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EAA Chapter 569 Newsletter

Lincoln, NE



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Meeting Announcement

Date: Tuesday, February 2nd

Time: 7:30pm

Program: Ground School with
Jason Linder, CFII

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

President's Message Tom Henry



Chapter membership renewal time is definitely here again. Please send your 2010 dues and a membership renewal form to Roger Aspegren our membership chairman or Erick Corbridge our treasurer. We ask for the renewal form to keep our chapter roster up to date. You would be surprised how many things have changed but are not up to date in the roster. Please accommodate this request.

We still need to grow our membership if we are going to survive as a club. If each one of us brings a visitor or new member into the club we can accomplish anything we want to. We need to spread the work around so please invite a friend, a neighbor or a co-worker.

I recently learned of an activity occurring where I used to live that sounds really interesting. The local private airport has "Aviation movie night" at a local theatre three times during the winter where aviation classics are shown for free. A donation bucket is passed around which helps offset costs. I'm willing to bet that a movie night would be something even wives wouldn't mind attending. If the chapter could break even it could be a lot of fun. Particularly if you like popcorn. It couldn't help but make one look forward to the flying season even more. Commercial theatres are not likely to let us use their facilities but maybe there are smaller private theatres or university or high school facilities someone knows about or has access to we could gain the use of? Any ideas or suggestions are welcome. Is there anyone willing to take this idea and run with it?

Roger Aspegren is still working to organize a partnership to build an RV-12 to control the cost of purchase and flying as well as make it more accessible. I know I would like to fly a lot more often. Anyone else? Contact Roger.

Calm winds and clear skies,
Tom Henry

DUES ARE NEEDED NOW !*By Roger Aspegren*

This is the year to grow our Chapter and renew our vitality. New members will always “spark” an organization because they bring in new ideas and new experiences. Look around you. Do you know someone who loves aviation but does not know about us? Invite them to a meeting. You may be doing them a great favor.

It is time to renew. If you have not paid your \$20 and advised me of any changes in our member book, you must do so now. I want to print our 2010 member book by March and I want you to be in it. Also, I plan to upgrade the pictures to color so will probably need new photos from most of you. You can either send me your favorite photo via email or run me down at a meeting or the monthly breakfast and I will take your picture. The member book is a valuable tool to get to know everyone so please respond quickly.

Although our by-laws shown on the website show our membership dues running from April 1 through Mar 31, this is in error. Our by-laws were updated a few years ago and the dues actually run from Jan 1 through Dec 31. The correct by-laws will be found and posted shortly.

**FORD MOTOR COMPANY
FLY-IN THEATER BRINGS
MORE AVIATION
ENTERTAINMENT TO EAA
AIRVENTURE 2010**

EAA AVIATION CENTER, OSHKOSH, Wis. — (Jan. 18, 2010) — There's no better way to finish a day at EAA AirVenture Oshkosh than enjoying an aviation movie under stars with friends and family. That's why for the fifth straight year, Ford Motor Company will be hosting the popular "Fly-In Theater" on the AirVenture grounds, with additional support from Hamilton Watches. The 58th annual EAA fly-in convention is July 26-August 1 at Wittman Regional Airport in Oshkosh.

The outdoor theater, located adjacent to EAA's Camp Scholler camping area, will be open each evening (weather permitting) from Sunday, July 25 through Saturday, July 31. The walk-in theater is reminiscent of the famous drive-in theaters of the past, complete with open-air seating and popcorn! There is no admission charge for the theater, which is open to all AirVenture guests. Each evening's show begins at approximately 8:30 p.m. with an introduction by a celebrity presenter, followed by a classic aviation or current feature film shown on a five-story-tall projection screen at 9 p.m.

"The Fly-In Theater is indicative of the higher level of programs and entertainment that are now part of EAA AirVenture," said Tom

Poberezny, EAA president and AirVenture chairman. "It's another way to enjoy the world of aviation while at Oshkosh, and we appreciate the partnership of Ford Motor Company and Hamilton Watches to support this popular activity in 2010. Join us evening for great films and have the entire family enjoy a superb way to top off a full day at Oshkosh!"

The Fly-In Theater will once again be located on the north side of Camp Scholler, at the end of Doolittle Drive, right behind the Camp Store. The exact schedule of movies and presenters will be announced as it is finalized prior to EAA AirVenture 2010.

"It's been an incredible sight every night at Oshkosh, seeing thousands of people – including hundreds of families – enjoying aviation movies as part of an unforgettable day at AirVenture," said Kevin Keling, Corporate Event Manager, Ford Motor Company. "To see the enthusiasm for this activity over the past four years it all worthwhile. Ford is very proud to be a part of EAA AirVenture Oshkosh and host this unique evening event."

EAA AIRVENTURE OSHKOSH is The World's Greatest Aviation Celebration and EAA's yearly membership convention. Additional EAA AirVenture information, including advance ticket and camping purchase, is available online at www.airventure.org. EAA members receive lowest prices on admission rates.

Minutes of the Club Meeting

The meeting was called to order by Vice President Kermit Wenger at 7:36 PM on the evening of January 5th, 2010.

Discussion was had concerning the Chapter's insurance policy in regard to coverage and policy limitations. A motion was made by Mr. Tom Trumble and seconded by Mr. Dean Hoy to form a committee consisting of Vice President Wenger, Mr. Tom Trumble and Mr. Dean Hoy to review the policy and to act on behalf of the Chapter to commit to a policy at the most advantageous coverage and cost. There being no further discussion, the majority voted Aye to carry the motion.

There was no Treasurers report available at the time of the meeting.

The breakfast committee donated \$400.00 to the Chapter. Of that amount \$100.00 was given to the management of the Crete Municipal Airport to offset utility costs.

There being no further business, the meeting was adjourned following the program of the evening at 9:00 PM.

Doug Elting,
Secretary

Paper Pilot Certificates expire March 31, 2010!

If your FAA pilot certificate is printed on paper, it's going to expire on March 31, unless you replace it with a new plastic certificate.

There are two ways to replace an airmen certificate.

1. You can [request a replacement certificate online](#). **This method requires that you register with Online Services.**
2. Or you can mail the FAA:
 - o an [Application for Replacement of Lost, Destroyed, or Paper Airman Certificate](#) (PDF) form
 - o or a signed, written request stating your:
 - name
 - date and place of birth
 - social security number and/or certificate number
 - the reason you need a replacement

You must include a check or money order for \$2 (U.S. funds), made payable to FAA, for each certificate you request.

You can mail your request to:

Federal Aviation Administration
Airmen Certification Branch, AFS-760
P.O. Box 25082
Oklahoma City, OK 73125-0082

Important Information

- o Allow 4 to 6 weeks for mail processing and 7 to 10 days for online processing
- o We can only issue one copy of each certificate
- o We can't place the original date of issue on a replacement certificate
- o We can't issue expired certificates. However, you can request an expired CFI letter at no charge.
- o If your current address is listed as a Post Office Box (P.O. Box), General Delivery, Rural Route, or Star Route, please provide directions or a map for locating your residence.

EVER HAVE A BAD AIRPLANE-BUILDING

By LAURAN PAINE, JR
day? That's kind of like asking if you've ever had a head cold or a flat tire. Of course you have. They happen. They just do. And they ain't fun.

You go to the hangar all set on getting a certain amount of work done. You are where you want to be and doing what you want to be doing. You're excited. You're pumped. Then you start working.

What's this? The bubble's out of level. You finished the fuselage jig two days ago in a blaze of glory, and when you left the hangar everything was square and level. You floated out of the hangar, high on your success. But in just two days, somehow, something has shifted or shrunk or warped or bent or...whatever. You go through the leveling process again, a shim here, a nudge there, and things are straight and true again. But it took an hour out of your workday that you were going to use to put fuselage parts in the jig so the place would look like the airplane factory you envision it to be.

Okay, clamp some bulkheads on the jig's cross members. Cool! The beginnings of a fuselage! This is all so very cool. Oh yeah...wait. The bulkheads have to be centered on a fuselage centerline and perpendicular to the firewall or else the fuselage will end up looking like a snake—and flying like one, too.

You set about marking a centerline on the jig. You make a T-square to lay on the firewall. You string a string and make centerline marks.

You do this a lot. Move one thing and everything else moves. You do this 370 times and walk around the jig eyeing the centerline 740 times. You bend over, squint with one eye, rub your chin, and measure this that, and the other thing over and over. If someone were to observe this “dance around the jig” (which you hope no one does), he or she might ask, “Are you having fun?” And you'd blurt out, “Yes! Dang

it!” You finally pronounce your centerline to be the centerline of centerlines, and you move on. Another hour gone.

You again carefully clamp bulkheads to jig cross members. You level them, you plumb bob them, and you measure them: one measurement is supposed to be 19-31/32 inches. But it's actually closer to 20 inches. We're very serious about the accuracy of our measurements, and your measurement is off. So you're now the sorriest excuse for an airplane builder ever to walk the earth. You mumble to yourself, “Whatever made you think you could do this, you sorry sack of day-old sheep dung? You couldn't change a flat tire on a Yugo if the thing was on a lift and the lug nuts were already off.” You envision asking for your airplane to be judged at OSH, and the judge writes on the card, “You're joking, right?”

After the above minor episode of self-doubt, however, you press on. And that is key. Overcoming is key. Perseverance is your only saving grace, the only thing that keeps you from melting into a puddle of failure.

You put more bulkheads in the jig. Big ones first. They're easier. Oh great, F-807A has to be at an angle.

You make a 9-degree shim: that's a 2-inch wedge, 5/16-inch at the thick end. That works, sort of. The bulkhead looks kind of sick, leaning, when all the others are straight. It looks like you're starting to feel.

You install more bulkheads—the 810, 811, and 812. You go to the tail end of the jig and look at the alignment to see if it's all straight. It isn't. Your heart sinks.

You sink, too, to your knees and look skyward and ask, “Why me? They're all on the centerline. Why don't they line up?” It's the questions without answers that are the hardest, as you're now at hour five of working, and progress is practically nil. You begin speaking to yourself, “Hey, buckshot for brains, if this were easy, everybody would be doing it.” You draw strength from your own insult. You re-adjust here and

reshim there and take another look. Still crooked. Okay! Nothing riveted, nothing permanent. Start over. That's all that's left.

You take the bulkheads off the jig and redo the centerline. What's this? Off 1/8-inch here, 1/16 there. How? Don't know. Don't care. Just fix it. Wasn't there a song about that? “What a Difference a Sixteenth of an Inch Makes?” Put the bulkheads back in the jig. You're getting good at it; you've done it lots of extra times now. Repetition creates knowledge. You walk slowly to the end of the jig, at first not looking, then slowly you turn your head and—good golly, Miss Molly—everything is straight! Why now and not before? Don't know and don't care. But it's dusk now, time to head for home. You didn't get much done, but you overcame a bad building day. It's time for a break: that's an adult beverage and a football game. It's the perfect break until you can build again.

Then there are the good building days. You return to the hangar. It's a new day. You had previously bent the F-843 lower longerons—not an easy task with bends and twists of 7.25 degrees and 13.25 degrees and opening the face of one angle to 83.75 degrees. But you lay the longerons up between the firewall and the center section, and they fit like pieces on a Stradivarius. Then you lay up the forward floor and it fits, all perfect and square. You drill it, and all the holes are smack in the middle of the flanges. You put on the first forward side skin. The instructions say that “a $\frac{1}{8}$ -inch gap is ideal here.” Your gap turns out to be ideal. You're on a streak. The work flows. It's starting to look like an airplane! For a moment, time stands still. The world is a wonderful place. The limping Yugo is a distant memory.

Then it dawns on you. The failures teach and steel you for the challenges. Overcome, they instill perseverance. Maybe that's why so many of the builders you meet have such a good perspective on life. It's not how many times you get knocked down in life that matters...it's how many times you get back up. And, for good reason, there really is a song titled, “What a Difference a Day Makes.”

(This article originally appeared in the February, 2003 issue of EAA Sport Aviation.)

Classifieds

FOR SALE 1962 Cessna 182E

1962 Cessna 182E bought new by Hugo Aspergrin, then purchased by Chambers family in 1986 with only 797 TT, now has 1,545 hours TOTAL TIME and has become a queen again in my hangar. Last annulled in December, 2006 I have run her up and down the runway enough to keep the engine oiled, but have no place to go, am out of license myself, and she needs a new home. Last compression check was 70/80, 70/80, 64/80, 70/80, 70/80, 69/80.

Maintained by Seward and Crete most of the time since we have owned her. Needs paint. Glass and interior are still great. Cleveland's and new tires a few years ago. Wahoo FBO overhauled mags and replaced bladders when we bought her. Auto STC from Petersen, but do not use auto fuel because she sits so much. Rebuilt carb in 2006 and have not used auto fuel since.

This is a solid C182 with VERY low total time. The 0470, 230 hp. engine is TBO at 1,500 hours. Still runs strong, so I saw no reason to overhaul until she shows signs of weakness. KX 155 flip flop radio, Loran, electric compass card, transponder and intercom are the only modifications to the panel. Asking \$39,000 with fresh annual from Crete . Great project for someone who can do their own engine work and paint, or just fly her until the engine weakens. This bird booked retail at \$52,000 in 2008, before the recession hit. She will appreciate again in the recovery, which can't come too soon for any of us.

N-3170Y is hangared at my farm, three miles south of Lincoln.

Jim Chambers cell: (402) 440-5270 home: 488-8814 work: 465-3806 or (866) 913-5081 toll free

FOR SALE 1978 Piper Tomahawk

PA-38-112 2120 TTAF&E

Very Clean May Annual

All AD's Current. \$19,500

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

Email Tom at td_johnson@tbarjne.com



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Chapter Tool Box

If you have any tools you would like to contribute, please let me know at webmaster@eaa569.org.

To use the Tool Box (you must be a Chapter 569 member) simply go to our website (www.eaa569.org) and click on Chapter Tool Box on the left side of the screen. From there, you can see the list of tools and their availability status. To check out a tool, click on and fill out the Tool Box Check Out form. This will send a notification to me and then I'll make the arrangements to get the tool to you.

FOR SALE 1959 Mooney M20A

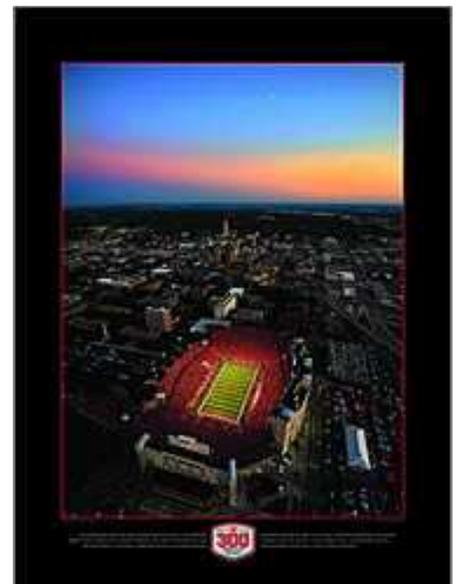
Very nice 1959 Mooney M20A. Lycoming O-360-A1A, 568.2 SMOH. McCauley Model 2D36C14-B, 454.8 SMOH. Airframe 1635 hrs TT. Metal tail conversion. Install New JPI 711 Engine Data Management system. New battery and tires Nov 2006. New interior and leather seat April 2002. STC Standby vacuum system. Wing was 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

300th Sellout of Memorial Stadium

Doug Prange is selling this aerial photo of the 300th Sellout of Memorial Stadium. The photo was taken on September 26th when Nebraska hosted Louisiana - Lafayette.

Poster size is 18" x 24" and sells for \$24.00. Framed posters are \$95.00.



To view other aerial photos Doug has taken, visit his website at <http://www.prangephotography.com>.

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 26 – August 1, AirVenture, Oshkosh, WI <http://www.airventure.org/>

John Cox
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Dewitt, Nebraska 68541-2518