

EAA 569 Contact Information

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Meeting Announcement

Date: Tuesday, January 6

Time: 7:30 pm

Program: Brad Stauffer

Brad will give a program on LSA. He is an LSA instructor and also owns a para-plane.

Place: Duncan Aviation Engine Shop

President's Message Tom Henry



Though many of you know me I think I should introduce myself. My name is Thomas E. Henry (Tom please) and I have lived in the Lincoln, NE area for about 12 ½ years and I've been a member of this chapter almost the same amount of time.

I grew up in Michigan first in Pontiac and after age 10, on a "hobby" farm in the central Lower Peninsula near Mt. Pleasant. I built pole barns, ran tractors, front-end loaders, brush hogs and other assorted farm machinery. I learned to shoot with a .22 rifle then a Ruger .44 magnum rifle when I was barely a teenager. I attended Chippewa Hills Public Schools. I went to college at Ferris State College, now known as Ferris University and received two AAS degrees. Technical Illustration and Avionics Service. I got my pilots license while attending college full time and working part time.

I hold a private pilots certificate with single engine land rating. I took my first flying lesson on February 26, 1978, soloed on September 5, 1978 and passed my

private pilot checkride on September 29, 1980. I currently have about 100 hours logged in 20 different aircraft types (plus a couple of different powered parachutes) and I jumped out of a perfectly good airplane one time on July 6, 1979 but that is another story.

I moved to California immediately after graduation and went to work at Beechcraft West, Van Nuys in 1981. In 1983 I was promoted to Avionics Sales and Service Manager for Beechcraft West, Orange County. That is where I met Dwana in 1985. In 1986 Dwana and I moved to Rock Island, IL where I held a number of different avionics positions at Elliott Beechcraft from 1986 until 1996. In 1996 I moved to Lincoln, NE and began work at Duncan Aviation where I am today.

My work for Duncan Aviation is as a System Engineer. What is a system engineer? I explain my job as the design of electrical and electronic systems to be retrofit into corporate aircraft. Anything from satellite communications or high-speed data systems to the button in the back labeled "Flush". If it has electricity associated with it I generally design the electrical installation.

I took my first lesson in a Powered Parachute (PPC) from Brad Stauffer on August 14, 2006. I first flew my own machine on April 28, 2007. I now have 14 hours in PPC's (It's windy a lot here!). That pretty much brings us up to today.

In amongst all that I worked on a couple of Vari-EZE's, a couple of Q2's, Leo Loudenslayers never completed Laser 260, two Van's RV-6's and an RV-9. None of them were my own project. And in all these years I've only

missed Oshkosh perhaps 6-7 times. I have belonged to 6 different chapters since joining the EAA in the late 70's. (1) Mt. Pleasant, MI (2) Van Nuys, CA (sergeant at arms) (3) Orange Co., CA (4) Moline, IL (treasurer, tech counselor) (5) Sterling/Rock Falls, IL (6) Lincoln, NE (treasurer, tech counselor). I am a lifetime member of the EAA.

As a last note I would like to begin the process of strategic planning for our chapter. Your input will be needed!

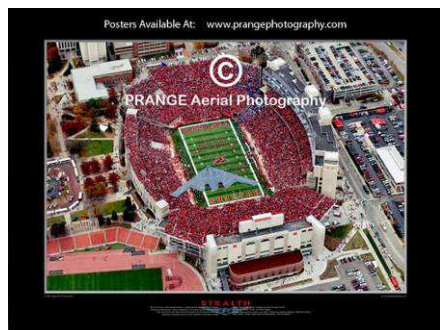
Hoping everyone had a Merry Christmas and wishing you a Happy New Year !!

Tom Henry

B-2 Stealth Bomber Fly Over

Doug Prange is selling this beautiful picture he took of the B-2 flying over Memorial Stadium. The picture was taken before the Kansas game on 11/08/2008.

Small prints (12 x 14) are \$12.00, large (18 x 24) are \$24.00. Framed prices are \$70.00 and \$95.00 respectively. They look best with a black frame.



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

Holiday Party Recap



Almost 60 people attended the annual EAA 569 Holiday Party held at the Knoll's Country Club on December 7.



Bob Chambers donated this nice framed 'cartoon' he created depicting a typical EAA 569 breakfast. A picture of 'The \$200 Pancake' as it is titled is located on page 4 of this newsletter. Bob doesn't call it a cartoon. He calls it a 'documentary'.



Tom Trumble received the Spark Plug Award. Tom has done a superb job with the Young Eagles Program.



Entertainment was provided by "Swing Ambiance".

To view more photos of the 2008 Holiday Party, go to the Photo Gallery on the Chapter website at <http://www.eaa569.org>.

EABY "Mini Cab"

(This article originally appeared in the February, 1970 issue of EAA Sport Aviation.)

By Robert H. Eaby, EAA 915

ON CHRISTMAS DAY, 1961, I found under the Christmas tree a rolled-up packet addressed to me from far-off England. It had come a few days before and my lovely wife decided to save it for my Christmas present.

I had been corresponding with Ord-Hume (the one with all the initials) for several months until I decided to go ahead and buy the plans for the Minicab GY20. It seemed to be exactly what I wanted to build — all wood, two-place, side-by-side, 65 hp engine, low wing, and enclosed cabin. Needless to say, I was ecstatic with happiness as I had been waiting impatiently for the plans to arrive. Actually, it was only two weeks after I had sent off the check. Ord-Hume was very prompt with all our correspondence, and I appreciated that very much.

However, after all the impatience to get the plans, it was not until April that any real building began. As most first-time builders know, a set of blueprints and completed plane sitting on the flight line do not resemble each other very much. But finally, with the help of some friends, I began to visualize what each part was supposed to look like. Then, I decided to make some ribs so the first step was to the House of Hardwood in Santa Monica for some spruce. When I told them what it was for, they picked out the best straight-grained 1x12x8 in the place (it was at the bottom of the stack). Next, I had to saw it into little strips. As luck would have it, Sears was having a sale so I bought a radial arm power saw which I had always wanted. With a hollow-ground blade, it sawed out the nicest 1/4 x 1/4 in. rib strips you ever saw, but it was all a waste as I didn't like the heft of them. So, I decided to make all of the rib stock 1/4 in. by 3/8 in. for the tail assembly as it gives more area to glue the 1/16 in. plywood covering. The ribs for the wings were made from 1/4 in. by 1/2 in. rib stock. All ribs were truss construction.



**Eaby GY20 "Minicab", N-1855,
powered by a 65 hp Continental A-65.**

Except for a few places that I deemed needed beefing up, the plane was built strictly from the dimensions given in the very thorough plans. I did all of the woodwork alone, but the welding and the other metal work was done by my friends in Chapter 96 in Torrance, Calif. For instance, the welding for the engine mount was done by Leonard Wissler, at that time the president of the Chapter, and what a wonderful job he did! Bud Chaplin made the landing gear per the plans, except that we used springs in place of the rubber donuts as shock absorbers.

As the construction progressed, people would drop by from time to time and offer suggestions — some good, some bad, and some very funny. But, more times than not, when I was perplexed over some problem a perfect stranger would drop by who could solve it. One such person was Chuck Herbst. At the time he came by I was trying to figure out how to make the back-up plates for the engine mount. It was quite a job as each corner of the fuselage was different. However, with a few measurements and a nod of his head, Chuck did the job. Another hurdle over with!

When I first started the project, I gave myself three years to build it and even then I thought it would be finished long before that. But the time came and went, and so I added another year to the project. Well, it was **six** years of work to the day before it was flown. It seems like a long time, I know, but really I was somehow saddened to know it would soon be finished and would have to be carted to the airport. So in July, 1968, my many friends of Chapter 96 helped me move it to Torrance Airport where it was hangared for final assembly. Again, I expected to be ready for the FAA inspection in one month, but it was October before I was sure it would pass inspection. Sure enough, it did! On October 23, Jack Sanders gave it a very thorough look but finally he smiled, said it was a good job, and signed it off. I was very pleased and proud.

About November 1, it again was put on trailers and taken out to Chino Airport. The night before we were to take it there I could hardly sleep, as I kept imagining what might happen to it. We might drop it during the loading onto the trailers; someone might run into it on the road. I was a nervous wreck by morning. So it was with a great sigh of relief when both trailers arrived intact and the plane was again reassembled.

Inevitably the day arrived when we were to see if it would actually fly as Ord-Hume had said it would. So, on a foggy day when the field was closed, we started the engine for the second time, got permission to do fast taxi tests, and tried it out. First I got in to see how it ground handled and it actually lifted off at half throttle. The airspeed indicator does not even move until 40 mph, so I don't know how fast it was going. Next, Jim Kerley gave it his test run, and on December 1 he took off for a 30 minute test hop.

After installing a trim tab on each of the flying surfaces, Jim says it flew hands-off, and on the following week I flew it myself for the first time. The thrill was beyond description. For six years I had been reading of other people telling about their first flight, but even though I was building mine I really hadn't let it enter my mind that I would actually fly it. But there I was, high in the sky, looking out at the wings I had so painstakingly assembled, knowing that I had done a good job as they didn't fall off.

Minutes of the Executive Meeting

No meeting in December.

Minutes of the Club Meeting

No meeting in December.

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 Tom Henry at 402-791-2116.


THE \$200⁰⁰ PANCAKE!
OR THE \$50⁰⁰ OMELET (CHEESE EXTRA)

C. THERE SHOULD BE AT LEAST TWO OR THREE HALF-FINISHED PROJECTS, REPAIRS OR ANNUALS IN PROGRESS SO THE 'CRITICS' CAN HAVE SOMETHING TO TALK ABOUT.

d. TWO 'COOKS' NEEDED... ONE FOR OMELET WITH CHEESE AND ONE FOR OMELET WITHOUT!

CRETE, NE
ELEV. 1506

e. HANGAR FLYING AREA.
LOTS OF ROOM FOR
HANDS & ARMS. *Wm*

PANCAKE FLIPPER FOR
'NON-GOURMANDS'. 

ЕАА 569

QUILTING AUXILIARY
MEETING SPACE. g.

QUIET!

J.
ALWAYS HAVE
A SPACE TO
POST EVENTS,
FOR SALE, OR
SOME JUST
REALLY GOOD
CARTOONS!

HANGAR
CAT. 2

QUIET AREA RESERVED
FOR 'GEEZERS' TAKING
'AFTER-BREAKFAST' NAPS!

FLYING FOLKS
ARE SO EASILY
ENTERTAINED!

ROBRUCHA

Accident Report

Accident occurred Tuesday, June 07, 2005 in Wheeling, IL Aircraft: Cessna 182TR, registration: N4978T

Injuries: 1 Uninjured.

The airplane sustained substantial damage when the partially extended main landing gear collapsed during landing. The pilot reported that the attitude indicator failed during cruise flight about 30 minutes after departure. When he was 10 miles from the airport, he slowed the airplane to 110 kts and put in ten degrees of flaps and lowered the landing gear switch. He reported seeing a green light on the gear position indicator. The pilot reported that both the primary and secondary radios failed, the HSI failed, and that the electrically powered primary altimeter was stuck at 2,900 feet. He reported that he used his portable radio to communicate with the tower. The airplane was on short final for landing with full flaps and idle power when the control tower informed the pilot that the wheels were not down. The pilot chose to continue the landing rather than perform a go-around. The pilot reported, "I did not add power for a go around as it appeared that the full flaps setting and potentially my inability to retract the flaps might lead to my inability to climb sufficiently to do a go around. Additionally, the gear was hanging down below the plane and would have added further drag." The airplane landed on its fully extended nose wheel and partially extended main landing gear. The airplane rolled onto its right wing and

horizontal stabilizer and skidded to a stop on the runway. The airplane was taken to a maintenance facility where it was put on jacks in order to check the landing gear system. When the landing gear handle was put in the up position, the landing gear retracted normally. When the gear handle was put in the down position, the landing gear extended, but did not extend to the fully down position. The landing gear hydraulic reservoir was checked for hydraulic fluid. The inspection revealed that the fluid level was below pick-up point of the electrically activated hydraulic pump; however, there was enough hydraulic fluid available in the reservoir for the emergency manual gear extension to operate. Six to eight ounces of hydraulic fluid was added to the reservoir. After the hydraulic fluid was added, the landing gear was cycled 4 to 5 times, and the landing gear retracted and fully extended normally. The emergency gear extension procedures were then performed to pump the landing gear down, and the landing gear went to the fully extended position. The inspection of the battery revealed that it was weak and required recharging.

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

The pilot failed to verify that the landing gear were fully extended and failed to perform the emergency landing gear extension procedures. Factors to the accident included the low hydraulic fluid level, and the weak battery that resulted in a partial electrical failure.

Questions from the Private Pilot Test Exam

1. If it is necessary to set the altimeter from 29.15 to 29.85, what change occurs?
 - ☐ A) 70-foot increase in density altitude.
 - ☐ B) 70-foot increase in indicated altitude.
 - ☐ C) 700-foot increase in indicated altitude.
2. What change occurs in the fuel/air mixture when carburetor heat is applied?
 - ☐ A) A decrease in RPM results from the lean mixture.
 - ☐ B) The fuel/air mixture becomes leaner.
 - ☐ C) The fuel/air mixture becomes richer.
3. The wind condition that requires maximum caution when avoiding wake turbulence on landing is a
 - ☐ A) light, quartering tailwind.
 - ☐ B) strong headwind.
 - ☐ C) light, quartering headwind.
4. The three takeoffs and landings that are required to act as pilot in command at night must be done during the time period from
 - ☐ A) sunset to sunrise.
 - ☐ B) 1 hour after sunset to 1 hour before sunrise.
 - ☐ C) the end of evening civil twilight to the beginning of morning civil twilight.

Answers: 1. (C) 2. (C) 3.(A) 4. (B)

Events

York Airport (JYR), EAA Chapter 1055 Fly-in breakfast on the 1st Saturday of every month. 0800-1000. Pilots eat free.

Crete Airport (CEK), EAA Chapter 569 Fly-in breakfast on the 3rd Saturday of every month. 0800-1000.

Jan 28-31 Kearney (EAR), 17th Annual NE Aviation Symposium and Maintenance Seminar at the Kearney Holiday Inn (308-237-5971 for room reservations). 28th: 7pm Wings Program featuring presenter Mark Grady. 29th: 8am Opening remarks by NAC President, Barry Scheinost followed by NDA Director Stuart MacTaggart and FAA Regional Manager Chris Blum. Various break out sessions through morning and afternoon. Luncheon speaker, Joe Kittinger (set records for highest balloon ascent, highest parachute jump, longest drogue-fall (4 min), and fastest speed by a human through the atmosphere) and sensational WWII style singing group, "The AVI8ORS Ensemble". Evening banquet with guest speaker Denny Fitch (UAL Captain who controlled throttles on fated DC10 airliner which crashed at Sioux City, IA on July 19, 1989). Maintenance Seminar on 30 & 31 with guest speakers and Events Calendar IA renewal. More info: <http://avmechseminar.org>

Membership Renewal

The time has come to pay your dues and renew your membership for the 2009 year.

In 2006, we made a concerted effort to update our membership lists with correct address and phone numbers. Please fill out the Membership Form on the Chapter website at www.eaa569.org and mail it to John Schwery. His address is

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