

# Newsletter



# 569

Lincoln, NE

June, 2007

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## Meeting Announcement

**Date:** Tuesday, June 5  
**Time:** 1930 hrs  
**Place:** Duncan Aviation Engine Shop  
Shop Classroom  
**Program:** Craig Tylski, Test Pilot  
Craig will talk about some of  
his flying.

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As you probably know the Ford Trimotor is starting the spring tour in Illinois and Ohio next week. The fall schedule will be publicly announced shortly. We will be the last stop in the fall with the old airplane in Lincoln on September 20-23. EAA headquarters will begin taking reservations for the fall stops in about a week.

Hosting this historic airplane will take a lot of work and effort. Volunteer now and avoid the rush. We will start building the work schedule in July.

Dennis Crispin  
President EAA Chapter 569

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## Volunteers Needed

### President's Message

Dennis Crispin



The year is flying by with only eight weeks to Oshkosh and just three months till we host the Tri Motor.

It is time to check the tires on the camper, make sure your vacation schedule is confirmed and start getting ready for the biggest aviation show on earth.

A friend who is flying commercial into Milwaukee for AirVenture reports that rental car reservations are already difficult to make.

My time for the last month has been tied up on a personal project, but it has now been successfully completed and now I can start concentrating on getting things organized for the Trimotor Tour.

## Galland, Bader, Loving: Three for the Pilot's Library

*(Tom Winter's recap of three books he recently read.)*

Just read Adolph Galland's *The First and the Last*. Don't mistake the title: it's not a boast that he was the first and the last. The title is plural, *Die Erste und die Letzte*, and he takes his title from the fact he was with the Condor Legion in the Spanish Civil War, and was in the all jet elite fighter squadron at the end.

He never stopped until U.S. tanks over-ran the field where he was landing his ME 262 twin-jet fighter. It's a great book: You will understand the air war from the other side way better after reading it. It gets stodgy with statistics when he's flying a desk, (and scary when you're under the bomb-load) but still interesting. He is proud of

not being Goering's Yes-man. Remember that scene in the film *Battle of Britain*, where Goering has just chewed out the pilots and then asks them what they need? And one replies "A squadron of Spitfires!"

That was Galland.

Much of the Galland's book is taken with vain attempts to get facts through "Der Dicke's" fat head, and ultimately with the frustration of having to see jets (which might have regained air supremacy in the west) wasted as bombers. ("I'd rather have one Me 262 than five Me 109s.") He seems proud of German resourcefulness in producing so many planes in 1944 when the bombing assault was peaking. (No mention, though, of slave labor, or of anything else of that ilk) Apart from expressions of pride at the manufacturing numbers, he sticks closely with his metier: he is not a politician, he is a pilot, a fighter pilot.

Memorable is the scene with Doug Bader, the British ace with two artificial legs. Galland let Bader climb into an ME 109. ("We have heard of you.") Bader asked could he take it up for a spin. Galland says he answered "You'd fly away, and I'd have to chase you. Now that we've met, it would be bad to be shooting at each other."

The same scene in *Reach for the Sky*, which I also read last month, is not as charming, but Bader knew no German and didn't get what Galland was saying. *Reach for the Sky*, though, is a much better read. When you're talking about yourself, you are restrained. Paul Brickhill, writing about Bader, is free to deal with features that a first-person narrative would cramp. Much of the book is about Bader's recovery from the accident that took his legs and nearly killed him. He was the first double amputee to learn to walk without a crutch.

Bader believed the best way to attack a formation was to dive right into it and break it up first, though this involved the risk of collision. In fact, when he was downed, he wasn't shot down; his plane was propeller-chopped. This led to an excruciating parachute landing, and more than three years as a POW.

His first escape was from the third floor of a hospital, actually by tying sheets together and climbing out the window! A French family hid him; a French nurse betrayed them and Bader.

Just as he never gave up in his struggle to walk, he never gave up attempting to escape. Once seated in that 109, Bader certainly would have flown away.

After the war, Galland sent Bader a picture of him sitting in the 109. The plane was barricaded in a revetment (it wasn't going anywhere!) and a German non-com is clearly visible holding pistol aimed up at him. A touching scene is when he has the French family looked for, and found, in Germany, where they had been forced labor. They are restored to their home, and Bader flies over to be reunited with them.

Summing up the two books, which make a great pair, Galland's is informing, Brickhill's is inspiring. Read Galland's first. And then read another:

Bader's inspiring story calls to mind another must-read for the pilot. Neal V. Loving's *Loving's Love*. Loving is probably the second in history to learn to walk on two artificial legs with no cane and no crutch. And in my view, his racer design, *Loving's love*, is the most beautiful American plane ever. Here is Pat Halloran's restoration at Sun 'N' Fun:



See what I mean? Wow! This book, too, is an inspiration. Loving deals more briefly with his struggles to walk than Brickhill does about Bader's, but if you've read Brickhill, you know what's behind Loving's brevity. Loving does share some of the struggles of being a Black engineering student in the 30's. When he did well, some teachers tried to make him prove he didn't cheat. (Talk about "driving while Black!") And there's the good side, with some aviation folks helping him out, on the Q T if necessary. I

enjoyed reading about his sailplane designing, and his designing, building, and flying his racer. My favorite chapter narrates his cross-country flight into the Caribbean and back.

Oh, I've got to build myself a Loving's Love!

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## Chapter 569 projects

*(by Doug Volkmer, Editor)*

I thought this month I would provide an update on some of the airplane projects taking place within our Chapter.

Rev. Charles Van Vliet from Denton is building a Corby Starlet CJ-1.



**Corby Starlet CJ-1**

The Corby Starlet is an all wood, ply and fabric covered, single seat, low wing cantilever monoplane. It is stressed for sportsmen aerobatics at 4.5g. The design has established a reputation for excellent performance for its horsepower and capability being both cross country plane and an excellent aerobatic platform.

Rev. Van Vliet chose this plane for various reasons. He read an article on the Corby and really liked the looks. He also liked the performance and handling characteristics it described. Building from scratch was the only way he could afford to build an airplane. He also wanted to build out of wood.

Rev. Van Vliet started his project in March, 2003. He has around 700 hours into his project. He is currently in the process of wiring the fuselage and will soon be installing the Jabiru 2200 engine (80hp). Some trips he has in mind

for his VFR aircraft is to Colorado, Oshkosh and to his parents home in Canada.

Andy Lahr from Lincoln is building a Pelican "PL". He chose the Pelican for a number of reasons also. He liked the looks for one reason and it had similar flight characteristics to his flight experience and capabilities. He was comfortable with the extensive engineering and testing the factory invested in the aircraft and the assembly manual was written for a first time builder. The kit also provided him with variety of materials to work with (aluminum, fabric, and composite) so he would get a broader experience in the building process.

Andy started his project in December, 1993. He originally was hoping to have his project completed by 2000 but has been revised to "Thursday". He estimates he has around 900 hours into his project. He currently is wiring the instrument panel. His engine of choice is a Rotax 912 (80hp). Trips to Oregon, Oshkosh and New Mexico to the balloon festival are planned once he completes his IFR equipped plane.

Arnie Wiese from Lincoln is building a Hummelbird. He chose the Hummelbird as a low cost first project and it gave him the ability to "pay as you go" by building from plans. He also liked the performance numbers of the Hummelbird (100+ mph) with a fuel burn of less than 2 gph. With fuel costs these days, that is something to seriously consider when choosing a plane.



**Hummelbird**

Arnie started his project in January, 2003. Right now, he is looking to have it completed by 2010 but thinks it more likely takes its first flight 2 years after he retires. He has around 400 hours into the project and is currently working on the

main wing spars and tail feathers. The plane will be VFR equipped and powered by a VW 37 or 45 hp engine. Once completed, he has trips to the Rocky Mountains and to Oshkosh.

President Dennis Crispin is building a Cozy Mark IV.

The Cozy MK IV is a high-performance, four-seat canard aircraft which is comfortable, efficient, and economical to build. It has a range of about 1,000 miles and a top speed of 200 mph.

Dennis chose this plane because he always admired the Rutan composite canard aircraft. He states the support from the designer (Nat Puffer) has been outstanding, the plans are extremely good and the build time is no more than many kit aircrafts. Dennis feels the Cozy offers more speed and utility for the buck than anything else on the market.

Dennis began his Cozy Mark IV project in 1993. His project stopped in 2000 when he lost the shop space he was renting. He hasn't had the opportunity to restart the project, a project he estimates he has 400 hours invested. He estimates he has 25% of the plane completed. He feels he is at a point now where he needs to decide what to do with the project. Selling it would be an option or finding a partner is another.

As you read in the May newsletter, Roger Aspegren has built a Van's RV-9A. He started his project in April, 2002. He estimates he has around 2,000 hours in his project. Roger went with a Subaru 2.5L engine for his plane which will give him around 165 horsepower. Roger is considering a trip to Alaska in his new plane. This is Roger's second plane. He also has built a Kitfox II.



**Roger Aspegren's RV-9A**

I am building a Van's RV-7A. I started my project in December, 2003. My tail feathers are complete. I am currently finishing up a wing. I have around 400 building hours into the project and another 100 head scratching hours.

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## **Minutes of the Club Meeting May 1, 2007**

1. Introduced guests from Beatrice.
2. A breakfast was announced at Beatrice on the 3rd Saturday. We declined to help because we have promised to have breakfast every 3rd Saturday and felt that missing one could affect the Crete breakfast.
3. Planning for the Trimotor tour is still in progress.
4. Duncan will provide Hanger space for the Trimotor in their # 1 hanger with backup in the nose dock on the other side of the airport.
5. We are in contact with the local Ford dealerships about sponsoring the event.
6. We will be able to use for a site to load passengers.
7. We have volunteers working on advertising and promotion.
8. We still need a Volunteer and Equipment Chairman.
9. We need people to volunteer for crews the days that the Trimotor will be flying.
10. Car clubs and Historical Society will be contacted about additional displays.
11. We may be able to use Star Base for food service.
12. We would like to have antique aircraft from the same period for display.
13. The picnic was discussed.

Rich Boelts, Secretary

## Things to Do

- June 17** Annual Father's Day Fly-in  
Breakfast 7:00-11:00  
Creighton, NE  
More info: 402.358.5541
- June 21-24** National Ercoupe Convention  
Wayne, NE  
More info:  
Scott Morgan  
58423 867 Rd  
Allen, NE 68710 or  
ercoupen2503h@yahoo.com
- June 24** Aurora, NE  
Fly-in breakfast in conjunction with  
A'ror'n Days  
More info:  
Jerry Brown 402.694.3633
- July 4** Seward, NE  
Fourth of July airshow, 11am – 1pm  
Free to public.  
More info:  
Greg Whisler 402.643.2226
- July 14** Wayne, NE  
Nebraska State Fly-in  
Young Eagle rides and static  
displays.  
More info:  
Clay Bode 402.375.1984
- July 23-29** EAA Airventure Oshkosh

### Need a place to stay at Oshkosh ?

Doug Prange has a cabin available for a few days during Airventure. The cabin is approximately 25 miles from Oshkosh. Contact Doug if you are interested.

**Email:** [dprange@neb.rr.com](mailto:dprange@neb.rr.com)

**Home:** 402-421-3310

**Work:** 402-432-0774

## Young Eagle Flights

At Beatrice (BIE) Saturday June 16.  
Pilot briefing 9:30, fly from 10 to 12.  
Free lunch and Porsche race car  
exhibit on the field.

Pilots are needed. Call John Cox at  
683-2060 if you can fly.

## Accident Report

Accident occurred Sunday, November 16, 2003 in  
Westerly, RI

Probable Cause Approval Date: 3/30/2005

Aircraft: Cessna 180, registration: N34AG

Injuries: 2 Fatal, 3 Uninjured.

According to the pilot of the Piper, when he arrived in the airport area, a landing attempt was made to the runway; however, because he was too high on the approach, the pilot elected to abort the landing. The pilot remained in the left-hand traffic pattern, and announced all of his positions on the Common Traffic Advisory Frequency (CTAF). The pilot added that trees obscured the threshold portion of the runway, and the taxiway leading to the runway as he flew the left-hand traffic pattern. Upon turning final approach to land the second time, the pilot observed a tail-wheeled airplane "about to get onto runway 32." The airplane remained on the runway, and the pilot thought it would remain there until after he landed. The pilot continued the approach, and soon after he passed over the runway threshold, he heard the sound of another airplane's engine, followed by an impact with the airplane. The pilot observed the other airplane descend towards the ground, as he performed a forced landing to the runway. The Piper touched down hard on the runway, collapsing the right main landing gear assembly, and came to rest upright on a taxiway. The Cessna came to rest in a nose down attitude off to the right side of the runway. The pilot of the Piper did not recall hearing the Cessna make any transmissions on the CTAF frequency, but did recall hearing other aircraft make transmissions. Examination of the approach end area of the runway revealed trees, which paralleled the taxiway leading

up to runway 32, visually obscured aircraft flying left-hand traffic patterns for the runway. Traffic in the air was not visible to an individual facing southeast until the traffic turned onto final approach. According to the Aeronautical Information Manual, paragraph 4-1-9. Traffic Advisory Practices at Airports Without Operating Control Towers, "Pilots of departing aircraft should monitor/communicate on the appropriate frequency from start-up, during taxi, and until 10 miles from the airport..." According to Federal Aviation Regulations Part 91.113, Right-of-way rules, "Aircraft, while on final approach to land or while landing, have the right-of-way over other aircraft in flight or operating on the surface..."

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

The Piper pilot's improper decision to continue a landing on an occupied runway, which resulted in an in-flight collision with the departing Cessna. Factors related to the accident were the departing Cessna pilot's inattentive radio communications, and the obscured visibility of the traffic pattern from the air and ground by trees located at the departure end of the runway.

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# Flight Test Report

Weather has been a factor in completing my flight tests, however I now have 20 hours completed which is half way through Phase I. I have had to adjust my fuel pressure, modify the vent line on the reduction gear, seal air entrance to the radiators to help cooling air flow, seal oil cooler for the same reason and calibrate EIS (engine information system) settings. All of these things were known issues and created no problems. Engine is running well and the airplane is a fun machine. I am working on the wheel pants and fairings now so I can finish the painting. Speeds at 75 percent cruise are about 165 mph. I will report more results next month.

I want to thank everyone who gave me their support and their help to complete the project. A special thanks to our Tech Counselors, Doug Hill, Tom Henry and Erick Corbridge, and a big THANK YOU to my friend Norm Sell who was always just a phone call away when I needed a hand. I wish all of you could experience the building process. The hours spent were rewarded with the special skills learned, the interaction with other people, and in the end, the extreme satisfaction of seeing your project develop into a flying machine. It is a "trip".

Roger Aspegren

# Word Find

B A N K J L C B P J T T D  
G X I G P L H J M F W U E  
Y D B L A T O F I I O R M  
F L A P E R R R I L L N I  
C Y C A I R D C C E G C T  
D O S H A N O D E D L T Y  
E T M M G M D N E D N D A  
G A P P P I D I S E I A D  
R E R A U H H N C T P L L  
E H S Z T T T S U A O S G  
E S C U R R E N T O T N V  
S J O O R D S R M D R O K  
J S N E B U T D A O L G R

AILERON	DESCENT	KNOTS
BANK	DRIFT	LAND
CABIN	EAST	LOAD
CHORD	FIELD	NORTH
CLIMB	FLAP	RAMP
CLOUD	GLIDE	SOUTH
COMPASS	GROUND	SPEED
COMPUTER	HEAT	TEST
DAYTIME	HIGH	TUBE
DEGREES	INDICATOR	TURN