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EAA Chapter 569 Newsletter

Lincoln, NE



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Meeting Announcement

Date: Tuesday, July 6th

Time: 7:30pm

Program: "Flying with the Novaks"

Mark and Lorrie Novak will talk about their flying careers. They both flew for the military. Lorrie is currently an ATP for United Airlines and does international flights.

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

President's Message Tom Henry



Our "Mall Show" was a great success. We had lots of interest and interesting conversations with current and former flyers. Once again we owe Dennis Crispin a great big "Thank You" for his effort putting this together. It was a real chore to make it work. Also thank you to the mall security personnel who were very helpful, friendly, courteous and professional. Thank you.

The mall show also provided a full page of prospective members. At Roger Aspegren's suggestion the officers voted to prorate 2010 membership for those who choose to join our Chapter to \$10.00 for the rest of this year. How many of

these interested people join our chapter is yet to be seen.

Now that we have prospective new members, call them and remind them of our meeting night. Offer to give them a ride to the meeting. The biggest complaint of new chapter members EAA wide is that even after they join a chapter they don't feel like a part of "the group". Many drop out. Lets make sure our new friends feel welcome and wanted any way we can! Contact Roger Aspegren our membership chairman and volunteer to take on one or more prospective new members and make them feel welcome.

Oshkosh is only about four weeks away. Is your planning under way?

Calm winds and clear skies,
Tom Henry



Paul Muhle of [Muhle Aviation Works](#) showed slides detailing the construction of his EAA Grand Champion planes at the June meeting. Paul has built 3 EAA Grand Champion airplanes (Acro Sport II, One Design and a Pitts S1SS (above).

Boone RV Day

By Doug Volkmer

Being an RV builder, I frequent various RV websites. One website I visit mentions a fly-in every June over in Boone, IA. It normally draws mostly RVs but also other planes. This year I decided to make the trek over to Boone and check it out. Boone (pop. 12,000+) is located about 50 miles northwest of Des Moines.

One of the key supporters of Boone RV Day is [W&C Aircraft Works](#) located on the airport. They rent out hanger space for aircraft projects and also provide builder assistance.

The day started off with coffee and donuts at 8:00am. They also served a lunch at 11:00am.

This year Boone RV Day drew around a total of 50 airplanes. I was somewhat disappointed with the turnout. One builder told me the turnout was definitely down this year. But it was good to scope out the airplanes and visit with other builders.

Here are some of planes that were on the ramp:



1943 Stearman from Ankeny, IA



This RV-6A was built by a retired NWA pilot from Cannon Falls, MN. During the project, he said his wife would peak her head out in the garage wondering what the heck he was still doing up at 2am.



L-4H Replica, 2008 Oshkosh Bronze Lindy Plans Built Champion.



Chapter 569 member Lyle Bender and his wife Ivette flew over in their RV-10. Lyle built his plane at W&C Aircraft Works.



The couple that flew in from Slinger, WI in this RV-7A love their plane. With an empty nest now, they are using it quite a bit.



1957 T-34B from Kelley, IA



1947 Cessna 140 from Ankeny, IA



RV-8 under construction.

Meet an EAA 569 Member**Bill Splinter**

N8021X/N8108Z/N42871

These are the tail numbers of the three planes I have owned. I became hooked on flying since I was in the 5th grade and made a rubber band powered Taylorcraft out of balsa and tissue paper. It flew.

During WWII I tried to get into the Navy V-5 program in 1942 while still in High School. I had broken and dislocated my right shoulder when I was 11 and the operation to fix it left a scar. I was rejected for that program and the V-12 program. So I farmed with my dad. I still wanted to fly so on January 24, 1944 I went to the North Platte airport and started lessons in a 65HP Taylorcraft. My lessons included spins so we had to wear parachutes. Pat Clinch soloed me on August 31, 1944. His brother John chewed him out as I only had 9 hours.

I did get into the Navy and served on a Destroyer. One of our duties in the carrier screen was to follow carriers during landings to pick up pilots who had been shot up and ditched. I have a lot of respect for anyone that was a carrier pilot.

I did not fly again until June, 1962 in Raleigh, NC. I had gone through college at Nebraska, did graduate work at Michigan State and was a Professor in the Department of Agricultural Engineering at NC State in Raleigh. My impetus was that I had married a young lady, Eleanor, from Jamestown, NY and we had a daughter Kathy and son Bill. When we drove to the grandparents in North Platte it took 3 ½ days each way and 1 ½ days to get to Jamestown. There were no interstates and we had to drive through mountains. So I decided to try flying again.

A friend and I bought a used 1961 Cessna 172 for \$6000. My wife and I could put the kids in the backseat, give them comic books and cut our travel time, one overnight to North Platte and one short day to Jamestown. Then we had Karen. We could still squeeze the three kids in the back seat. Then we had Bob. I now needed six seats so I bought a 1963 Cessna 205 for \$15,000. A wonderful airplane. We could load all the kids and luggage and cut our travel time to one long day to North Platte and a half a day to Jamestown. We returned to Lincoln in 1968.

The plane gave me a competitive edge professionally. Most Ag. Colleges are located away from any major airport. Stillwater, OK, Ft. Collins, CO, Laramie, WY, Columbia, MO, Fargo, ND----. I could fly to their local airport, have meetings and be home that night. I could fly to North Platte, have meetings at the Experiment Station, fly to Scottsbluff, eat lunch and have meetings and return to Lincoln for supper. In Chicago I

would use Meigs Field. I landed in every state except Connecticut and Vermont. I flew to Frederickton, New Brunswick, Quebec, Toronto, Ottawa, Saskatoon and Vancouver in Canada for meetings.

The smartest thing I did was to have my wife take lessons. She was to learn to fly the plane from the right seat, operate the radios and land. Knowing she could get down if I had a problem made her much more comfortable. She kept current with Pinch Hitters.

Then I totaled the 205. Landing at Rolla, MO with a 35 mph crosswind at about 45 degrees, there were tall trees on approach. I ran out of air speed and made a three point vertical landing from about 10'. Bent the wings and the front wheel strut. The kids were now out so I bought a 1968 Cessna 182 for \$21,000. I installed a Seible speed kit under Clay Champeau's directions in 1983. That was when I joined EAA Chapter 569. The kit streamlined the landing gear struts, around the brakes and tires, wing struts, belly and prop spinner. Also gap seals. The kit moved my cruise from 135 knots to 150 knots with no engine mod. As I put each new part on I flew to check air speed, flying a 2 mile N-S direction using stopwatch and GPS. Both my son and I have passed 1964 Cessna 205's, a Comanche and RG's.

I designed the house that I built in 1988 to build an airplane. It has a lower area for a fuselage, another area for wings and a shop. I was Department Head and then Vice Chancellor for Research and just could not find the time to invest.

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I had a pacemaker installed in 2003 and not wanting to have the hassle with FAA that I had had earlier with a triple by-pass I sold my plane after 4606 hours of wonderful flying. I took one of my grandsons to Oshkosh last summer and I hope he will get into flying.

Minutes of the Executive Meeting

June 19th, 2010

The meeting was called to order by President Tom Henry at 10:00 AM.

Treasurers Report: The Treasurers report was not available.

July Program: Mr. Mark Novak and Ms. Lorrie Novak will share their unique flying experiences at the next Chapter meeting.

Mall Show: The mall show was a roaring success with several questions regarding the local EAA Chapter.

Appreciation Awards: The 2010 nominations are available from Tom Henry.

Movie Night: Movie night will be suspended until later in the year. The suggestion was made that movie night may be on alternating months during the fall and winter months and that more effort be placed in advertising the event.

No Technical Visits were scheduled.

Chapter Dues: It was suggested that new member dues would be adjusted to \$10.00 following Oshkosh. This suggestion was met with approval by the board members present.

Meeting was adjourned at approximately 10:30 AM.

Doug Elting,
Secretary

Minutes of the Club Meeting

June 1, 2010

The meeting was called to order by President Tom Henry at 7:30 PM.

Introductions and project updates kicked off the meeting.

Paul Muhle of Muhle Aviation Works of Columbus, NE was the guest speaker. Paul presented a slideshow showing the construction of his various EAA Grand Champion projects.

Jerry Carlson and Dennis Crispin suggested postponing Chapter 569 Movie Night at the Joyo until this fall primarily because of various spring/summer activities. John C. Cox suggested keeping it going every month but consider moving to another venue with a lower monthly cost. McConnell motioned we table Chapter 569 Movie Night until winter. Seconded by Bob Workman. Motioned carried.

Dennis Crispin has been trying to nail down the details for the Chapter 569 Mall Show at

Westfield Gateway Mall. He noted that Westfield Management have not been the easiest people to work with. He has contacted various members to bring in their projects for display. A volunteer sign up sheet was passed around.

Butch Lottman provided an update on the prop balancing equipment. He noted Dynavibe will work on a geared propeller. ACES Prop Balancer and Dynavibe costs are comparable. Butch motioned to purchase the Dynavibe. No second. Motion tabled.

There were no Tech Counselor Reports.

Cristi Higgins provided a Young Eagles Report. She mentioned pilots are needed for the Ace Camp as well as Beatrice Homestead Days. If anyone could help, they should contact Tom Trumble prior to the event.

Erick Corbridge gave a Treasurer's Report. He noted the Chapter has picked up a few members.

The [EAA AirVenture Oshkosh 2010 NOTAM](#) is now available.

The meeting was adjourned at approximately 10:08 PM.

Doug Volkmer for
Doug Elting,
Secretary

Questions from the Private Pilot Test Exam

1. Which aircraft has the right-of-way over all other air traffic?

- a) An aircraft on final approach to land.
- b) An aircraft in distress.
- c) A balloon.

2. What action is required when two aircraft of the same category converge, but not head-on?

- a) The aircraft on the left shall give way.
- b) Each aircraft shall give way to the right.
- c) The faster aircraft shall give way.

3. An airplane and an airship are converging. If the airship is left of the airplane's position, which aircraft has the right-of-way?

- a) The airplane.
- b) Each pilot should alter course to the right.
- c) The airship.

4. Except when necessary for takeoff or landing, what is the minimum safe altitude for a pilot to operate an aircraft anywhere?

- a) An altitude allowing, if a power unit fails, an emergency landing without undue hazard to persons or property on the surface.
- b) An altitude of 500 feet above the surface and no closer than 500 feet to any person, vessel, vehicle, or structure.
- c) An altitude of 500 feet above the highest obstacle within a horizontal radius of 1,000 feet.

5. Prior to takeoff, the altimeter should be set to which altitude or altimeter setting?

- a) The current local altimeter setting, if available, or the departure airport elevation.
- b) The corrected density altitude of the departure airport.
- c) The corrected pressure altitude for the departure airport.

Answers: 1 (b), 2 (a), 3 (c), 4 (a), 5 (a)

Private Pilot Ground School

Dean Doyle is offering a Ground School Program this summer on Monday and Thursday nights from 6:30 p.m. – 10:00 p.m. at the Beatrice Airport. It will run from June 28th to August 5th. The cost is \$495 and that includes books and an electronic calculator. Call Dean at 402.520.0274 if you have any questions.

Local Fuel Prices

York (KJYR)	100LL \$ 3.85 (full service)
Crete (KCEK)	100LL \$ 4.55 (full service)
Beatrice (KBIE)	100LL \$ 4.34 (full service)
	100LL \$ 4.19 (self service)

(source AOPA as of June 28, 2010)

Classifieds FOR SALE



1962 Cessna 182E

1545TT

Last compression check was 70/80, 70/80, 64/80, 70/80, 70/80, 69/80. Needs paint. Glass and interior are still great. Cleveland's and new tires a few years ago. Rebuilt carb in 2006 and have not used auto fuel since. \$35,000

Jim Chambers

Cell: (402) 440-5270

Home: (402) 488-8814

Work: (402) 465-3806

FOR SALE



1978 Piper Tomahawk

PA-38-112 2216 TTA&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

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 4 – Free Airshow, Seward, NE (KSWT) 11:00am. Fly-ins welcome. Airport closes promptly at 11:00am and will reopen immediately after the show (usually around 12:00 – 12:30). Any questions call Seward Airport at (402) 643-2125.

July 10 – 11 – Wayne Municipal Fly-in Wayne, NE (KLCG) 30th annual Chicken Show
Saturday – Coffee and donuts 7:00 – 10:00, Omelet feed at Bressler park 7:30 – 9:30 (fly-ins eat free)
Sunday – Brunch 8:00 – 12:00 (fly-ins eat free)

Airport shuttle to Chicken Show Events provided!

July 18 – EAA Chapter 918 Fly-in Breakfast Norfolk, NE (KOFK) 7:30 – 11:00. Pancakes, sausage, coffee, juice. Pilots eat free, nominal fee for others. Check NOTAMS! Some airport construction taking place.

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

August 28 – 29, Defenders of Freedom, Offutt AFB, Bellevue, NE. Performances by AirPros, Greg Poe Airshows. Contact Maj. Eric Nelson. Phone: (402) 294-8800 <http://www.offuttairshow.com>

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