2201 Old Cheney, Lincoln NE

Final Approach to '07

President's Message

Dennis Crispin



It has been a great year at EAA chapter 569, but we have one more thing to do before we chock and tie down 2007.

Our annual Christmas party and awards night is the highlight of our club year. In the past it has been an evening of good food, fine entertainment and warm camaraderie. This year will certainly continue the tradition. If you have been so negligent as to not send in your reservations, you will have one more chance if you act quickly. See the notice in this newsletter.

Once again we had a great year with the Young Eagles program. Our Young Eagle Coordinators, Tom Trumble, Tom Winter and John Cox (with his assistant John Cox) hatched a

flock Young Eagles at numerous events. Thank you, fellows, for a job very well done.

One Saturday each month we get together at Crete airport for hotcakes and conversation. If the weather is good the ramp will be full of the planes of our regular guests, some of whom fly in from some distance. Roger, Charlotte, Norm, Joyce, Kevin and an occasional recruited-on-the-spot helper receive our appreciation for getting up early to break the eggs and make the coffee.

Thanks to Eric Corbridge for serving as our Vice president and program chairman. We had some great meeting programs this year.

Tom Henry, Treasurer and Rich Bolts, Secretary rounded out our Executive Committee. Thanks for another great year.

Here is a great big salute to Doug Volkmer for a fine job on the newsletter. After years of many people talking about a website and no one getting any thing done on it, Doug one day surprised us with a website that was up and running. It looks great and adds enormously to our chapter communications.

John Cox once again did a great job of distributing the newsletter. It seems like a simple job, but it does take a lot of time to get the material printed, addressed, stamped and mailed. John has most of the club now converted to e-mail newsletters saving us a lot of distribution expense.

While on the subject of newsletters, Kevin Rock has been doing the printing all year and rarely sends us a bill. Thanks Kevin.

Ray Supalla organized a poker run one Saturday after breakfast. The only problem was that the weather turned out rather yucky and no one showed up. We will just have to try again another time.

In the last newsletter we recognized those that contributed to the TriMotor event. Once again, here is a big thank you to all of you, both in and out of our club, who made the tour stop a runaway success.

I surely have missed someone that I should have recognized. Please let me know and I will correct my error.

With this column, I complete my duties as your president. I thank you for this honor. EAA Chapter 569 is comprised of a fine group of individuals to work with. It has been an exciting and satisfying endeavor.

Remember: There are old pilots and bold pilots; but no old, bold pilots.

Dennis Crispin
President EAA 569

Last Chance for the Chapter Christmas Party

EAA Chapter 569 annual Christmas Party will be held at The Knolls Restaurant on Sunday, December 2 at 6:00 PM. Buffet Dinner \$20.00 per person.

If you haven't made your reservation, Call Dennis Crispin 402-862-2892.

Chapter 569 has received numerous Thank You notes for the Ford TriMotor event:

"Many thanks for sharing your newsletter. Wonderful stories and great pictures!

-- Stuart MacTaggart
Director, NE Dept of Aeronautics

"Thank you so much for the nice words about Elaine and I. We had a very good time and it was so rewarding to see the results of all your efforts to bring such a neat piece of history to Lincoln. It was a lifetime great experience for me.

-- Doug Swanson

Dennis, thanks for the nice words of appreciation, however, your chapter 'got out the people' and that's what really makes it work,

The newsletter article was terrific.

Great job. It was a pleasure being part of your tour stop.

--Jackie & Cody Welch

Dennis,

Thank you. It was a pleasure working with you and your group, and a thrill to have that airplane on our ramp!

--Dan Hinnah
Silverhawk Aviation

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.

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.

Hangar Flying

(If you would like to submit a hangar flying story, Email it to me at doug_rv7@yahoo.com. This month's story is submitted by member Bob Chambers. Bob is actually a celebrity member in our Chapter. He writes the cartoons in Kitplanes. He and his wife have relocated to Lincoln to be closer to family. -Ed.)

As a cartoonist I am constantly being asked if I worry about running out of material. I got the same question in Vietnam. Anyone who flies and has even a small sense of humor can

answer that question. There are a lot of wonderful anecdotes with flying. Some of them emerge only after the 'pucker factor' has settled back down.

Cartoonists are also certifiably crazy! They are always seeing the world through a warped sense of humor. But sometimes the situation handles the whole thing on its own.

When I was in the first hours of my basic flight training I had one recurring fear. In those early lessons I broke out in a cold sweat when I thought about the instructor cutting the power on me. We all know that that is an absolutely predictable occurrence but it still terrified me.

Along about hour seven or eight we were up over the practice area and I could feel the anticipation ramping up inside of me. Sure enough, my sadistic instructor cut the power on me. I still did not have the procedures down so instead I acted coolly and rationally....I reached over and, 3000 feet in the air, I set the parking brake! Not a whole lot happened for a minute or two while the flight instructor regained his composure!

Now you know why I started cartooning my flight experiences and why flight instructors turn prematurely gray!

Working Smart

(This column is reprinted with permission by Sam Buchanan. Sam has built an RV-6. Sam details how to make the most of your shop time working on your project. To view Sam's website, go to www.thervjournal.com. - Ed.)

I have received many comments on the pace with which my RV-6 took shape. Several builders have asked, "How did you build so fast?" The answer is certainly not due to my exceptional shop skills (some builders would probably leave my shop in disgust) but rather to a systematized and rational method of approaching the project. It is for the benefit of new and early builders that I submit the following thoughts about how to "work smart". However, all of us have limited time available for RV playtime, so it behooves all builders to get the maximum bang for their investment in shop time.

The construction hours listed in my builders log are shop hours only. This does not include the time spent reflecting on upcoming tasks while in idle moments at the office or sitting in a traffic jam. And herein lies one of the keys to working smart....

1) Hit the shop door running. I suspect many novice builders spend a great deal of time standing at the workbench just staring at the project. This is not productive shop time. The time to figure out how you are going to approach a task is away from the shop. Instead of watching another mind-numbing sitcom, get out the preview plans and really study the sequence of steps that you face in the course of completing the next task. And that brings us to the next step....

2) Pre-visualize your shop work. When I had my first Pro-Seal Party, the tanks took shape just fine because I had already built six sets of tanks. "HUH?" Yep, I had "mentally" completed several tanks by visualizing the tools required, the steps necessary, and the mental prepping needed to "hit the shop door running". When I started the tanks, I already knew which tools I would need, what order in which I would proceed with the task, and had a pretty good idea of how long it would take to complete the task. Consequently, I had that feeling of "I have done this before...". And speaking of tasks....

3) Divide the project into small "tasks". An RV is by far the most complex project most of us have ever attempted. This thing makes those Christmas bicycles we assembled pale in comparison! It is very easy to be overwhelmed by the sheer magnitude of the project at hand. The way to conquer this feeling of helplessness is to forget that you are building an airplane, and concentrate instead on building airplane "Parts"! Just build the rudder....forget about how complex the fuse may be. Or, break it down even further....just build the stiffeners for the rudder.

Every time you walk into the shop, you should have the task in mind that you intend to complete by the time you leave the shop. Don't set the mark too high, keep in mind that your time may be limited. But if you want to work smart, you will never just aimlessly wander into the shop

and try to figure out what it is you want to work on today.

Those of us who have been teachers see this as identical to the process we used to prepare lesson plans. The first step was to establish the objective for that day's lesson. Next we determined what "tools" (books, VCR, lab equipment, etc.) we needed to attain that objective. We then made sure the tools were close at hand. And finally, we had a way to evaluate whether or not we met the objective.

It should be evident how this translates into our shop habits. It is very difficult to work smart if the shop is in a state of chaos. You need to know exactly where every tool is stored. You need to know where those little brown bags with the little parts are located (you did inventory and label all the bags with their contents?). There is no reason why you can't do this headwork before you ever walk into the shop. Then as soon as you turn on the lights, fire up the compressor, take your first gulp of iced tea, you are ready to WORK!

Also, when you have completed the evening's task, the last thing you do before leaving the shop is clean the tools, return them to their proper place (unless you have really taken this lesson to heart and have already visualized tomorrow's task, and layed out what you will need (In that case, you get an A+!)), and sweep up the filings. The whole point of this exercise is to prepare yourself and the shop for a "new task". This is key to feeling that you are making real progress and generating a pile of airplane parts. It also means that tomorrow you will arrive in a clean shop that is optimized for working smart.

Hopefully you get the idea. There is more to be said about the construction sequences used to maximize shop efficiency and personal fulfillment. I apologize for bordering on verbosity, but hey, the whole point is to fly these critters as soon as possible so we can boast of one of those "First Flight" stories! I suspect that many projects have been abandoned because the builder "lost his way" and lacked a cohesive plan for seeing the project to completion. I readily admit that circumstances beyond our control can derail our projects, but let's be sure that it is not our own lack of shop discipline that is responsible for our RV becoming another orphan.

Accident Report

Accident occurred Thursday, April 12, 2007 in Waynesboro, GA

Probable Cause Approval Date: 6/27/2007

Aircraft: Piper PA-28R-201, registration: N47944

Injuries: 1 Uninjured.

According to the pilot, while at 5,000 feet in cruise flight, the low oil pressure enunciator light illuminated. The pilot reported the low oil pressure condition to Augusta Approach, and they vectored him towards the Burke City Airport. The pilot reduced power and started his descent. The pilot stated that the engine began surging then "quit/seized followed by smoke billowing out from the engine cowling." The pilot declared an emergency to Augusta Approach and decided to make an off airport landing. During the approach to landing the pilot realized that the field he chose to land on had just been harvested of trees leaving several tree stumps protruding above the ground which the airplane struck. The landing gear collapsed after touch down and the airplane skidded to a stop. The pilot stated that he was not injured, and was also unable to contact Augusta Approach either by radio or cell phone. The pilot stated that he walked about 1/4 mile until he could get a signal on his cell phone to report the accident. According to the airplane owner/operator, a mechanic had installed an engine oil quick drain prior to the flight. The mechanic was unaware that a quick drain was not recommended for installation on the PA-28R, as a result when the pilot retracted the landing gear after takeoff, the nose gear compressed the quick drain allowing the engine oil to drain out during the pilot's flight. According to the operator, after the accident the president of the company directed that all shop employees be given instruction in regards to why quick drains should not be installed on PA-28R Piper Arrows. Examination of the airplane by an FAA inspector found that the airplane sustained substantial damage to both wings and the fuselage.

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

Company maintenance personnel's improper installation of an unapproved oil quick drain plug which resulted in oil exhaustion and subsequent loss of engine power during cruise flight.

EAA 569 Contact Information

President

Dennis Crispin
402-862-2892

ldovel@neb.rr.com
531 10th St.

Humboldt, NE 68376-9709

Vice President & Tech Counselor

Erick Corbridge
402-499-1039

Corbe99@Yahoo.com
5641 Harding Dr.
Lincoln, NE 68521

Secretary

Rich Boelts
402-476-4030

rboelts@juno.com
1901 Preamble Lane
Lincoln, NE 68521

Treasurer & Tech Counselor

Tom Henry

H: 402-791-2116
W: 402-479-1540

tom.henry@duncanaviation.com
TomHenry3@aol.com
1360 S 96th Rd.
Firth, NE 68358

Tech Counselor

Doug Hill
H: 402-730-8126

W: 402-474-5074
captdrh@yahoo.com
920 Lakeshore Dr.
Lincoln, NE 68528

Newsletter Editor

Doug Volkmer
H: 402-483-1108
doug_rv7@yahoo.com
3720 Stockwell Circle
Lincoln, NE 68506

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 will be the Bell Ringers from Union College.

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. _____



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