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EAA Chapter 569 Newsletter

Lincoln, NE



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Meeting Announcement

Date: Tuesday, May 5

Time: 7:30 pm

Program: EAA Video from headquarters
“EAA Insider, Spring 2009”

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

President's Message Tom Henry



Well, FINALLY!

It seems that spring is here and hopefully many of you have begun flying again after the winter slow flying season. There is the sound of thunder coming in my window as I type this, which is a sure sign of spring. Spring is always a time for spring-cleaning and refurbishment. My neighbor is starting the process of building a new deck on his house. The grass is actually green again and it's already time to get it mowed.

Building can now move into high gear for those of us with unheated garage shops and that brings up workmanship. The latest “Safety Wire” from OSH contains some sobering statistics for the accident rate for amateur built aircraft. It seems that

the rate for 2007 was over 7 accidents per 100,000 flight hours for amateur built versus about 1 for all of general aviation and 2.5 for personal GA. The amateur built rate was about 5 in 2003-2004. Sobering isn't it? For me it brings to mind a statement made by Paul Poberezny years ago. To paraphrase “Your very best workmanship is only just adequate”. Lets all keep that in mind as we work on our projects and also as we fly. Our best is only just adequate for the job at hand. I would like to keep all of you around for a good long while my friends. So keep up the good work!

Now, where are all the suggestions for Chapter strategic planning? Remember you get back what you give.

Calm winds and clear skies,

Tom Henry

P.S.

EAA Chapter 80 in Omaha is interested in a joint “home” for our chapters in Wahoo. They currently lease a 44 X 40 hangar at the Wahoo airport with a lounge area. Is there any interest in exploring a joint facility?

A.C.E. Camp 2009

For many years, the Department of Aeronautics has embarked on a vigorous aviation education program designed to reach the youth of America with ideas and opportunities for careers in aviation. This program is our Aerospace Career Exploration (ACE) camp designed for youth 13 – 17 years of age. The camp is geared toward motivating, inspiring and challenging our young people to follow their dreams. Our ACE camp also provides the opportunity to develop an awareness of the role of aviation in our society and to encourage students to explore career opportunities in the field of aviation.

ACE Camp 2009 is scheduled from June 14-19. Students will be housed at Platte River State Park and the Strategic Air & Space Museum will be an active partner throughout the camp. With an exciting schedule, events include classroom instruction, hands on activities throughout the museum, three field trips and a cross-country flight in an aircraft.

The number of students accepted is generally limited to the first 25 applicants. Each year the camp typically fills prior to the published registration ending date.

ACE wraps up on Friday the 19th with a graduation ceremony at the Strategic Air & Space Museum theatre; family and guests are encouraged to attend the Friday activities.

For further information on the Aerospace Career Exploration camp contact David Morris, Nebraska Department of Aeronautics, at 402-471-2371 or e-mail David.Morris@nebraska.gov.

Higgins awarded Earhart Scholarship

Cristi Higgins has been awarded the Ninety-Nines Amelia Earhart Memorial Scholarship. This will allow her to complete her Private Pilot training. She has been dreaming of becoming a pilot since she was a little girl.

The Ninety-Nines established the Amelia Earhart Memorial Scholarship Fund in 1940 to honor her memory and perpetuate her ideals and love of flying. From a single scholarship of \$125 in 1941, the annual Amelia Earhart Memorial Scholarship Fund has grown to help over 400 women from six countries to advance and succeed in aviation and aerospace.

Congratulations Cristi!

Who? What? When? Where?



Answer on page 6.

If you have an interesting aircraft picture you would like to share, please email it to doug_rv7@yahoo.com.

Light Sport Aircraft

What qualifies??

submitted by Mark Gaffney



As the days start to get longer and the temperature starts to rise, many of you are starting to brush the dust off of the log book and head out to the airport. More and more hangar doors are open on any given weekend. FBOs start selling more fuel, flight training increases, and parking on the ramp for fly-in breakfasts is at a premium. Before you know it, the 4th of July will be here followed by my personal favorite time of year, Oshkosh!

There have been a lot of questions lately at the Lincoln Flight Standards District Office regarding light sport aircraft. I know this topic comes up a lot at EAA chapter meetings or at the Crete and York breakfast fly-ins. I want to touch on a few areas that don't get discussed often. This information just might save you from losing a lot of money on an aircraft sale, or from having an FAA enforcement action taken against you.

Instead of discussing the light sport pilot certification, let's discuss pilots that want to exercise the privileges of a light sport pilot. As many of you know, a pilot who holds a Private, Commercial, or ATP pilot certificate can exercise the privileges of a light sport certificate. As long as the pilot has a valid driver's license, they are not required to have a medical certificate to operate

light sport aircraft. The catch is they can do this only if their medical certificate **was not** denied or suspended in the past. If your medical was denied or suspended, you **cannot** exercise the privileges of light sport pilot. Also, remember that while you are exercising that privilege, you are held to the regulations that govern light sport operations. So, for example, an ATP exercising sport pilot privileges would be subject to a violation for flying VFR at night.

Another topic that comes up a lot is what aircraft qualify for light sport. There are plenty of new aircraft on the market that qualify as a light sport aircraft. There are also a handful of aircraft that have been around awhile that qualify. According to the Federal Aviation Regulations, there are about 13 items that have to be met for an aircraft to qualify. The big ones are a weight of 1,320 pounds or less, max airspeed of 120 knots, max stall speed clean of 45 knots, etc. A J-3 Cub qualifies as a light sport, but what about a Luscombe? Well, that depends on the model. Luscombe Models 8, 8A through 8D, do qualify for light sport right out of the factory. Luscombe Models 8E and 8F do not qualify for light sport; even though they were essentially the same airplane. So, as you might guess, the Luscombe Models 8, 8A-8D go for a pretty penny. Now, before you run out and mortgage the house (if you can anymore) on a 60 year old Luscombe, let's look at the definition of a light sport

aircraft more closely. According to 14 CFR, Part 1, "**Light-sport aircraft means an aircraft, other than a helicopter or powered-lift, since its original certification, has continued to meet the following...**" The keywords are **original** and **continued**. If you take a Luscombe Model 8F and convert it to an 8A, it's not a light sport aircraft, because it did not meet the requirements during its original certification. Even though it may meet all of the requirements of a light sport aircraft now and is in fact a Model 8A with the FAA, you can't use it as a light sport aircraft. Now, what if I had a Luscombe Model 8A that was modified with a bigger engine in the past, but was changed back to its original condition to meet light sport requirements? Unfortunately, you can't use that aircraft for light sport because it didn't continue to meet the requirements since the aircraft's original certification. There have been people that have put a lot of money down on a "**light sport qualified aircraft,**" only to find out that it did not qualify.

You may be thinking that this only pertains to factory built aircraft with a standard airworthiness certificate. Sorry fellow homebuilders, it pertains to experimental aircraft as well. Let's say you built a Teenie Two in 1993 and it was issued an experimental airworthiness certificate by the FAA. You could use that aircraft as a light sport aircraft. The Teenie Two originally qualified and

continued to meet the requirements of light sport aircraft. However, let's say that you built a BD-4 in 1998 and now want to use it as a light sport aircraft. The BD-4 did not qualify as a light sport aircraft when it was issued its original Experimental Airworthiness Certificate. Even if you modify the aircraft so it now meets the requirements of a light sport, you can't use it as such because it was not qualified as a light sport during its original certification. Unfortunately, those are the current FAA regulations regarding light sport aircraft.

Your best source of information for this is the EAA website. It lists all the aircraft kits and plans that qualify as light sport aircraft. The website also addresses FAA regulations pertaining to light sport aircraft and homebuilts. Don't be afraid to contact your local FSDO if you have a question regarding anything related to your flying. Keep in mind that the FAA has a wealth of information about all US registered aircraft in the United States. If you're looking at purchasing an aircraft, there is probably a lot more history on that aircraft than what you see in the aircraft log books. Airworthiness records are available through the FAA or AOPA for a small charge.

Remember to scan for traffic, use that radio, and enjoy the summer flying season!

Mark Gaffney
FAA Safety Inspector;
Operations
LNK FSDO

The TriMotor is coming Again!!!

You have likely heard that we are once again hosting the EAA's historic Ford TriMotor airliner on the fall 2009 exhibition tour. The grand old airplane will fly passengers from the Silverhawk ramp at Lincoln municipal airport each day on August 27, 28, 29 & 30.



EAA's 1929 Ford TriMotor

Each flight will cost \$50.00 for EAA members and \$60.00 for non members. The airplane will be available for photo sessions and close up inspection (no charge) when not flying.

We have posted some preliminary information on the Chapter 569 web site. The EAA will post the spring TriMotor tour schedule shortly.

Andy Lahr will once again be the equipment and personnel chairman for the event. Cristi Higgins will coordinate advertising and promotion.

We will need a volunteer crew of about six in each of two shifts

each day of the exhibition. Be thinking about what job you would like when you get in on the fun. Andy will start building the work schedule about June.

Posters and flyers will soon be available for distribution.

The group that sponsored the TriMotor in 2007 has declined to do so this year, citing economic problems. They remain strong supporters and have invited us to try again in a couple years when times are better.

This leaves us in need of a sponsor or sponsors. – It could be one large sponsor or several who contribute lesser amounts. If you know of anyone who might like to sponsor the TriMotor event please contact one of the club officers. Sponsorships do not have to be in cash; fuel, motel rooms, crew meals, etc. are all appreciated. We will, of course, include the sponsor's logo on all advertising and promotional materials. A sponsorship of \$1500.00 or more will receive a full flight on the airplane (all ten seats including the copilot's chair.)

Dennis Crispin
TriMotor Event Chairman
EAA 569

*EAA Christmas Party***Are you thinking of Christmas?!**

Well, it is time to establish our Christmas Party Committee! Tom Henry, your new president and my husband, asked me to be the Christmas Party Committee Chair before he agreed to be president. I said yes, I guess it is hard for me to say no to him! I wonder why that is?!

Our first meeting will be on Tuesday May 5th, Duncan engine shop break room, at 7:30pm. This is the same place and time of the regular monthly meeting. **Anyone who would like to be part of the committee this year please come!**

We will discuss some of the basics and start brain storming on possible decorating ideas! **If you cannot make the May meeting and want to be on the committee, please contact me at 402-791-2116!**

My motto is "No worries, No stress!" So the earlier we get started the better!

I am looking forward to seeing you at the May 5th meeting!

Thank you, Dwana

Upcoming Young Eagle Event

If you can help out in any way at the upcoming event, please contact Tom Trumble (464-3089).

1. May 1 (Fri) – 12:00
St. Patrick's 6th Grade
(11 kids)
Dept of Aeronautics
Lincoln Airport

Minutes of the Club Meeting

Meeting called to order on April 7, 2009 by Tom Henry at 7:33pm.

A couple visitors attended the meeting.

Roger Aspegren commented his plane (RV-9A) is finally painted. Doug Volkmer is slated to have his fuselage (RV-7) delivered in May.

John Schwery provided the Treasurer report.

It was decided the Chapter will send Chris Bruner to the EAA Air Academy.

Tom Trumble is looking for help with a couple upcoming Young Eagle events.

Roger Aspegren commented on the Chapter breakfast, stating the March turnout was the biggest one ever.

Roger also suggested the Chapter purchase an engine hoist and scales. After some discussion, the Chapter approved the purchases. These will be recorded and added to our "Tool Box" which was also discussed.

Dennis Crispin provided an update on the TriMotor event.

The meeting concluded with a program and video featuring Ed Bowes.

Meeting adjourned at 9:22pm.

Dean Hoy,
Secretary

Minutes of the Executive Meeting

Scheduled for April 29.

Classifieds**FOR SALE 1959 MOONEY M20A**

Very nice 1959 Mooney M20A. Lycoming 0-360-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 USA • Telephone: 402-499-1039 E-mail Corbe99@yahoo.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.

May 14 – 16, Parade of Planes, Olathe, KS

Parade of Planes is a sales expo featuring the new personal aircraft ranging from light sport to light turbine. A Buyer's Resources team of finance, tax and insurance specialists is available to answer questions.

<http://www.paradeofplanes.com>

Contact: Susan at (218) 525-6228

June 6, 2009 Nebraska State Fly-in and Air Show, Fairmont, NE

Fly in breakfast hosted by EAA Chapter 1055. Static aircraft include: P-51 "Mustang," P-38 "Lightning," AC-47 "Spooky Gunship," C-45 Expeditor (Beech 18). Young Eagles flights available in the morning (hosted by EAA Chapter 1055). Air show in the afternoon. Come visit the historic Fairmont airbase!

<http://www.nebraskastateflyin.com>

Contact: Aaron Schardt at (402) 759-8114

July 27 – August 2, AirVenture, Oshkosh, WI

<http://www.airventure.org/>.

August 29 – 30, Offutt AFB, Blue Angels

John Cox

2279 County Road 2425

Dewitt, Nebraska 68541-2518

Who? What? When? Where?

Answer from page 2

This is Rollie Woodruff and his Curtiss Wright Jr. This picture was taken around 1975 at the Arrow Airport (North 48th St). Rollie was the organizer and first President of Chapter 569.



(Arrow Airport from a 1970s Sectional)