

January, 2010  
Volume 35, Issue 1  
www.eaa569.org

# EAA Chapter 569 Newsletter

Lincoln, NE



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## Meeting Announcement

**Date:** Tuesday, January 5<sup>th</sup>

**Time:** 7:30pm

**Program:** Runway Safety Video

**Place:** Duncan Aviation Engine Shop  
5000 NW 44<sup>th</sup> St – Lincoln, NE

## President's Message Tom Henry



First, Thank You Very Much to Dwana, Yvonne, Charlotte and Mame for all their work on the Chapter Christmas Party. The decorations were wonderful, the entertainment was great and the company could not have been better. Thank you to Doug Prange, Dean Hoy and Van's Aircraft for the door prizes. And thank you to the Knolls for the hospitality. It was truly a wonderful party.

Well, old man winter has certainly arrived. As I write this my weather station shows 12 degrees F, It's snowing and blowing but my weather station shows 0.0 mph at 045 degrees and doesn't change. I'm betting it's iced over. Needless to say most of us aren't doing any flying right now. That presents an opportunity to do those things to our flying machines we wanted to do all summer but didn't want to put them down for

maintenance or modification. If you are planning or doing either of the above please take advantage of your technical counselors. We are here to help keep you be safe above all else. Don't limit yourself to technical counselors. Other builders, your aircraft's designer if available, A&P and IA mechanics are all good resources. Take advantage of all of them. If you need to, borrow Don's nice heated hangar too.....

We also 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. After all we need to spread the work around.

We hardly dare ask Dennis Crispin to run even one more project! He really needs to get that bath done.!

Calm winds and clear skies and Happy New Year,

Tom Henry

## Officers for 2010

President – Tom Henry  
Vice President – Kermit Wenger  
Secretary – Doug Elting  
Treasurer – Erick Corbridge

## Thank you – Thank you – Thank you!!!

By Dennis Crispin

At the annual awards night/Christmas party, the club saw fit to give me an award for my efforts in the display of the B-17 and Ford TriMotor. Boy was I surprised!

For those of you that were not there, I'll describe it. The award is a large (18 X 24) framed photo montage made by Cristi Higgins. It features a dozen of so of Cristi's excellent photos of The TriMotor, B-17 and me working around the planes.

I am especially grateful that she

included a photo of me with Bill Schock, the WWII B-17 pilot who was shot down on his 25th mission.

In the center of the montage is an original ROBRUCHA cartoon (*see below*). The cartoon depicts a character with rivet pull tool in hand that has some distinct resemblance to me. The setting is in a bathroom where the counters are made of riveted aircraft aluminum, the faucet handles are the mixture and prop levers from an aircraft control quadrant, the soap dish is built into a control yoke and the anodized mirror frame is mounted on aircraft cables, pulleys and turnbuckles. In the wall paper a Cozy Mark IV (my uncompleted project) flies above scattered clouds. The caption reads: "Oh

yeah, Dennis...I think the DAR is going to love it!"

In short, the bathroom is just the way a dedicated aircraft home builder would make it. The cartoon draws on the inside joke around the club that I'll never get Linda's bathroom remodeling project done because of the projects that I take on for the club.

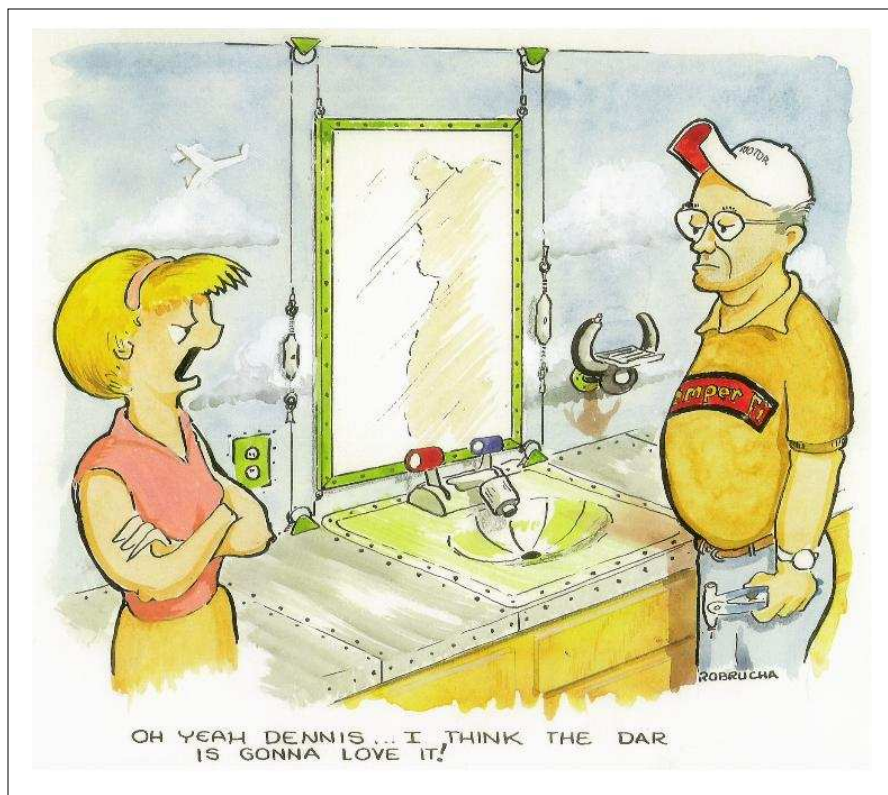
I believe that most of you know that ROBRUCHA is the pen name of our own Bob Chambers who's hilarious cartoons appear monthly in KitPlanes Magazine.

What could be cooler than having your own ROBRUCHA cartoon?

Here is a most heartfelt thank you to President Tom Henry and Chapter 569 for this recognition and a very special thank you to Cristi Higgins and Bob Chambers for producing the wonderful photo montage. It will be one of my most cherished possessions.

Dennis Crispin

P.S The seemingly endless bathroom rebuild/remodel project is almost finished. The first bathroom was completed a year and a half ago. The last cabinet was installed in the second bathroom a few days ago leaving only a few minor trim details yet to be done.



## Christmas Party

The Knolls was the setting for the Chapter 569 Christmas Party. The snow falling outside may have made things a little frightful but it didn't dampen the spirit or hinder the attendance.



The ladies did a wonderful job decorating for the event. The table center pieces with the wreath, ribbon, lights and airplane ornament were wonderful.

Sixteen year old Vincent Villamonte did a great job entertaining the audience with his magic. No, he didn't wave his magic wand and make a light sport aircraft suddenly appear. But he did leave some people wondering just how he made a couple pigeons appear and disappear.



*(More photos in the Photo Gallery at [www.eaa569.org](http://www.eaa569.org))*



Dennis Crispin received a well deserved award for his efforts with the B-17 and the Ford TriMotor tour. Dennis goes beyond the call of duty in ensuring every detail is covered when our Chapter hosts these events. The success we have with these events is mainly attributed to the leg work of Dennis.

The Spark Plug Award for 2009 went to Andy Lahr. From lining up help for the Ford TriMotor tour, to lining up port-a-potties, Andy is integral in the success we've had with various events in the Chapter. As Dennis stated, "you give Andy a list and it gets done". Andy is also quick to help out with the monthly Chapter breakfast when help is needed.



**Tom and Dwana Henry**

Special thanks to Dwana Henry for taking the lead and heading up the Christmas Party Committee.

## Minutes of the Executive Meeting

The December 15, 2009 meeting was attended by: Tom Henry, Kerm Wenger, Doug Volkmer, Doug Elting and Roger Aspegren.

Roger Aspegren had \$400 from the Chapter breakfasts' to give to the Treasurer.

Roger will begin updating the Chapter roster for 2010. Color pictures of the members will replace the black and white.

A total of 58 people attended the Chapter Christmas party. Because of the wintry conditions, The Knolls is not going to hold us to the minimum.

The meeting dates for 2010 will continue to be the first Tuesday of the month except for August (Chapter picnic) and December (Christmas Party).

Various suggestions to increase membership were made. One suggestion was to have another mall show. The Chapter will contact Westfield Shopping Town to see about that.

Another suggestion was to check with the Lincoln City Libraries about having a magazine stand stocked with old Sport Aviation magazines and Chapter 569 contact information on the stand. The Chapter will check with Lincoln City Libraries about this.

Meeting adjourned at 8:40pm.

Doug Volkmer



**Accident Report**

Accident occurred Wednesday, July 15, 2009 in Thermopolis, WY

Probable Cause Approval Date: 9/30/2009

Aircraft: CESSNA 172M, registration: N5461Q

Injuries: 1 Serious, 1 Minor.

The student pilot and his instructor were returning to their home airport after a visual flight rules (VFR) night cross-country instructional flight. During the last segment of the flight, as the student was descending toward the airport, the airplane's wheels contacted the terrain on a ridge about nine miles from the planned destination, and about 1,650 feet higher than the airport elevation. Although the airplane initially rolled across the terrain at a high rate of speed, it soon encountered the elevated edge of a dirt road. The contact with the road edge resulted in a loss of control of the airplane and further contact with the terrain. The sequence of events resulted in substantial damage to the airplane's fuselage. Although the sky was clear with no restrictions to visibility, it was a dark night with no moonlight, and neither pilot saw the terrain prior to the accident. Although the instructor pilot did not specifically remember an unusual rate of descent or any sense of the airplane sinking, it was his opinion that a "mountain wave downwash" may have contributed to the accident.

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

The instructor pilot's failure to ensure that his dual student maintained clearance from the terrain during a dark night visual flight rules descent.

**Questions from the Private Pilot Test Exam**

1. Which combination of atmospheric conditions will reduce aircraft takeoff and climb performance?

- A. High temperature, low relative humidity, and low density altitude.
- B. Low temperature, low relative humidity, and low density altitude.
- C. High temperature, high relative humidity, and high density altitude.

2. What is ground effect?

- A. The result of the disruption of the airflow patterns about the wings of an airplane to the point where the wings will no longer support the airplane in flight.
- B. The result of the interference of the surface of the Earth with the airflow patterns about an airplane.
- C. The result of an alteration in airflow patterns increasing induced drag about the wings of an airplane.

3. Ground effect is most likely to result in which problem?

- A. Settling to the surface abruptly during landing.
- B. Inability to get airborne even though airspeed is sufficient for normal takeoff needs.
- C. Becoming airborne before reaching recommended takeoff speed.

4. Every physical process of weather is accompanied by, or is the result of, a

- A. heat exchange.
- B. pressure differential.
- C. movement of air.

5. What causes variations in altimeter settings between weather reporting points?

- A. Coriolis force.
- B. Unequal heating of the Earth's surface.
- C. Variation of terrain elevation.

6. A temperature inversion would most likely result in which weather condition?

- A. Good visibility in the lower levels of the atmosphere and poor visibility above an inversion aloft.
- B. An increase in temperature as altitude is increased.
- C. Clouds with extensive vertical development above an inversion aloft.

7. The most frequent type of ground or surface-based temperature inversion is that which is produced by

- A. terrestrial radiation on a clear, relatively still night.
- B. warm air being lifted rapidly aloft in the vicinity of mountainous terrain.
- C. the movement of colder air under warm air, or the movement of warm air over cold air.

Answers: 1.(C) 2.(B) 3.(C) 4.(A)  
5.(B) 6.(B) 7.(A)

## 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 1959 MOONEY M20A

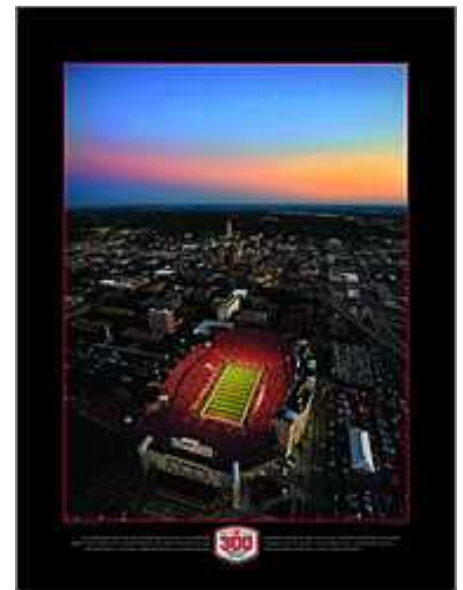
Very nice 1959 Mooney M20A. Lycoming O-360-A1A, 568.2 SMOH. McCauley Model 2D36C14-B, 454.8 SMOH. Airframe 1635 hrs TT. Metal tail conversion. Install New JPI 711 Engine Data Management system. New battery and tires Nov 2006. New interior and leather seat April 2002. STC Standby vacuum system. Wing was 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](mailto:Corbe99@yahoo.com)

### 300<sup>th</sup> 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 1<sup>st</sup> Saturday of every month. 0800-1000. Free will donation.

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



John Cox  
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