



## Chapter 569

# Communicator

PRESIDENT Russ Kelsea 420-5813  
V. PRESIDENT Chuck Oden 489-6034

MAY  
1999

SEC/TREASURER Norm Sell 797-7333  
NEWS EDITOR Roger Aspegren 797-5825

### Meeting Announcement

DATE: Tuesday, May 4, 1999

TIME: 7:00 P.M.

#### **HOMEBUILT TOUR**

We will start at Andy Lahr's, 6937 South 53rd Court, to see his Pelican PL, then to Al Spaulding's near Martell to see his Flying Saucer, then proceed to Crete to see Lester David's Hawker Fury II, plus several other completed homebuilts that will be on static display. After the tour we will hold our business meeting at Crete Aviation.

Andy lives near 56th and Pine Lake Road. At the first intersection west of 56th and Pine Lake you turn north, go to the next intersection and turn west, go to 53rd Court and turn north. 53rd Court is a culdesac.

Al Spaulding lives near Martell and his stop is not confirmed at this time. Any changes to the route will be announced at Andy Lahr's.

Ray Supalla

### JUDGES NEEDED

The Statewide Fly-in sponsored by the Nebraska Department of Aeronautics and the Nebraska Aviation Council will be held at the Fairbury airport on June 12, 1999. They need 3 people to judge the airplanes. Doug Hill has already volunteered so they need 2 more. If you are interested call Jeff Clausen at Capitol Aviation, 475-5444.

### NEW HANDBOOK

New Chapter Handbooks have been released as of April 1999. The new book is about 1/2 the volume of the old book. If you have need to see or use the book, contact Russ.

### PRESIDENT'S MESSAGE

The designated examiner roared into the small airport in a pressurized twin two hours late. It was the end of a long business trip, most of which had been spent at Flight Levels above the weather. The instrument candidate waited anxiously on the ramp. The examiner opened the cabin door, stepped out, and scanned the area to find the candidate. Neither had ever met the other. It was a personality clash at first sight.

The pre-flight exam went well. Weather, flight planning, paper work on the airplane, chapter and verse from the FARs and AIM. It was time to fly.

The candidate was careful and methodical during preflight and taxi, taking more time than the examiner had hoped. Finally, they launched into simulated IFR. The examiner asked for a steep turn during climb to altitude. The candidate complied. The examiner asked for steep turn in the opposite direction. The candidate asked to complete the climb to altitude and establish straight and level flight. The examiner agreed. More than halfway through the steep turn, the examiner instructed the candidate to intercept the localizer, which was rapidly centering, and proceed with the ILS approach. The candidate successfully captured the localizer, but failed to capture the glideslope, missing on the high side. The candidate delayed declaring a missed approach. Busted. The examiner informed the candidate he had failed the flight test and asked the candidate what he wanted to do. The candidate, knowing that he could receive credit for successful maneuvers, asked to continue the test. Continuation was not what the examiner had expected or wanted to hear.

The examiner immediately simulated failure of the attitude indicator, directional gyro, number 1 nav/com, and DME. The candidate simulated an emergency call, announcing a vacuum failure and partial avionics failure. The remaining navigational equipment included one nav/com, with localizer only, and an ADF. The candidate asked for clearance direct to the nearby VOR and a VOR approach to the airport. The examiner agreed. For the next hour and a half, the candidate flew partial panel holds, VOR and NDB approaches and conducted critical attitude recoveries, including recoveries from full stall. Finally, the examiner returned the

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## Notes from EAA Chapter 569 Executive Board Meeting April 21, 1999

### Sell residence, 5001 West Deercrest Dr, Denton

Roger Aspegren	Chuck Oden
Doug Hill	Norm Sell
Russ Kelsea	Tom Winter

Pilots who fly Young Eagles receive one credit for each Young Eagle flown during the year. These credits are worth one dollar each when applied to tuition at the EAA Air Academy. At the last regular monthly meeting, members of our Chapter nominated Jack Clausen and Whitney Manzitto as scholarship recipients for this year's EAA Air Academy. The Chapter will split the available Young Eagle credits equally between the nominees and provide an additional \$100.00 to each nominee to help cover the cost of the Academy. Remaining costs are the responsibility of the nominee. In order to make the most efficient use of available Young Eagle credits, we need to coordinate the credits earned by Young Eagle pilots. **ACTION:** Tom Winter will coordinate credits from pilots and coordinate with the nominees and EAA/Oshkosh to reserve enrollment at the Air Academy.

Our primary source of income for the Chapter is membership dues. Unless we have a fund raising event or assess additional fees, we have already received most of our income for the year. Based on our current income and projected expenses for the remainder of the year, we must be very frugal to maintain a positive balance sheet. Our expenses are in several categories: insurance, printing, postage, Chapter events, EAA Air Academy sponsorship, and contributions to other organizations. **ACTION:** Norm will provide a brief report of the current year financial condition at the next regular meeting. Russ will explore the possibility for a fund raising event and self-supporting Chapter events, such as picnics, with the membership at the next meeting.

Class I Event forms are due at Oshkosh for the May 14 Young Eagle event coordinated by Tom Trumble and the May 15 Young Eagle event coordinated by Tom Winter. Any of our members can coordinate an event, but if the event is sponsored by Chapter 569, a Class I Event form must be submitted through the officers to EAA/Oshkosh at least two weeks prior to the event. **ACTION:** Russ will forward the Class I Event forms to EAA/Oshkosh and review insurance requirements at the next monthly meeting. Roger will include a brief article about insurance in the next issue of the *569 Communicator*.

The Statewide Fly-in is looking for volunteers to be aircraft judges. Jeff Clausen is the contact. **ACTION:** Roger will include a brief note in the next *569 Communicator*.

Star City Sports has solicited our Chapter to be included in the sports directory again this year. Due to our current financial situation and the general impression that we could reach our target audience by other more effective means, the Board decided not to advertise in the Star City Sports directory. **ACTION:** Roger will investigate the

cost of printing Chapter brochures and provide a draft copy of our existing brochure at the next board meeting. Roger will post the *569 Communicator* at local airport bulletin boards.

It is time to start planning for Air Venture at Oshkosh. In the past, our Chapter has claimed a camping spot at Oshkosh, but claiming a spot requires considerable effort by one or more members and significant expense. There seems to be little interest in going to the effort and expense this year. Unless there is adequate interest, it seems prudent for each of our members to make their own arrangements for Oshkosh. **ACTION:** Russ will ask the members about their interest in a reserved camping spot and, if necessary, ask for a volunteer to coordinate camping.

Planning for Aerospace Day 99 to be held in Lincoln on May 13-15, 1999 is nearly complete. Our Chapter is a co-sponsor of this event and we will have an opportunity to hang our Chapter banner at the reception for NASA Astronaut Ken Cockrell and Northrop Grumman B-2 Engineer Alan Muller. **ACTION:** Russ will provide our banner to event organizers.

### **HAPPENINGS AT BROWN'S AIRPORT**

**BROWN'S AIRPORT HAS HANGARS AVAILABLE TO RENT!**

Spring is here; anybody needing an annual and would like Brown's Airport to help them in their time of need, please call today.

Need a place to wash your plane? Come to Brown's Airport. No more carrying water. Donation toward water.

Want a place to fly or drive for a picnic, watch parachute jumping? Come to Brown's Airport. Gas grill provided. Just bring your food and enjoy your get-away for the afternoon. You can even camp if you like.

Thank you, Call 402-267-6564 Barry & Jan Daniels

### **YOUNG EAGLE REPORT**

*Support our Air Academy Nominees* - As you know, the chapter nominated Jack Clausen and Whitney Manzitto for the Air Academy at the April meeting. I received the official Air Academy 1999 application materials and delivered them to Whitney and Jack.

At the April board meeting, the Board decided to support the two nominees with the \$100 deposit, and with approximately \$250 each in YE credits.

I am currently gathering in the YE credits from our pilots for their scholarship support. This typically takes 2-3 phone calls and one trip per certificate. Thanks to Ray Supalla for helping in this task.

I will not be at the May chapter meeting so will be unable to get your certificates then. If I do not have your YE certifi-

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instruments and avionics to service and asked for a DME arc to the ILS. The intrepid candidate flew the needles square all the way to the missed approach. It was time to go home.

During the debriefing, the examiner informed the candidate that his altitude control and power management, although acceptable, could be improved. On the other hand, the candidate's ability to maintain control in the face of adversity was not in question, since the examiner had never seen a candidate successfully complete all the remaining elements of a flight test after failing an element so early in the test. The candidate and examiner agreed to a date and time for the follow-up exam.

The follow-up flight test seemed simple enough; fly the ILS at a different airport. Enroute to the airport, the candidate could hear two aircraft in the pattern and an inbound United Airlines Beech 1900. The candidate asked the examiner if he had the three aircraft in sight. The examiner replied that he did not. The candidate then asked the examiner to find the three aircraft, report the aircraft in sight, and handle VFR communications. The candidate indicated he would handle all IFR communications. The examiner readily complied. An exercise of authority from the pilot in command was what the examiner had hoped to see. The ILS was uneventful and the candidate was issued a temporary airman's certificate for an instrument airplane.

Logbook entries look simple enough and flying stories may seem frivolous, but they tell the story of mistakes made and valuable lessons learned. Lessons such as take your time. Do it right. Listen to reason. Think for yourself. Never give up. Never stop learning. It seems like good advice for pilots....and for builders. What lessons do your logbooks teach you? Better yet, come share a tale or two at the next meeting and see what you learn.

Build and fly safely,

Russ Kelsea

## **APRIL MINUTES**

The April 6th meeting was called to order at 7:30 p.m. by Russ Kelsea with 39 members, 3 guests, and 4 wives present. The program speakers were introduced by George Myers. Scott Colburn told about sightings he has had personally, and other stories he has researched. Vickie Statler told us about a personal experience she had while driving through northern Kansas one night.

There was a short break before the business meeting.

The minutes were approved as written in the Communicator. The Treasurer's report was given and approved. A reminder was given for everyone having bills to get them in

for reimbursement as soon as possible.

Dana Dienstbier volunteered to take care of the Chapter's library. John Kunkle also volunteered to make up a calling tree. These two men are younger members of our chapter and we appreciate their volunteering their time.

Russ brought up the idea of a camping site at Oshkosh. It was decided to have the board members talk it over at their next board meeting and report later.

The EAA office was offering aviation videos through the month of April at 50% off original price.

Tom Winter gave a Young Eagles report. The first Young Eagles rally at Shoemaker's was to be held April 10th with the rain date being on April 17th. The weather is not cooperating, as both dates had to be canceled. May 15th is another Young Eagles rally being hosted by Duncan Aviation. Capitol Aviation is planning a rally on June 26th. Tom Trumble has 23 students signed up to fly May 15th. More on these rallies later on.

Jack Clausen and Whitney Manzito have been nominated for the trip to Oshkosh for the Aviation Camp. All pilots have agreed to turn in their flying credits to Tom Winter for this program.

Barry and Jan Daniels have invited the chapter down to Weeping Water for their annual Limestone Days on June 25th. Crete Municipal Airport is planning a summer aviation event each month. The poker run and chili feed planned for April 17th was canceled because of weather, but chili was served. A Fly-in, Drive-in is to be held on Sunday, May 23rd, and on June 5th will be a fly-out to Topeka Aviation Museum.

Program for May will be planned by Ray Supalla and will be a tour of homebuilts.

Rollie Woodruff has a Continental 85 engine for sale....if interested give him a call at 475-1273.

Rick Cooper is still working on flying trips for the club. Call Rick for information or if you have any ideas.

Meeting adjourned, Norm Sell, Secretary

## **EAA's AIRVENTURE '99**

Homebuilt Headquarters Picnic - This picnic is the event featuring the homebuilt completions for the year and the homebuilt aircraft that actually flew to Convention. It is the inspiration event for the new builder and the accolade event for the accomplished builder. It is a casual event, as casual as 500 people can be. This year it will be held Saturday, July 31st at the EAA Nature Center from 6 p.m. until 9 p.m.

Donut Day - Monday morning, August 2, is Homebuilder's Donut Day. All homebuilders, and their families, are welcome to stop in for a donut from 8 a.m. to 10 a.m. at Homebuilt Headquarters.



cate when you read this, drop everything and drive over to my place with it! (488-9238, 1010 Eastridge DR.)

**YE Pilot Checklist** - Roger Aspegren has produced a checklist of everything required to be legit as a Young Eagle Pilot. If you wish to fly Young Eagles, help protect yourself and the chapter by scoping and signing this form. Get one from Tom or Roger.

Tom Winter, YE Coordinator

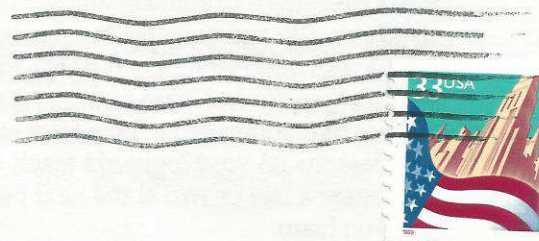
### **INSURANCE CLARIFICATION**

President Russ called Oshkosh about insurance and this is what he found out:

First, an excess general liability coverage for pilots that fly Young Eagles; this coverage applies only to pilots and provides \$1,000,000 liability per occurrence over and above the pilot's individual insurance. The pilot must carry liability insurance of at least \$100,000 per passenger, be an EAA member, and be flying Young Eagles. This coverage is in effect regardless of whether or not the Young Eagles are flown as part of a Chapter sponsored event and regardless of whether or not a Class 1 Event notice has been filed with EAA/Oshkosh, so long as the pilot's requirements are met.

Second, general liability coverage for Chapter sponsored events; this coverage applies to the Chapter, its officers, members and volunteers and provides \$1,000,000 liability per occurrence. A Class 1 Event notice **MUST BE FILED** with EAA/Oshkosh for this coverage to be in effect.

Roger Aspegren  
RT 1 Box 42D  
Denton NE 68339



### **CALENDAR**

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|---------------------|---|
| <b>May 14-15</b>    | NAG National Space Day, including next three events |
| <b>May 14</b>       | Univ. Flying Club Reunion, 6:15 p.m.                |
| <b>May 14</b>       | Young Eagle Flights, Silverhawk                     |
| <b>May 15</b>       | Young Eagle Flights, Duncan                         |
| <b>May 22</b>       | Young Eagle Flights, Denton (?)                     |
| <b>May 23</b>       | Crete Fly-in, displays & BBQ                        |
| <b>Jun 5</b>        | Crete Fly-out, Topeka Aviation Museum               |
| <b>Jun 12</b>       | Statewide Fly-in, Fairbury                          |
| <b>Jun 22</b>       | Ace Air Academy, Silverhawk                         |
| <b>Jun 26</b>       | Young Eagle Flights, Capitol Aviation               |
| <b>Jul 3-4</b>      | Midwest Aerobatic Championships Seward.             |
| <b>Jul 25</b>       | Fly-in Breakfast/Blue River Festival, Crete         |
| <b>Jul 28-Aug 3</b> | EAA AirVenture, Oshkosh                             |
| <b>Aug 21</b>       | Aviation Game Day, Crete                            |

This list is maintained by Tom Winter, Young Eagles Coordinator for EAA Chapter 569. Reach him at home, 488-9238, office 472-4480, or e-mail [twinter@unlserve.unl.edu](mailto:twinter@unlserve.unl.edu) for additions of corrections

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