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www.eaa569.org

EAA Chapter 569 Newsletter

Lincoln, NE



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Meeting Announcement

Date: Tuesday, February 1st

Time: 7:30pm

Program: "Staying Healthy"

Helen Stucky Risdon, RN will give tips and advice to pilots (and non-pilots) on staying healthy.

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

President's Message Erick Corbridge



It's time to renew your Chapter membership and it's easier than ever. Thank you to Doug for expediting the process. All you need to do is fill out the registration sheet online at the EAA 569 website and send the dues to Tom Henry, Chapter Treasurer. For those who are not computer savvy, you can still fill out the renewal that comes in this newsletter and mail it to Tom.

With all the bad weather recently I hope someone has been able to do some flying. I have seen over the last month that not all of the little airports have the best snow removal so I would recommend calling before you plan a departure. As always, you can work on ground school, brush up on the regulations on the FAA web site or just do some hangar flying.

I would challenge the club members to do more events than ever this year. This could include a meeting out at the SAC museum, a movie night, or maybe a ground school on a Saturday. This is a way to keep supporting and sharing aviation throughout the year.

I wish everyone clear skies and happy landings.

Erick Corbridge

New "Left Seat" Blog

EAA AVIATION CENTER, OSHKOSH, Wis. — (Jan. 11, 2011) Insight from J. Mac McClellan, former editor-in-chief of FLYING Magazine and one of aviation's most-respected journalists, is now available online for all aviation enthusiasts to enjoy through his "Left Seat" blog, sponsored by Aspen Avionics, at www.macsblog.com.

McClellan's blog postings will focus on EAA's pilot community and encompass flying experiences, flying techniques, weather, technology, and aircraft ownership. Selected blog entries will be featured each week in EAA's e-Hotline newsletter.

McClellan, an extremely active general aviation pilot, joined EAA in October as a contributor, with his monthly "Left Seat" column debuting in the November 2010 issue of Sport Aviation. His writings interest all readers, including those EAA members and aviation enthusiasts who fly more complex aircraft for personal and business transportation.

2011 Dues are Due

By Doug Volkmer

A new year also means it's time to pay your Chapter dues. The amount remains at \$20.

We have implemented a new process on the Chapter website (www.eaa569.org) to simplify this task and to better disseminate the information. We are encouraging members to use this as opposed to sending in the paper form. From the website home page, click on Join Our Chapter on the left hand side of the page and then follow the instructions on the screen.

For those members who prefer to fill out the paper form, we have included a copy of the form in this month's newsletter.

Whether you are a new member or renewing your membership we ask that you fill out the form.

Panel Upgrade Tips

By Stein Air

www.steinair.com

1) ALWAYS leave extra wire/service loops on the main connections to equipment in the panel such as the EFISes, A/P, etc..

2) Try to leave yourself extra power circuits available to tap for future equipment. Same with Ground lugs, leave extras!

3) Try to keep the wiring very organized and bundled, don't just cram loose wires together with a zip tie. Take time to sort out bundles and secure them.

4) Leave some extra slack on Coax cables going to the radios in case you move them around in the future.

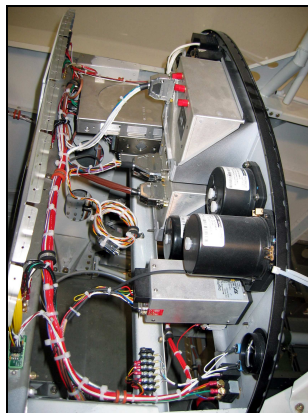
5) Do NOT string wires as if they are guitar strings that must make a "twang" when plucked. Overall this is the biggest boon to upgrades.

6) Try to keep your wires from being wound around each other like spaghetti in a bowl. Instead go for the look of a nice licorice rope.

7) Try to mount things like fuse blocks, relays, busses, etc. in places where they are accessible and won't interfere with possible future equipment additions. Also, any remote 'boxes' that get installed should be easily removed and also accessible.

8) DO NOT use locktite on every single DSub or avionics connector screw (somehow someone somewhere at some point thought this was a good idea and convinced others to do this - it is not).

9) If you use Zip ties to secure all the wire (which is a fine way of doing it), be sure to PLEASE cut off the tails flush so the underside of your panel isn't like the razor



wire fence at Leavenworth with hundreds of little needles waiting to shred your hands while working on the wire.

10) Try to use quality connectors and don't use the hardware store yellow wire nuts to splice wires together. Also do NOT use bread twist ties to secure bundles of wire...they act like little antennas! Please don't use automotive connectors.

11) If you wrap things with tape, please do not use Masking tape or Duct Tape that eventually degrades into a pile of sticky goo and paper powder.

12) Try to label your pitot and static lines clearly (differentiate them with separate colors if possible). Also try to use flexible line instead of hard aluminum. Try to leave a little slack in the pitot/static plumbing.

14) I had to skip thirteen so I wouldn't get a email telling me it's bad luck.

15) Use as much standardized color coding as possible on wires, and if not possible take the time to label what you can. Use red for power, black for grounds, yellow for lights, blue for GPS signals, green for shield grounds, etc..

16) Last but not least, try very hard to have a wiring diagram of your panel, interconnects and plane done at least in a rudimentary fashion (even if it's lipstick on a napkin). One can spend dozens upon dozens of hours trying to trace wires to find out what is going where.

In the end, most of the labor/time in doing a retrofit is trying to sort out what is in the plane already and sorting out what goes where. If you try to at least follow some of the above steps it'll be infinitely easier in the future.

Minutes of the Club Meeting January 4, 2011

The meeting was called to order by President Erick Corbridge at 7:30 PM.

The members were asked to introduce themselves and give a status report on their projects.

Following introductions, the program was a "Show and Tell" by members of the Chapter demonstrating different systems and techniques used in the home-building of aircraft. Dennis Crispin outlined the process and provided insights into the building of his Cozy Mark IV. Roger Aspegren showed the construction techniques of aluminum aircraft construction. Roger's aircraft of choice was the RV-12. The group compared the differences between the composite construction aircraft and the aluminum construction aircraft.

Thomas Johnson reviewed and outlined his efforts to build an aircraft runway and support facilities within the Lancaster County area.

Treasurers Report: Chapter Treasurer, Tom Henry, reviewed the Chapters finances. The chapter broke even on the expenses for the Christmas party and continues to be supported by the proceeds from the monthly breakfast. Those members who are going beyond the line of duty to support the chapter by their volunteer work are to be commended. The membership voted to support the application of Chris Bruner to attend the Air Academy program at EAA this summer and to provide for his transportation needs. The Chapter has received a request

for funding from the NE Dept of Aeronautics for their art program. The Chapter voted to provide \$100.00 for that cause.

Young Eagles coordinator, Tom Trumble, intends to inquire as to whether or not the EAA would support the Young Eagle program through the use of their materials if there was not insurance obligation.

The meeting was adjourned at approximately 9:44 PM.

Doug Elting, Secretary

Minutes of the Executive Meeting January 12, 2011

The meeting was called to order by President Erick Corbridge at 7:15 PM.

Treasurers Report: The Treasurers report was not available.

Membership: The new web-based membership application form appears to be working well. The form allows more organization to our membership drive process.

Mall Show: The officers discussed whether or not to pursue the mall show again this year. Due to the positive attention the show received, it was decided to pursue the event again this year.

Program: Helen Stucky Risdon, RN will present the program at the February Chapter meeting. She has a program with tips and advice on maintaining a pilot's health. She is from Kansas, John Cox's student pilot, and a member of EAA.

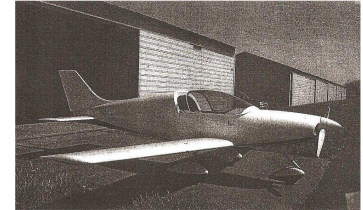
Meeting was adjourned at approximately 9:30 PM.

Doug Elting, Secretary

Classifieds

FOR SALE

1998 Pulsar XP



Bought an RV-6. Selling my Pulsar XP.

912 Rotax TTE-AF 645, Icon com, Terra TXP, Garmin Pilot III GPS, Intercom. New GSC ground adjustable prop. Bought from builder in 2008. Light (550lbs), FAST (150 mph), economical (4-5 gph of 91 auto or 100LL) and FUN!!!

\$29,000 obo.

(402) 643-3464 - Seward, NE

1978 Piper Tomahawk



PA-38-112 2216 TTAF&E
Very Clean, new June, 2010
Annual All AD's Current. \$19,500

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

Email Tom at:
td_johnson@tbarjne.com

BRAKES

Matco 6" wheels and brakes.
Around 200 hours. \$200
Home: (402) 423-6109
Work: (402) 489-7171

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.

EAA Chapter 569 Membership / Renewal Form
Include your \$20 check made out to EAA Chapter 569
Mail it to: Tom Henry 1360 S 96th Rd. Firth, NE 68358

Name

Spouse

Address

City

State

Zip

Home phone

Work Phone

Email Address

EAA Number

Date You Joined Chapter 569

Newsletter via email ?

Aircraft Owned

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

