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Communicator Chapter 569 Lincoln, Nebraska March 2005

Meeting Announcement

Date: Tuesday, March 1, 2005

Time: 1930hrs

**Place: Duncan Aviation Engine Shop
Classroom**

**Program: The new Sport Pilot/ Light
Sport Aircraft Regulations.**

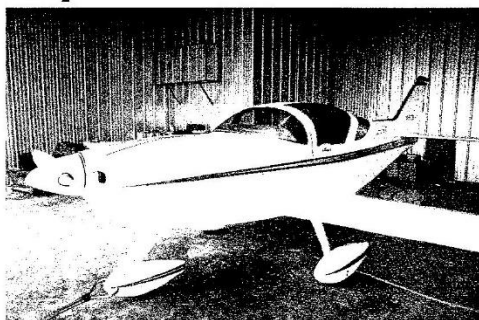
Larry Becherer of the LNK FSDO will bring the latest information on the new Sport Pilot and Light Sport Aircraft Regulations. The meeting will be held in the classroom at the Duncan Aviation Engine Shop. Enter Airpark from the north or south on NW 48th Street. Turn east on West Cumming Street, go four blocks to NW44th. The building is on the Southeast corner at 5000 NW 44th. Parking is available west of the building, with additional space across the street to the northwest.

Weather Wise Seminar on March 9th

AOPA Air Safety Foundation's Weather Wise Seminar will be at Bellevue West High School on Wednesday, March 9, 2005. The event is free and no registration is required. Co-sponsored by The Air Safety Foundation and the FAA Safety Program it qualifies towards the FAA Wings Program.

The seminar will be from 1900hrs to 2100 hrs in the student commons area at Bellevue West High school, 1501 Thurston Avenue. Take Kennedy Freeway to 15th Street. Go North on 15th street (by Fantasy gas station).

This Month's Feature Aircraft is Ray Supalla's Glasair II



Raymond Supalla is a Professor of Agricultural Economics at University of Nebraska Lincoln. Ray and his wife Trudy have one adult daughter. A long time active member of EAA Chapter 569 he has held several offices and served as club president for the last two years.

Like so many of us, Ray had a fascination with aviation which led to an introductory flight as a young man. However the reality of the costs of flying prevented following the dream at the time. Twenty years went by and he discovered that a colleague at the College of Agriculture, George Pfeiffer, owned plans for the Q200. A pact was soon made to join into a partnership to build the airplane.

After the initial enthusiasm cooled, it was decided to postpone building in favor of learning to fly. Ray and George enrolled in the private pilot course at Lincoln Aviation, and then became co-owners of a Cherokee 180. The airplane facilitated obtaining an instrument rating, then, after a few years, was upgraded with a trade to a Moony 21.

George introduced Ray to the wonders of Oshkosh. After a lot of wandering the flight line, it became apparent that there were a number of designs more suited than the Q200 for Ray's use. In 1989 he went to Oshkosh with the intent of purchasing plans for a RV. However, Trudy looked over the field of possibilities and was most impressed with the Glasair. An order was placed for a Glasair IISFT kit.

A shop was built to provide a climate controlled building environment. The aircraft flew after five and a half years and 4750 hours of building time. Paint, interior, and final fit out

involved more time after the test flights and licensing were completed.

The aircraft was equipped with a Lycoming O320, newly majored with ceramic cylinders, and a 72" Hartzell prop. Ray admits that the plane cost "about twice the original estimate", but then the starting plan did not include the constant speed prop, autopilot, IFR panel, GPS and other goodies that ended up on the Glasair.

The Glasair IISFT is a two seat, premolded, composite, low wing, kit aircraft. The "FT" in the model number defines it as a fixed gear, tricycle design. The kit provides molded fuselage halves, and molded wing skins with the lower skin already bonded to the main spar. A gel coat surface on the molded parts helps with the "sandpaper time" effort when finishing. Unique among homebuilt designs, this plane is built with DuPont vinelester resins. Ray discovered the material easy to work with and appreciates the strength, cleanliness of design, and finish afforded by the "fiberglass" technology. He did not experience any of the allergy problems common with epoxy users, but eventually became reactive to the acetone used for cleanup. Finding the "plastic" materials rather messy to use, Ray says he would prefer a metal or wood design if he were to build another homebuilt.

Ray reports the plans were easy to follow for a first time, nontechnically oriented builder. Support from the Glasair organization was excellent. Finding that the complexities of electrical wiring were beyond him, a custom built wiring harness was obtained. A professional paint job finished the project.

The aircraft has been free of problems for nine years and 560 hours of use. It is reported to have no unusual handling quirks and flies a little like a 172. With a 165 knot cruise at 65% power, and nearly eight hours of fuel, it has a range of 1600 miles with VFR reserves. Ray has flown it nonstop to destinations as far away as Washington DC.

Ray characterizes the building and flying of his Glasair IISFT as "a great experience". Trudy picked a fine aircraft design.



The N505YR number on Ray's Glassair II symbolizes age 50 before the project was finished and 5 years of work to complete.

Lester David to be Remembered on EAA's Memorial Wall

The EAA Memorial Wall is a lasting tribute to those aviation enthusiasts who have gone before us. Located behind the EAA Aviation Center at Oshkosh Wisconsin, the Memorial wall honors the departed amid park-like surroundings provided by ponds and trees, Compass Hill, Pioneer Airport, Fergus Chapel and the Air Academy Lodge.

The Wall's centerpiece is a stone monument featuring bronze plaques installed annually to honor individuals whose names were submitted for permanent recognition by family and friends. A dedication ceremony is held annually during Air Venture. Those honored on the monument are also remembered in a Memorial Wall album that is maintained in the Fergus Chapel.

EAA Chapter 569 wishes to honor our departed member Lester David with recognition on the Wall this summer. There is, of course, a charge for the installation of the plaque. Contributions are being solicited from individual members. The chapter will match the individual's contribution. If you would like to be a part of this effort, please contact Ray Supalla. The deadline for submission to the EAA is March 31.

EAA B17 Tour

The schedule was recently released for this summer's B17 tour. This year the aircraft will concentrate on appearances on the west coast with a few stops in the Midwest as it returns to Wisconsin for AirVenture '05. Stops of interest in our area are:

June 28 North Platte, Nebr.

June 29 Grand Island, Nebr.

July 1-3 Omaha, Nebr.

July 5-6 Sioux Falls, S.D.

This year's "Allied Victory Tour" recognizes the 60th year since the end of World War II. The aircraft being flown is the B17 "Fuddy Duddy" owned by the Wings of Eagles Discovery Center of Elmira, N.Y. This aircraft has an interesting history as it was used in the Pacific theater as a bomber late in the war, then was converted into a VIP transport in 1946. Generals Eisenhower and MacArthur made use of the aircraft in its transport role. The "Fuddy Duddy" name and paint scheme duplicate an airplane used over Europe.

Minutes of the EAA Chapter 569 Meeting Tuesday, February 1, 2005

President Andy Lahr read a statement of his personal philosophy on the building of aircraft. He spoke of the national pride of accomplishment in the space shuttle program and the identification of homebuilders with the Rutan SpaceShipOne success. Andy then spoke of the immense rewards and personal satisfaction involved with the completion of a project as complex as building your own airplane.

The meeting then proceeded to the Duncan Engine Shop where Shop Manager Dave Bogart gave a very complete and detailed tour of the facility that overhauls the Honeywell TFE731 jet engine. Built in a number of size and output variations, this engine is the power plant of choice on the majority of the executive jet aircraft now flying. Dave showed examples and explained repair process on all of the parts involved. We all came away with a much better knowledge of the workings of turbine engines and an appreciation of the complex repair procedures that keep them running. Our thanks to Dave for an excellent program.

Minuets of the Chapter 569 Executive Board Meeting on February 3, 2005

The board met at Andy Lahr's home. Present were Andy Lahr, John Tenopir and Dennis Crispin. Joining the board for this meeting were Roger Aspegren, Norm Sell and Kevin Rock acting as a special committee.

This committee brought to the board the following suggestions on the subject of the monthly club breakfast.

1. Continue to hold a club breakfast/social hour on the third Saturday of each month at Crete Aviation.
2. Continue to serve the breakfast on a no-specific- charge, "donation" basis.
3. Send invitations to other EAA chapters and aviation interests (but not the general public).
4. Vary the menu from time to time with such items as Omelets, French toast, biscuits and gravy, etc.
5. Purchase some equipment to better produce the breakfast. Included would be a used commercial size gas (propane) griddle, some commercial grade utensils and a portable hand washing station.
6. Purchase a few lightweight folding picnic tables.
7. Further refinement would include acquiring an enclosed trailer to store and transport the equipment. The trailer would also provide a secure storage place for other club possessions and records.
8. The equipment/trailer would allow added uses such as a steak fry preceding summer time meetings or a club "tailgate party" at area fly-ins.

The board agreed to consider these recommendations and will take them to the membership for discussion and approval at the next general meeting.

This is Your Last Newsletter....

....unless, of course, you have paid your 2005 chapter dues.

We will soon cull our mailing list to include only current members.

Don't be left out of the loop! If you have neglected to update your Chapter 569 membership send \$20.00 to:

Tom Henry
1360 South 96th Road
Firth, NE 68358

Newsletter Note

If you have articles or information for the April newsletter, please submit it to the editor by March 22, 2005. The next club meeting will be on April 5, 2005.

EAA Chapter 569 Breakfasts

About twenty members and guests met for breakfast at Crete Aviation on Saturday, February 19. The weather prevented any flyins, but that situation should improve with spring. We hope to see everyone next month.

The next Chapter breakfasts are:

Saturday March 19	Chapter Breakfast 0800hrs to 1000hrs Crete Aviation, Crete NE
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Saturday April 16	Chapter Breakfast 0800hrs to 1000hrs Crete Aviation, Crete NE
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President's Message

At last year's Christmas party my wife was talking with several other "wives" of club members and they agreed they would like to meet while the EAA meeting was going on. I have since asked several members if their wives would like to attend the meeting of the other half and received a positive response.

I would like to invite...you to bring your partner to the next meeting. My wife Pam will initially host the group while the EAA meeting is in progress. I hope this expansion of social activity will enhance the clubs energy and help spread the enthusiasm. We will make an announcement at the next general membership meeting and soon send formal invitations. Naturally if your partner would prefer to join the aviation meeting, please extend the opportunity to do so.

Oshkosh is coming up quickly. I want to initiate a program to post "rides available" and "rides wanted" for the Oshkosh event. Please tell me if you have a seat available by car or plane, dates you will travel, and estimated expense. If your available seat is in a plane, please indicate any weight limitations that apply. If you want to go to Oshkosh, let me know your schedule and I will try to connect seats and butts.

The party who has the seat available will be notified who wants to go. The ride provider can then extend an invitation to the party who wants to go.

To contact me:

Home 402-423-0145

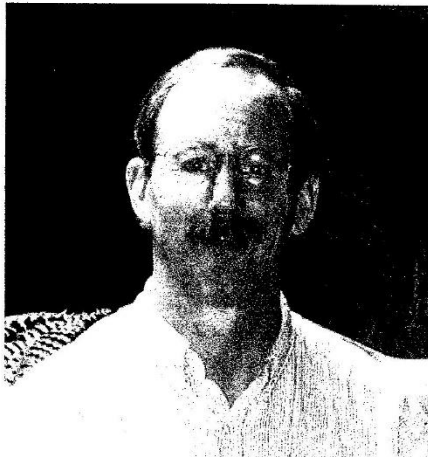
Message:402-540-1208

Fax: 402-423-1215

e-mail: pe1can@alltel.net

The program for March will feature a presentation regarding the new Light Sport rules and what it means to pilots. This new set of rules may help some of our membership get back into the air, or get started for the first time. I look forward to seeing everybody at the March meeting, where I can learn more names and faces.

Andy Lahr
President
EAA Chapter 569



Things to do

Weather Seminar March 9
Bellevue, NE (see page 1)

EAA Chapter 569 Meeting
First Tuesday each month

Chapter 569 Breakfast
Third Saturday each month

EAA Sun 'n Fun Fly-In April 12 to 18
Lakeland, Florida

EAA Southwest Regional Fly-In May
13 to 15 Hondo, Texas

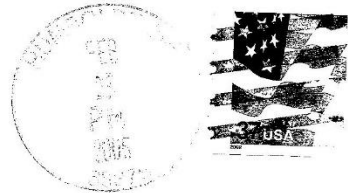
Rocky Mountain EAA Regional Fly-In
July 6 to 10 Watkins, Colorado

EAA AirVenture Oshkosh July 25 to 31
Oshkosh, Wisconsin

Copperstate Regional EAA Fly-In
October 6 to 9 Phoenix, Arizona

Page 6

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**Chapter 569
Communicator**

March 2005