

## EAA 569 Contact Information

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## Meeting Announcement

**Date:** Sunday, December 7

**Time:** Social Hour - 6:00pm

Buffet Dinner - 6:30pm

**Program:** Holiday Party

**Place:** The Knoll's Restaurant  
2201 Old Cheney Road  
Lincoln, NE

**Entertainment:** "Swing Ambiance"

## Thanks!

As I wrap up my 2nd year as newsletter editor, I figure it's about time I write a column and introduce myself.

I grew up on a farm southeast of McCool Jct in York County. That was where my interest in flying began. Our farm was about 2 miles from a crop duster strip. During the summer, the spray planes would always fly over. If I was in the house and could hear the plane coming, I'd run out and wave my arms. The pilot would always zoom down and shoot out a piece of flagging paper. If they would be spraying close to the farm, I would hop on my bike and watch them. That's what I was going to be, an Ag-Pilot. How cool!

After high school, I began pursuit of my Private Pilots license. I started taking lessons in Kearney, NE at Kearney Air Charter. That was where I encountered my first spin. I was only about 4 or 5 hours in my training and we were practicing stalls in a C-152. I kept pulling back and pulling back while the stall horn was screaming and the next thing I know, the corn field below was going around in circles. The instructor quickly took the controls and said "let's go practice landings". I eventually finished up my private ticket at LinAire in Lincoln, NE.

I still had a desire to pursue a career in agricultural aviation but a conversation with a gentleman in the business kind of changed my mind. He said, you have to fight the weather, the farmers, the EPA. His message was simply, 'it wasn't worth it'.

I decided to keep flying as a hobby and enrolled at S.C.C. for a career in computers. I graduated in 1987 and began employment with the State of Nebraska in 1988 and have been there ever since.



*My son Trevor and I defying gravity on Halloween day.*

Like most anyone else who flies, there is a dream to own your own plane. After renting for several years, I decided to look at the used airplane market. I was interested in a C-172. All of my time was in Cessnas and I liked the way they flew, a real forgiving airplane. After searching the market for a while, I realized a good used C-172 was out of my budget. I test flew a local one that was over 40 years old. He was asking \$25,000 and the engine was about due for an overhaul. I was quoted an overhaul would cost another \$10,000. No thanks. I'll keep renting for now.

One day I read an article in Plane and Pilot about someone who built their own plane. I thought what a great idea! I researched the internet for kitplanes and that's where I came across Van's and his fleet of planes. At that time, over 3,000 Van's planes had been built (almost 6,000 now). The performance numbers on these planes are unbelievable. This is it. This is what I'm going to do. I'll build my own plane. I'll know this baby inside and out. I'll have a new plane when I'm done. I can do my own annuals. This is it!!

Before I ordered anything, I contacted our local EAA Chapter. I sent an email to our then President Ray Supalla. He invited me to the next meeting in Crete. Ray called Crete home of Sport Aviation. I went to the May, 2003 meeting and introduced myself. What a great bunch of people all sharing the same interest. It was comprised of people who had built planes, owned planes or simply shared an interest in aviation. This is it.

In October, 2003 I went to Oshkosh, WI and attended the 2 day Sheet Metal workshop. There I learned the basic sheet metal skills. How to drill, debur, rivet. As a project, we constructed a small section of a flap. I can do this!

After getting the buy-in from my wife, I placed an order to Van's for an RV-7 tail-kit.

I have since completed my tail kit and am currently finishing up the wings. This is definitely a slow-build kit. On numerous occasions, I've asked myself, "what the heck am I doing?". As you go along though and complete different parts, your confidence grows and your skills improve. I've discovered the work isn't that hard. It just takes time. You have to be disciplined about putting in an hour or two each night on it and not let it collect dust. My goal is to have it done by the time I'm 50. I won't say how old I am now.



*Landing light installed.*

I must also add I'm very pleased with the quality of the Van's kit. Between the tail and wing kit, all of the pieces and parts are all well marked and organized. And their tech support is real good also. When I've emailed them a question, I normally have a response in less than 24 hours.

I'm thankful to have the privilege of being able to build my own plane. Also, there is no way I'd be able to complete this dream without the fellow members of the EAA Chapter. There is great knowledge within the Chapter and willing to help or answer any questions.



*Two of my shop buddies, Kellogg and Boomer.*

I'm also thankful to have the support of my wife and family. They have had to put up with airplane parts all over the place. My wife Sue and son Trevor are always willing to lend a hand whenever I need it.

Happy Thanksgiving!

## Get your reservation in!

If you don't have your reservation in for the Holiday Party and would like to go, it isn't too late. Use the form on the Chapter website ([www.eaa569.org](http://www.eaa569.org)) or call Don Shoemaker at (402) 797-7200. Hope to see you there!

## Chapter 569 Member Honored

Bill Hamilton, long time Chapter 569 member and former Sky Ranch Acres Lincoln resident was honored by the University of Oklahoma Army ROTC Department on October 31 where he was inducted into the Army ROTC Wall of Fame at a prestigious ceremony in Norman, OK.

Bill served America with a 20-year Army Career, serving in combat with the 1<sup>st</sup> Air Cavalry Division in Vietnam and Cambodia. He was awarded the Silver Star, the Distinguished Flying Cross, the Legion of Merit, four Bronze Stars, the Purple Heart and other medals for valor. Those 20 years included two years detailed to intelligence, two years with the Air Force, and one year with the Navy at the Naval War College in Newport, RI. Bill is a Master Parachutist and experienced pilot.

Bill was also inducted into the Colorado Aviation Hall of Fame on November 1 at a banquet in Lakewood, CO. The Colorado Aviation Historical Society (CAHS), founded in 1966, is dedicated to the preservation of the development and history of aviation in the State of Colorado and elsewhere.

Bill currently works for AOPA. He and his wife Penny live in Granby, CO.

**Wayne Martin (1932 – 2008)**

by Ray Supalla

Wayne Martin, long time EAA member and aviation enthusiast passed away from cancer Friday, November 14<sup>th</sup>. His march through time took him from rural Shenandoah, Iowa to the College of Engineering at Iowa State University, to air force pilot training in Florida and Texas, to jobs with engineering consulting firms in Kansas City and Virginia, to the engineering faculty at the University of Nebraska – Lincoln and finally to Homebuilt Heaven in Crete, Nebraska.

Wayne's aviation career began when he volunteered to complete the officers training program at Iowa State University in return for a promise of pilot training. Air force pilot training at that time consisted of 20 hours in PA18's, 120 hours in T-6's, 40 hours in T-28's and 80 hours in T-33's. His civilian flying career consisted of a series of rental aircraft and the DECCA Club's V35 Bonanza until 1990 when he bought his cherished Mustang II.

Wayne's professional career also involved aviation. While on the Engineering Mechanics faculty at UNL he did extensive research on aircraft materials, especially composites. Some of his more interesting projects involved a buckling analysis of the stainless steel liners used in the oxygen tanks on the Skylab, an analysis of carbon fiber loading and deflection characteristics to facilitate predicting flutter and several other NASA funded projects.

An aviation life well lived!

Surviving family members include: wife, Janet; sons and daughter-in-law, Charles, Lafayette, Colo.; Edwin and Lori, South Burlington, Vt.; and grandchildren, Christian, Lauren and Andrew Martin.

**Accident Report**

Accident occurred Tuesday, June 20, 2006 in Marietta, OK

Aircraft: Cessna 172F, registration: N8649U

Injuries: 1 Serious, 1 Minor.

The 289-hour private pilot elected to takeoff from runway 35, a 2,450-foot long, by 55-foot wide grass airstrip that sloped downhill, with a known 15-knot tailwind. The pilot stated in the Pilot/Operator Accident/Incident Report (NTSB Form 6120.1) that he had previously departed from the same airport a few times during similar weather conditions. The pilot, who reported having accumulated a total of 200-hours in the same make and model aircraft, indicated that he configured the airplane for takeoff with 20 degrees of flap since the runway was "a rough grass airstrip." The pilot stated that the takeoff was normal and climb performance was normal until he reached tree-top level. At that time the airspeed dropped to about 40 miles per hour and the aircraft stopped climbing. The pilot added that it became apparent to him at that time that he was not going to clear the trees and began to maneuver around the trees in an attempt to turn the airplane into the wind. The pilot further stated that "we got boxed into a corner and wound up hitting some trees on the northwest side of the field." A large tree trunk impaled the windshield and the airplane came to rest nose-down and in an inverted position. There was no post crash fire. The pilot received serious injuries and his passenger received minor injuries. Both occupants were able to egress from the single-engine airplane through the broken windscreen unassisted. The pilot reported that "he had been taught that on runways with a very steep hill [slope], the pilot should always land uphill and takeoff downhill, regardless of wind direction." Recorded weather at the nearest weather reporting station, located 15 nautical miles to the south of the accident site, were reporting

wind from 160 degrees at 14 knots, gusting to 22 knots, clear skies, and a temperature of 32 degrees Celsius. The Investigator-in-Charge calculated the density altitude at 2,928 feet.

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

The pilot's improper weather evaluation. Contributing factors were the strong tailwind and the high density altitude.

**Minutes of the Executive Meeting**

No meeting in November.

**Minutes of the Club Meeting**

Meeting called to order on November 4, 2008 by Don Shoemaker at 7:30pm.

Larry Geiger led the meeting held at Duncan Aviation. He wanted to know if there was any interest in building an RV-12 as a club project. There was some interest but only a few seriously interested.

The short meeting was followed by a tour of Duncan Aviation.

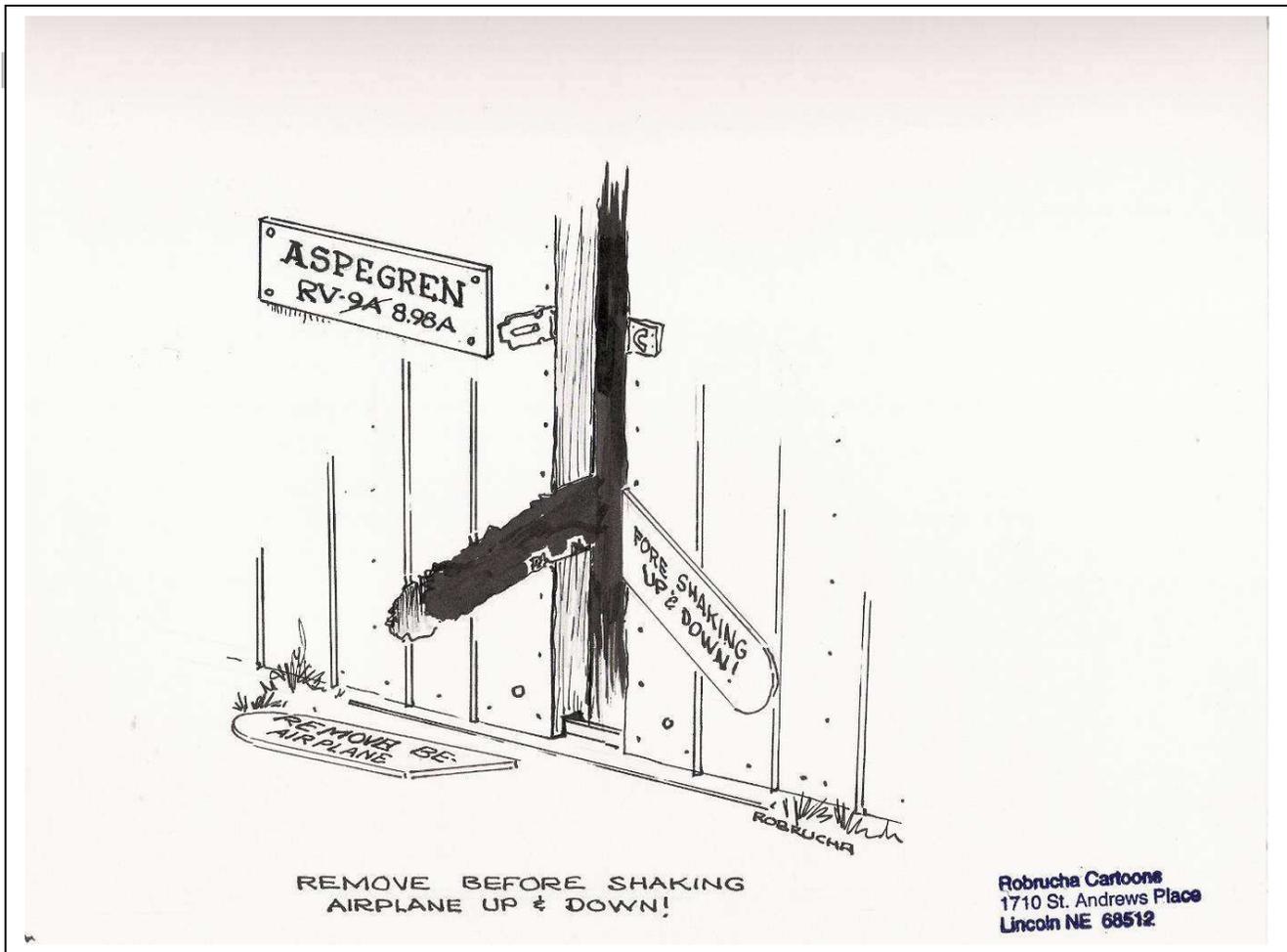
Dean Hoy, Secretary

**Classifieds**

**Want to learn to fly?** Time for a BFR? Or want to just polish up your skills? John C. Cox of rural DeWitt recently became a Certified Flight Instructor and would be glad to help you out. John can be reached at 239-3953.

**Interested in becoming an EAA 569 member?**

If you are interested in becoming an EAA 569 member or simply want to attend a meeting, please contact President Don Shoemaker at 402-797-7200 (home) or 402-475-4800 (work).



REMOVE BEFORE SHAKING  
AIRPLANE UP & DOWN!

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