



Meeting Announcement

Date: Tuesday, November 1, 2005

Time: 1930hrs

Place: Duncan Aviation Engine Shop
Classroom

Program: Aircraft Fabric and Annual
Election of Officers

Greg Whistler will bring us up to date with a presentation on aircraft fabric processes and procedures. We will start the evening with our annual election of chapter officers.

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 Cuming Street, go four blocks to NW 44th. 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.



*Don Shoemaker's rare classic
Camair 480.*

Communicator

Chapter 569

Lincoln, Nebraska

November 2005

Our Aircraft of the Month is Don Shoemaker's Camair 480

Each month we have featured, in this space, a member's project or flying homebuilt airplane. This month we visit the world of classic aircraft with a look at Don Shoemaker's rare and unusual Camair 480.

The story starts in 1946. World War Two was just over and everyone thought that a boom was coming in personal aircraft sales. The boom shortly became a bust, but, for a while, every aircraft manufacturer scrambled to get into the market with new general aviation aircraft. New, all metal, "modern" designs were suddenly available, such as the Swift, Beachcraft Bonanza, Cessna 195 and SeaBee.

North American Aircraft, builder of such military stalwarts as the T6, B25, and P51 Mustang, entered the fray with a low wing, all metal, four seat, retractable, 185 hp plane they named the Navion.

Accustomed to building planes to military specs, North American built the new plane to be unusually strong and rugged. The sliding canopy was intended to identify the Navion with the famous Mustang and many of the systems

and structures showed the influence of the Mustang's engineering.

North American manufactured the Navion for just a couple years. They found the craft was unprofitably expensive to make and they needed the factory space for the highly profitable F86 jet fighter, so the design was sold to Ryan Aeronautical.

Ryan continued production for just a few years, upgrading the plane with larger engines and a few minor changes. The type certificate moved to a series of different owners until, in the '60s, when a few highly changed planes called the Rangemaster were built.

All together, nearly 2,500 Navions were built with about half of the production going to the military as the L17A, L17B & L17C. About 60% of the Navions are still on the FAA's rolls as active aircraft, giving the design one of the best survival rates of planes from that era.

Going into the 1950's there was only one twin engine airplane on the market, the Beachcraft Model 18. This was an awfully big step up for someone who was flying a Navion or Bonanza. The time was ripe for the development of a light twin and the strong, well built Navion was an obvious candidate for the task.

Riley Aircraft began the conversion of a Navion into a twin with a pair of 125hp Lycoming engines in Super Cub cowlings. Known as the Twin Navion, D-16 or Riley Twin, ten of the planes were built before Riley sold the design.

The new owner, TEMCO, changed the engines to 150 hp Lycomings, and then produced a new model, the Riley 55, with 170hp

engines, increased gross weight, and tip tanks for a 1,200 mile range. A total of 107 Riley conversions had been completed when production stopped in the fall of 1957. A few of the first conversions were later upgraded to the Riley 55 standard.

By the time manufacture of the Riley conversions ceased, the light twin market was awash with competitors such as the Beech Travel Air, Cessna 310 and Piper Apache.

In 1953, White Engineering of San Antonio, Texas started development of a totally different twin engine version of the Navion. One airplane, designated the WE-1, was produced with a pair of 225hp Continental O-470 engines.

In 1954, Cameron Iron Works of Galveston, Texas purchased the WE-1 with all engineering and production rights. The design underwent extensive reengineering and development and was granted it's own type certificate as a new aircraft. This aircraft was named the Camair 480B. The name was derived from the company name and the 480 combined horsepower of the two 240hp Continental O-470-B engines. In this variation, the aircraft boasted a 220 mph top speed, a 190 mph cruise, 900 miles range, and a gross weight of 4323 lbs.

The aircraft was quite costly and sales were limited. After building 25 examples Cameron sold the type certificate.

The new owner, Bill Taylor, produced three "B" models in Pennsylvania, then he moved to Florida where he built three planes with Continental IO-470-D fuel injected engines and some

aerodynamic refinements designated the Camair 480C.

The next owner, Fred Garcia, moved the tooling, one more time, to New York where he produced the last two 480Cs. One airplane was flown for a short time with two 300hp IO-520 engines to develop a new model to be called the Camair 480D. However the test airplane was changed back to its "C" configuration and the "D" model was never produced.

Altogether 33 Camairs were built.

An interesting foot note to the Navion story: Photos exist of a Navion with three engines on it. Very little is known of this plane - who built it or what became of it.

In 1952 Don Shoemaker found himself in the Air Force and servicing B-36 bombers as a line mechanic at a base in Spokane, Washington. In his off duty hours he learned to fly in a Champ and attended an A&P night school. The school allowed him credit for the time he spent working on the big B-36s during the day. He soon acquired his private pilot's license and his Airframe and Power Plant Mechanic's certificate.

Armed with this new knowledge, he bought a wrecked Taylorcraft and rebuilt it.

Thus introduced into the world of aircraft ownership, he followed the Taylorcraft with a Culver Cadet, J-3 Cub, Stinson Voyager, two Howard DGAs, and a Bonanza.

Don and Yvonne Shoemaker have two children and three grandkids. They live in a home on their own private airport near Denton, Nebraska. Don says that he

has been in the truck stop business "forever", although he has turned over the daily management responsibilities to other family members. He remains active in the management of the motel in the truck plaza complex.

One of the founding members of EAA Chapter 569, Don has, for years, been one of our clubs most active and enthusiastic supporters.

Don purchased his Camair 480 in 1964. It has flown about 100 hours a year for most of the time since then.

The aircraft has proven to be quite reliable, needing only the normal and expected maintenance on engines, props, radios, and instruments. The airframe has only had a few minor repairs in the 41 years that Don has been flying it.

An active member in the Navion Society, Don believes that there are only about six or seven of the Camair aircraft still flying.

Don's plane is unique even in this world of very rare airplanes. It is the very first Camair 480, the prototype that was built to facilitate the issuance of the type certificate.



Don Shoemaker brings back a Young Eagle flight with his Camair 480.

Minutes of the EAA Chapter 569 October Meeting

The meeting was held October 4, 2005 with Vice President John Tenopir presiding.

We have recently received the Annual Report from EAA National Headquarters. A copy was available at the meeting. Anyone who would like a copy of their own, please contact Andy.

We have ordered the Leather Jacket that Headquarters will supply for a chapter fund raising raffle. We will determine the procedures for conducting a raffle. The funds acquired in this venture could be used for breakfast equipment, scholarships, or other purposes.

An announcement was made of an auction, on October 22 & 23, of property of member Marvin Williams. Included in the sale will be an extensive collection of Lindbergh memorabilia.

Compilation of the membership directory is underway. The members are encouraged to contact Tom Henry for a photo and updated personal information.

Nominations are open for the annual Spark Plug Award. Please submit your nomination with an explanation of why the candidate is worthy of the award. The award will be presented at the Christmas party.

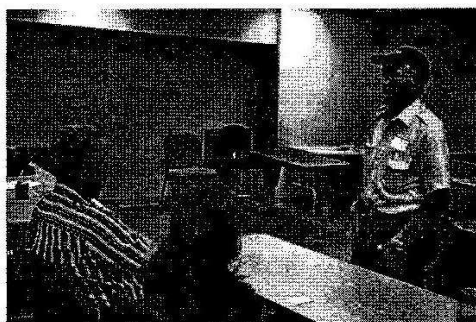
Roger Aspegren gave a short report for the breakfast committee. He encouraged the members to show a better level of support for this fine activity, noting that "we eat good."

Kevin Rock reported that the Christmas party committee has

secured a reservation and is underway on planning the event.

The nomination committee (Roger Asprgren, Ray Supalla, Tom Henry & John Tenopir) has not been able to secure a full slate of nominees for the November election of club officers. Nominations were sought from the floor with no responses. The committee will complete a slate and publish it in the November news letter. Ray Supalla offered a motion that we suspend the rules to allow this variant of the club bylaws. The motion carried on a voice vote.

The evening concluded with Clyde Peters telling some wonderful tales of ferrying 182s across the Atlantic to Africa and flying medical missions in the jungles of Peru. We thank Clyde for this fine program.



Clyde Peters, pilot extraordinaire, told of flying across oceans and through jungles at the October Chapter 569 meeting.

The November issue of *Pireps* confirmed an earlier rumor – Dick Rutan will be the guest speaker at the evening events at the Nebraska Aviation Symposium, January 25-28.



At the October breakfast, Bill Kelly of Lincoln and Don Rauch of Martell went flying in a new Cirrus.



Gordon and Dorothy Fluckey of Hastings NE came to breakfast in their Cessna Cardinal.

EAA Chapter 569 Breakfasts

Each month the members of Chapter 569 meet in the hanger at Crete Aviation for a morning of hotcakes and conversation. Individuals from the aviation community outside our club are most welcome. Fly in, drive in or walk in, we hope to see you for breakfast.

The next Chapter breakfasts are:

Saturday	Chapter Breakfast
Nov. 19	800hrs to 1000hrs
	Crete Aviation
	Crete NE

Saturday	Chapter Breakfast
Dec. 17	800hrs to 1000hrs
	Crete Aviation
	Crete NE

Don't forget to contact Tom Henry if he hasn't yet taken your photo for the membership directory

Things to do

EAA Chapter 569 Meeting
First Tuesday each month

Chapter 569 Breakfast
Third Saturday each month

Chapter 1055 Breakfast
First Saturday each month
York, Nebraska

Fly-in/Airshow
October 27 to November 2
Acapulco, Mexico

AOPA Expo
November 3-5
Tampa, Florida

Nebraska Aviation Symposium 2006
Jan. 25, 26, 27 & 28, 2006
Kearney, Nebraska

Sun & Fun Fly-in
April 4-10, 2006
Lakeland, Florida

Rocky Mountain EAA Regional Fly-in
June 24-25, 2006
Watkins, Colorado

AirVenture 2006
July 24-30
Oshkosh, Wisconsin

President's Message

As November is the traditional month to give thanks, I would like to take this time to give praise to the guys in our club who get things done. John Tenopir has brought us a very enjoyable assortment of programs during the year. Tom Henry has kept our money safe and accounted for, in addition to keeping the membership records up to date. Dennis Crispin has provided accurate notes of our meetings by attending all monthly and board meetings and handled the necessary correspondence for the club. Dennis produced a fantastic monthly newsletter and has invested serious time and effort into composing original stories about member's projects and club events.

The breakfast crew-Roger, Kevin, Russ, Norm, Ray, wives and kids, have served all the necessary vitamins anybody could want during the Saturday feasts. The nominations committee Tom, Roger, and Ray have rallied another slate of officers for 2006, and it appears to be a fine group to vote for. The Christmas party committee Glen, Steve, Kevin, and Dean has us set for the big party in December.

Our technical counselors Tom and Doug are always ready to assist builders with their questions and provide inspections of their projects. I would like to announce the application of Erick Corbridge to join the ranks of our technical counselor team.

Young Eagle coordinators Tom, Tom, and George and all of the YE Pilots who have shared their time and money to expose aviation to our

younger generation deserve our sincere appreciation for their efforts.

I would like to say thank you to all of the members who have participated in EAA activities this year and for supporting our proud organization. When you see one of the guys (or appropriate wife) mentioned earlier tell them thanks for a job well done.

Andy Lahr
EAA 569 President

The Election of 2006 Officers will be held at the November meeting.

The EAA Chapter 569 by-laws provide for the election of officers each November. The Nomination Committee has provided the following slate of nominees for the four elective officer positions. Nominations from the floor are still in order. We encourage all members to attend and cast their vote in this important club function.

President

Steve Davey
Dennis Crispin

Vice President

Erick Corbridge
Steve Davey

Secretary

Rich Boelts
Dennis Crispin
Arnie wise

Treasurer

Tom Henry

It is Time to Select a "Sparkplug" for 2005

Each year we present the *Spark Plug Award* to a member who has shown outstanding dedication and leadership in the furtherance of our chapter's functions. Please fill out this form to submit your nomination. Give us your reason you think your nominee deserves this fine award. Send your nomination to Andy. The award is presented at the Christmas party.



Alan Weigle came to breakfast on his way to work, while flying his BD-4

(cut here)

2005 Spark Plug Award Nomination

I would like to nominate _____ for consideration as this year's *Spark Plug*. I believe this member deserves this award because _____

Submitted by _____

Send this form to Andy Lahr, 6952 S 53rd Court Lincoln NE 68516

(cut here)



At the October breakfast: Doug Prang of Lincoln arrived in his Cessna 150.



When you come for breakfast, Tess Kottich, weekend line service person at Crete Aviation, will be happy to fuel your airplane.

It's Party Time

*EAA Chapter 569 Annual Christmas Party will be held at
Misty's Restaurant, 63rd and Havelock Lincoln, NE
Sunday, December 4, 2005
Social Hour 6:00 PM
Dinner 6:30 PM*

*Send your reservation and payment to Glen Witte
6120 Havelock Avenue, Lincoln, NE 68507
Please submit your reservation by November 25, 2005.*

(cut here)

Chapter 569 Christmas Party Reservation

Please enter my reservation for _____ dinners at the 2005 Christmas party.

These are the names we would like on our name tags:

1. _____ 2. _____

Our choice of entrees are (please circle):

Desserts:

_____ \$26.00 Prime Rib 8 oz, or Top Sirloin 8.oz

_____ \$5.00 Cheese Cake

_____ \$23.00 Atlantic Salmon or Tilapia Fish

_____ \$2.25 Dutch Chocolate Cake

_____ \$ 22.00 Chicken Chardonnay or Red Basil Chicken _____ \$2.25 Carrot Cake

(your name) _____ (date mailed) _____

Please enclose payment for your meals with your reservation

Membership Renewal

Last month we ask the members to begin sending in their dues to renew their membership for the 2006 year. Many thanks to those who responded promptly.

We are trying to get everyone re-enrolled by the end of the year

(cut here)

when we have to submit our roster to the national organization. Last year we were very late in getting this done. The form is reprinted here. Please cut it off and send it with your \$20.00 annual dues to our treasure, Tom Henry.

EAA Chapter 569 2006 Membership Renewal Form

Please complete this form and send to:
Include your \$20.00 check for your
2006 annual chapter dues.

Thomas Henry
1360 S 96th Rd
Firth NE 68358

Name

Spouse

Address

City

State

Zip

Home phone

Work Phone

Email Address

EAA Number

Date You Joined Chapter 569

Aircraft Owned

Aircraft Project & Status

Experience With: (Wood, Metal, Welding, Composite, Fabric, Electronics, Paint, other (specify))

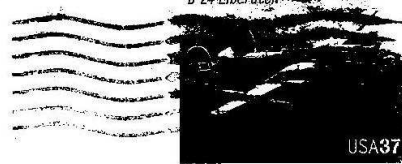
Other Aviation Interests

Chapter Contacts

PRESIDENT Andy Lahr 423-0145
pel1can@alltel.net
V.PRESIDENT John Tenipor 438-9056
drcmaint@yahoo.com
TREASURER Tom Henry 791-2116
tomhenry3@aol.com
SECRETARY Dennis Crispin 862-2892
ldovel@neb.rr.com
EAA TECHNICAL
COUNSELOR Tom Henry 791-2116
tomhenry3@aol.com
EAA TECHNICAL
COUNSELOR Doug Hill 730-8126
captdrh@yahoo.com

NEWSLETTER
EDITOR Dennis Crispin 862-2892
ldovel@neb.rr.com
YOUNG EAGLES
COORDINATOR Tom Winter 488-9238
twinter1@unl.edu
YOUNG EAGLES
COORDINATOR Tom Trumble 464-3089
twtrumble@netscape.net
WEBMASTER Emil Berberov 472-0706
eea569@inebraska.com
CHAPTER WEBSITE
<http://incolor.inetnebr.com/eea569>

Dennis Crispin
531 10th Street
Humboldt NE 68376-9709



Doug Volkmer
3720 Stockwell Circle
Lincoln NE 68506

05



Chapter 569
Communicator

November 2005