
EAA Chapter 569 News

Volume 98 Issue 3

March 1, 1998

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Chapter Meeting Tuesday, March 3rd

Time: 7:30 p.m.
Place: Cobbler Inn
Program: Jeff Clausen on
Buying and Selling Aircraft

In Memoriam

Mary Woodruff died suddenly in early February. Mary was a long time supporter of EAA 569. She was the ever present support behind the scenes when her husband Rollie founded the Club and during his years as president. She was also an eager volunteer at Oshkosh for over 20 years, working with main gate registration. Many EAA 569 members probably remember her most fondly for the cookies and coffee she provided at so many meetings over many so years. We shall all miss her very much and to Rollie we extend our deepest condolences.

Young Eagle News

Lt. Col. Skoudas has informed us that the Air Guard will have an air show Sunday, August 16th on the west ramp of the Lincoln airport. He has extended to us an invitation to fly Young Eagles that morning. The air show will be in the afternoon. He has also invited us to display all of our EAA member airplanes. Shall we participate in this?

Scout Representative Donald Bickford is planning a Cottonwood District Camporee April 24-26, with an aviation and aerospace theme. They expect 150 boys ages 10 thru 17. The site is not yet determined, but they have visited with Don Shoemaker about camping near the Shoemaker Airfield. Most importantly, they have asked for a Young Eagle Rally, which sounds great to me. Lets do it!

George Myers, Young Eagle Coordinator

Minutes of February 3rd Meeting

New Members and Guests:

New members Andrew and Pam Lahr were welcomed to the club. Guests Judy Kelsea, Brian Hagelglantz and Dana Deinbier were introduced.

Young Eagle Business:

George Myers reported that he was working on setting up a young eagles program at the Air Guard this month.

Use of the young eagle bonus points was discussed. The club has enough points to send one person to camp this summer, with the points covering all significant costs except transportation. A motion to send one young eagle to camp this summer was unanimously approved.

The desirability of the club sponsoring a second young eagle for summer camp and/or of paying the transportation costs for the bonus supported youth was discussed. A committee of Rick Cooper, Mark Hiatt and Chuck Oden was appointed and charged with developing

ideas and plans for fund raisers to support this effort.

Announcements:

Christmas party pictures are available from Troy Huffman.

Mark Hiatt is looking for pictures of the EAA B17.

Wally Peterson presented the club with library copies of "A Memorial to Bonnie Belle Leach Peterson". This book chronicles in Bonnie's words the 8000 mile 1989 Journey which Wally and Bonnie took in a J-3 Cub to all of the capital cities in the western U.S. Club copies can be checked out through Dave Zichek.

AOPA has requested an advisor to inform them of legislation affecting Nebraska area pilots. Doug Hill suggested Steve Lukehart for this post and asked Roger Aspegren to contact Steve regarding his availability and interest.

Old Business:

Dave Zichek reported that the club policy on payment of dues is as follows: "Dues will be payable January 1 of each year and will apply for a 12 month period. Any member who fails to pay the appropriate dues by March 31 will immediately forfeit all membership privileges until the appropriate dues have been paid. Any person joining the organization during the calendar year will pay a pro rata portion of the appropriate membership dues."

New Business:

Mark Hiatt presented his ideas regarding the potential acquisition and sale of plans to the Lark biplane that was manufactured in Lincoln. The idea was well received and Tom Winter volunteered to contact the State Historical Society about acquiring the plans.

Builder Reports:

Al Spaulding reported continued progress on his flying saucer, which was still being constructed in his dining room.

Doug Prange reported that his Kolb Twinstar MKIII is complete, has the 40 hours

flown off and is now for sale.

Lester David reported steady progress on his 70 percent scale version of the Hawker Fury II, which is under construction at the Crete airport. The fuselage has reached the stage where he is able to sit in it and make airplane noises!

Roger Aspegren reported that his Kitfox is finished, the FAA has signed it off for first flight, and he is now carefully studying a manual on how to fly a Kitfox.

Dave Zichek reported that he is looking for a wrecked 97 of newer Subaru 2.5 DOHC engine, with low milage, for around \$1200.

Program

Following the meeting Clay Champoux presented a program on airplane maintenance.

Meeting adjourned at 9:30 PM.

President's Message

I came across the topic of this message through my role as Technical Councilor. The theme is that sometimes the simplest things can be overlooked without a plan and this message is just that: a simple plan NOT to overlook the simple things. I call it the Joe principle.

When I was an apprentice mechanic I took my training on-the-job. These days no one trains by experience and even back then it was not the norm. But Kent Kusatz, shop foreman for Duncan Aviation, offered me an opportunity to advance from line service to aircraft mechanic and I took it. I trained, somewhat loosely, under all of the mechanics that worked the floor. There were eight of us then and I was proud to be a mechanic.

During my apprenticeship, one of the most important lessons I learned was taught me by Joe Huffman. Joe is one of the best trouble shooters I have ever known. He knows the system, analytically digests the symptoms, and

methodically evaluates, tests and repairs. These methodological tendencies led to the Joe Principle. It's one of the many lessons he tried to teach me, one of the few that I learned and one of the most valuable. So I try to pass it on to everyone I work with.

The practice is simple: finish all the steps **IN** a sequence so you do not forget any of the steps **OF** the sequence. Example: Install the bolt, install the washer, install the nut, torque the nut, install the cotter pin. Every bolt assembly a separate sequence; every time each one is completed before the next one is started.

To expand the Joe Principle and put it into practice, let's develop it to state: First, break down the whole project into a number of small sequences, then complete each step of the sequence. Include the proper tightening and the safety method (lock nut, cotter pin, safety wire, or whatever) before proceeding to the next step. You kit builders have an advantage, because the manufacturer has done this basic plan for you. If you are a plans builder, I do not see any other practical way than to develop a building sequence or plan and stick to it.

I know that it takes a little longer to accomplish things this way and most of us want to finish as quickly as possible so we can enjoy the flying part. So I recommend that you train yourself to follow the Joe Principle and you will be less likely to forget where you left off. All this planning translates to safety and efficiency, because you waste less time trying to remember or retrace the steps you completed last night, last weekend, or last month when you were assembling those critical attach bolts. Following the Joe Principle you might not remember that you were working on that critical attachment, but it will not take much inspection to remember that if it is safety tied

it is completed with all the applicable hardware.

Most of my experience is on type certified aircraft and the FAA mandates that you use an inspection guide to conduct an annual inspection. This is a relatively simple process compared to building a complete aircraft. Maybe they are right this time and their mandate is constructive. They even allow you to make up your own inspection guide, although most inspectors use the published factory guide. I would guess that if you talked to any builder that has completed a project, you would find that they had a construction plan, or at least sketched out a general direction to control the chaos of construction.

To simple? I have seen the hub cap installed on the main landing gear, but under the hub cap was a loose axle nut with no cotter pin. This was on a chapter member's home built. I can site numerous other examples: top three spark plugs on right side finger tight, with all 12 plug wire nuts torqued and the other plugs properly tightened. I have seen tubing B-nuts loose, inspection panel screws loose, inspection panels missing, missing cotter pins, nuts and even attach bolts. I am not one to point a finger, because I have made my share of mistakes too. All I am trying to do is increase safety and productivity, which translates to more enjoyment for you.

It works. It takes a little longer and you might have to back up and use a few extra cotter pins, but you will be able to look at the completed assembly with peace of mind. No more mental check lists and no more need to rethink where you left off each time you start work on the project.

It works for me, Maybe the Joe Principle can make your life a little easier too.

Program Chair Report

Thanks to everyone for your input on 1998 meeting programs and activities. Here's the top choices for monthly meeting programs:

1. Adventures Near and Far
2. The Manufacturer's View
3. Maintenance Matters
4. Buying and Selling
5. Engine Overhauls
6. Airframe Materials
7. Aerobatics
8. Aeromedical Factors

And here's the top choices for special activities other than regular monthly meeting programs.

1. SAC Museum
2. Family Picnic
3. Fly-out for a Day
4. Grand Eagles Day (Poker Run)

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5. Young Eagles
6. Technical Workshops
7. Hangar Sale & Flying Start

We'll try like crazy to make these programs and events happen, but you don't have to stand by and wait! This is *our* chapter and *everybody* can contribute. If you have a special interest and knowledge about a subject or you know the right contacts, you can make the program more interesting for all of us by volunteering to organize the event. All you need to do is call this year's program coordinator Russ Kelsea at 420-5813 or 437-5878.

Advertisements

1946 Aeronca Champ For Sale. Also, Hanger Space Available. Contact Jan Daniels at Brown's Airport.

B-17 Photos Requested for Over night Use to Establish Web Site. Contact Mark Hiatt at 477-4749 (W) or 477-0697 (H).



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