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Meeting Announcement

Date: Tuesday, November 4

Time: 7:30pm

Program: Duncan Aviation tour

Place: We'll begin outside the Duncan Aviation lobby on the East side of the airport. Remember, **East** side!!

Let's build a plane!

There has been some interest in starting a chapter building project and/or starting a flying club LLC. I thought I would judge the amount of interest within the EAA chapter for one or both projects.

The plane I would like to build is an RV-12 S-LSA. This would be a great building project. It comes in a pre-punched kit with everything ready to install including the panel avionics. This build project would take about 600 - 900 hours to complete and could be flying in a year depending on delivery of the build sub-kits from Van's.

This would then be a good plane for the chapter to then "sell" into a flying club LLC for it's members use. The chapter could make a profit from the sale of the plane, and members of the flying club have a plane to fly. Understand, is it forbidden to have a flying aircraft in an EAA Chapter, but there is nothing wrong with building a plane in the chapter and selling it. It is done all over the country, all the time.

Some preliminary numbers I came up with are as follows and certainly subject to change. All numbers are estimated on the heavy side.

RV-12 kit including engine/paint

\$60,000

Cost per member to join flying club (10 members)

\$8,000

Start up cost - \$5,000

Club reserve - \$15,000

Monthly fees (insurance, hangar rent, administrative) - \$75

Hourly Rate (including fuel, engine depreciation, etc.) - \$45

As a member of the flying club you own 1/10 of the aircraft and assets. You can sell your interest as you could with any ownership position or the other club members could elect to buy your interest.

Scheduling of the aircraft can be done on line so you would know from home / work/PDA when the plane is available.

The above information is just to get the thought process going. There are a lot of details to work out, but right now we are looking for those who are interested in proceeding. There are successful flying clubs in Omaha and all over the country. There is no reason why we could not start one in this area and base it out of Crete.

What I would like to do is schedule an hour or so at the next monthly meeting to discuss this proposal. If you have an interest in helping build a plane or joining a flying club make sure you **ATTEND THE NEXT MEETING!**

For more information / comments call Larry Geiger at 423-7057 or email him at Geico266@aol.com.

Meet an EAA 569 Member



Dennis Crispin was chosen for this month's "Meet an EAA 569 Member". Dennis did an outstanding job leading the Ford TriMotor and B-17 tour planning. The success our Chapter had was largely due to the time and effort Dennis put in, which meant several trips to Lincoln from Humboldt (90 miles one way). Thank you Dennis!

Here's what he had to say:

To answer your questions, my name is Dennis Crispin, EAA member since 1985 and Chapter 569 member since 1999. I have a daughter who is a physical therapist in Washington State, a son in law who is a Federal security agent at PDX and two grandchildren ages 10 and 12. My companion, Linda, has two children and five grandchildren, two of which, ages 10 and 12, think of me as a grandfather.

I am retired from a number of careers which include the restaurant industry, a developmental fuel ethanol plant, industrial maintenance and most recently, electronics service. I am a graduate of the University of Nebraska and did a tour in the United States Marine Corps.

One of your key questions seems to be "what sparked your interest in aviation?" In my case there were three distinct events.

I was five years old at Christmas 1942. Someone gave me a book entitled Famous Planes and Pilots. I imagine it had been published about

1940 and was written for ten to twelve year olds. The book contained some excellent watercolor paintings of the great aircraft of the time and short bios of the men and women who flew them.

I found the book absolutely mesmerizing. I remember my mother reading it to me dozens of times. There were airplanes with fascinating names like Ike, Goon, Bonzo, Gee Bee, Firecracker, Mister Mulligan and The Little Red Bus.

The pilots included Jimmy Doolittle, Steve Whitman, Tony Levier, Benny Howard, Amelia Earhart and Beryl Markham.

On facing pages were pictures of Lindbergh's Spirit of Saint Louis and his float equipped Lockheed Explorer. In my five year old sense of values, I thought it terribly unfair that Lindbergh should have two airplanes. It is interesting to note that the Lindbergh legend was so ingrained in the American consciousness that a five year old recognized both the man and his airplane.

One of the paintings was of a small white airplane, Willey Post's Winnie May, emerging from a storm cloud into the sunlight over a dark and foreboding ocean. Sixty five years later I can still clearly see the powerful image in my mind.

Being a kid in the late 1940's was to be immersed in aviation information. I remember the newspapers giving daily updates on Howard Hughes's around the world record flight and the announcement that Chuck Yeager and the X-1 had done the impossible by flying faster than the speed of sound. Life Magazine and the newsreels at the movies always had some new aviation accomplishment and National Geographic ran full page ads for the new Beachcraft Bonanza. In the Sunday comic section, Smilin'

Jack lived in a world of exotic airplanes and stunningly beautiful women. A little later Steve Canyon championed the cause of military aviation.

As I lived at the first stop of the homeward bound school bus, I was always home in time for the afternoon kid's radio shows. The fifteen minute shows would be considered excessively violent and politically incorrect today, but they were great entertainment at the time. Some of the shows were built around an aviation theme. I remember one in which a couple guys were having great adventures flying around the world in their Beachcraft Model 17 Stagerwing. Even the shows that weren't strictly aviation orientated often incorporated airplanes in their story line. One week cowboy Tom Mix and his six guns were keeping the piece on an ambulance flight aboard a Twin Beech. On another series that went on for several months, Jack Armstrong All American Boy was learning to fly in a Piper Cub; which brings us to the second step of my aeronautical education.

I sent in thirty five cents and two Wheaties box tops and received the Jack Armstrong Cub Pilot Trainer Kit. The Trainer was an oddly shaped cardboard box, printed on the outside to resemble a Cub cockpit. On one of the surfaces was a small wooden stick and a couple cardboard rudder pedals. Through a window in the box you could see a tiny Cub suspended on a network of black thread. When you moved the stick and rudders, the little airplane responded with the bank, yaw and pitch appropriate to the control input.

The key part of the kit was a reprint of How to Fly an Airplane, the flight instruction manual that Piper supplied with each new Cub airplane. The booklet gave a basic explanation of aerodynamics, and

addressed such areas as simple maintenance and preflight. The flight section gave detailed instructions on takeoff, landing, and even such maneuvers as slips, spins, lazy eights and chandelles. I read and reread the manual time after time and faithfully practiced the control inputs on the Trainer.

There was a "written test" that you were supposed to fill out and send in to receive your "cub pilot wings". As the material was written for a kid just a bit older than I was at the time, I found the test intimidating and never had confidence enough to send it in.

It was while studying the manual that I made the momentous decision that someday I was going to learn to fly. As a reward for all this studious effort, Dad took me over to Hastings airport and, for my ninth birthday, I received my first ride in an airplane. We were airborne in an Aeronca Champion when the instructor asked me to take a hold of the stick and "pull back a little bit". My concept of what was "a little bit" was evidently different than what he intended because, as the nose came up sharply, there were cries from the front seat of "Let go of the stick! Let go of the stick!"

In the late 1940's a comic book cost ten cents. I discovered that I could rarely get Dad to put up a dime for a comic, but I could always get him to spring for \$0.15 for the current issue of *Mechanix Illustrated*. Some times he would even go for \$0.25 to purchase *Popular Mechanics* or *Popular Science*. So I grew up reading those three publications.

In 1954, a year after he organized the EAA, Paul Poberezny wrote a series of three articles for *Mechanix Illustrated* titled *How to Build Your Own Airplane*. The articles generated the most reader response ever for a magazine of that type. Thousands of sets of plans were sold and the publicity launched the homebuilding

movement and made the EAA a national organization. The prototype Baby Ace, the plane described in the articles, now hangs in a place of honor in the EAA museum.

I was a teenager by then and, like the rest of the world, had no idea that you could actually BUILD your own airplane. WHAT A CONCEPT!!! I made another one of those life changing decisions – I would someday build my own plane.

A few years went by and, in an unusual set of circumstances; I was given a very good employment opportunity. I stayed out of college for a year to take advantage of it. The job paid well and, after squirreling away enough cash to cover my last year of school, I had some leftover funds. Overcoming the urge to buy a new(er) car, I joined the University Flying Club.

The flying club had two J-3s and a three seat Piper Super Cruiser at the time I joined, but I never got the chance to fly any of them. The fleet was soon upgraded to a Cessna 140 with a full panel, and a Tripacer.

The club was based at old Union airport and the business affairs and flight instruction were handled by Lincoln Aviation Institute. I was the first student at Lincoln Aviation and the flying club to start under the new FAA rules that required some instrument time be integrated into the private pilot syllabus.

About a year, and 30 flight hours, into the program the 140 was replaced with a near new Piper Colt in which I took my private check ride.

When I returned from the service, the flying club fleet had grown to two Colts, a Tripacer and a really nice Cherokee 180. With a young family to support and a time demanding job, I only rarely had the opportunity to avail myself of the excellent flying club rental rates.

Around 1971 The VA changed the rules on the Veterans Educational Benefits Program which then allowed training for professional flight ratings. I went back to Lincoln Aviation, now located at the "new" Lincoln Airport, and received the commercial and instrument ratings while flying their extensive fleet of Cherokee 140s and Piper Arrows. A multi engine rating followed with instruction in the Twin-Comanche and Seneca and a check out in the Aztec.

I managed just a few business trips with my newfound skills before Nixon's recession and the first Arab oil crisis conspired to destroy general aviation as we had known it. Then the bankruptcy of a business that I had staked a career on put an end to my active flying.

The old goal of building an airplane was never far from my mind. I had always admired the Rutan Long-Ezy design but never really considered it because of a known severe allergy to epoxy. When I went to Oshkosh the first time in 1984 I discovered that there was an epoxy that was especially formulated to avoid the allergy problems. I got a gallon, made some trial layups, and discovered that the so called "safe epoxy" was just as toxic as the other stuff, but there were ways of dealing with it.

I bought a set of Cozy plans and eventually started construction on a Cozy MK IV. The basic fuselage structure has been completed (it looks like a really ugly boat) and the main gear has been mounted. Once again events outside my control interfered with my aviation plans and the inactive project has been in storage for several years. Perhaps someday I'll get back to it.

In recent times my passion for aviation has been fed by participation in Chapter 569 and my annual excursions to Oshkosh (twenty four years and counting.) I am especially

grateful for all those wonderful friends and acquaintances that I have met along the way. Aviation people are simply the finest. Although I haven't really met those lofty goals that I set long ago, would I do it all over again? YOU BETCHA!!!

I hope this is what you wanted when you sent the questionnaire. When I sat down to write this I thought I could do it in just a few paragraphs but it seems that I got a bad case of diarrhea of the keyboard. I had never really put all this together in my own mind, so this is kind of an education for me too.

Oh yes, the other questions on the list.

My favorite airplane: Of the planes that I have flown, it is the Piper Aztec. The Aztec is a big solid, stable airplane that is easy to fly, even with its quaintly obsolete systems. It is especially fun to fly after you have flown its little sister the Twin-Comanche, which is a mean ornery little airplane that will bite you if given half a chance.

Favorite aviation book: Fate is the Hunter by Earnest K. Gann. It is Gann's autobiographic reminisces about flying the airlines in the pioneering days. Every pilot should own a copy.

Favorite aviation movie: Island in the Sky starring John Wayne. It is biased on a bestselling novel by Earnest K. Gann who wrote the screen play and directed the in-flight and cockpit scenes. Also seen in the movie are James Arness and Smiley Burnett, long before they became cowboy stars.

Minutes of the Club Meeting

Meeting called to order on October 7, 2008 by Don Shoemaker at 7:30pm.

Tom Henry gave the Treasurer report.

Doug Volkmer is doing a good job with the newsletter.

Tom Trumble could use some help with the paper work with Young Eagles flights.

If you have any suggestions for entertainment for the Christmas party, contact Yvonne Shoemaker.

The Chapter by-laws (from 1976) have been found. Former Chapter President Ken Mueller located them. Tom Henry will check into renting a safe deposit box to store them.

Oshkosh offers a weekend Leaders Academy session. The Academy begins on Friday night and continues through mid-day on Sunday. It covers a wide range of important chapter-centered topics, including recruitment, programs, and fund-raising. It would be ideal for anyone interested in becoming an officer someday.

Roger Aspegren announced the officers for 2009:

President – Tom Henry
Vice President – Kermit Wenger
Secretary – Dean Hoy
Treasurer – John Schwery

Roger also presented the Chapter with \$500, profit from the Chapter breakfast.

The meeting ended with an excellent program by cartoonist Bob Chambers.

Dean Hoy, Secretary

Minutes of the Executive Meeting

The October 15, 2008 meeting was attended by: Don Shoemaker, Tom Henry, Dean Hoy and Doug Volkmer.

2009 EAA Calendars will be available again for members at \$10 a piece.

A safe deposit box at a local bank will be used to store the Chapter by-laws. Tom Henry will also scan them so we can have a soft copy and store them on the Chapter website.

The Christmas party will be at the Knolls on Dec 7. The buffet will be \$20 per person. Still need poinsettias and to line up the entertainment. We'll extend an invite to Pat Dennison and Duncan Aviation. We will print up reservation forms and have them available at the November Club meeting so members can pre-pay.

Dean Hoy, Secretary

Officers for 2009 Named

The officers for 2009 were named at the October meeting. When you see them, please congratulate:

- President – Tom Henry
- Vice President – Kermit Wenger
- Secretary – Dean Hoy
- Treasurer – John Schwery



Chapter 569 Annual Holiday Party

*The Knoll 's Restaurant
2201 Old Cheney Road, Lincoln, NE*

Sunday, December 7, 2008

Social Hour 6:00 PM - Buffet Dinner 6:30 PM

Entertainment: "Swing Ambiance"

.....Cut Here - Mail Below Portion With Payment.....

Holiday Party Reservation



\$20.00 per person

Please submit your reservation by November 20th, 2008

Make Nametags For:

1. _____ 2. _____

Phone: _____ Total People: _____ Total \$ _____

**Please send to: Don Shoemaker
P.O. Box 435
Denton, NE 68339**



Pitot-Static System - Do you know how it works?

On Sunday, December 1st, 1974, a Northwest Airlines Boeing 727 lifted off from NYC bound for Buffalo, NY to pick up the Buffalo Bills football team.

The crew of three, led by a 35 year-old captain with over 7,000 hours total time and nearly 2,000 hours in type, wondered why their airspeed was increasing as they climbed up through IFR conditions.

They concluded that their climb rate was not steep enough, so the captain called for an increase in pitch attitude. Even with this, the airspeed continued to increase. They added more upward pitch and their airspeed increased even more.

Eventually, the B-727 stalled, then entered a spiral dive. All three crew members were killed in the wreck.

What happened?

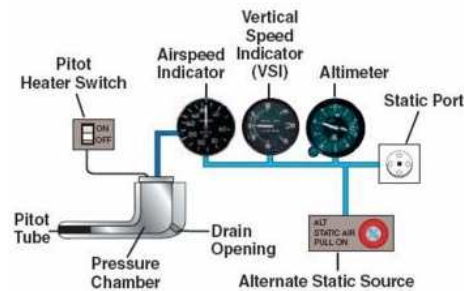
The weather that day included sleet and freezing rain. Yep, you guessed it . . . a frozen pitot tube!

When the pitot tube is blocked, the airspeed indicator acts like an altimeter. The higher the airplane climbs, the higher the airspeed indicator reads.

This is what happened on that fateful day near New York City. Unaware or not suspecting a frozen pitot tube, the crew addressed the apparent increasing airspeed by simply increasing pitch angle until eventually the airplane stalled.

Do YOU know how the pitot-static system works?

Study the illustration below. Note how the airspeed indicator, vertical speed indicator, and the altimeter are all connected together by several pieces of plumbing. Also note what happens when either the pitot tube or the static port becomes blocked.



Indications of Pitot Tube Blockage

If the pitot tube becomes blocked, the airspeed indicator (ASI) displays inaccurate speeds. At the altitude where the pitot tube becomes blocked, the ASI remains at the existing airspeed and doesn't reflect actual changes in speed.

- At altitudes above where the pitot tube became blocked, the ASI displays a higher-than-actual airspeed increasing steadily as altitude increases.

- At lower altitudes, the ASI displays a lower-than-actual airspeed decreasing steadily as altitude decreases.

Indications from Static Port Blockage

Many aircraft also have a heating system to protect the static ports to ensure the entire pitot-static system is clear of ice. If the static ports become blocked, the ASI would still function but could produce inaccurate indications. At the altitude where the blockage occurs, airspeed indications would be normal.

- At altitudes above which the static ports became blocked, the ASI displays a lower-than-actual airspeed continually decreasing as altitude is increased.

- At lower altitudes, the ASI displays a higher-than-actual airspeed increasing steadily as altitude decreases.

The pitot-static system is arguably the most important aircraft control system on an airplane. That and a magnetic compass are all that is required to keep an aircraft under control when in IFR conditions.

Let's be certain we know how this critical system operates!

(This article was reprinted with permission by Bob Miller of "Over the Airwaves". Check out his website at www.overtheairwaves.com.)

Classifieds

FOR SALE – 2006 Honda Hybrid Accord

V-6 Hybrid - 25-40 MPG

Performance with Economy!

30,000 miles with extra warranty!!
Stability Control, Grey Leather - Heated- Power Seats, Sunroof, Heated Mirrors, XM with in-dash 6 CD changer Alloy wheels, Remote opener, One owner, Immaculate condition!

Call to see 402-540-1558 Lincoln, Nebraska

\$24,500 With a full tank of gas and a fresh oil change.

Want to learn to fly? Time for a BFR? Or want to just polish up your skills? John C. Cox of rural DeWitt recently became a Certified Flight Instructor and would be glad to help you out. John can be reached at 239-3953.

Interested in becoming an EAA 569 member?

If you are interested in becoming an EAA 569 member or simply want to attend a meeting, please contact President Don Shoemaker at 402-797-7200 (home) or 402-475-4800 (work).

2009 EAA Calendar Order Form

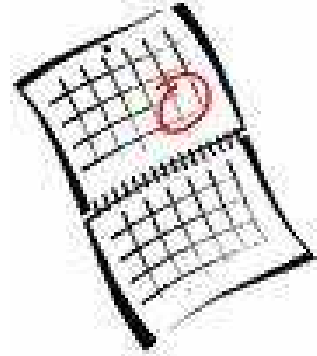
Please enter my order for ____ EAA 2009 Calendars at \$10.00 each.

My check for \$____.____ is attached.

(your Name) _____

Make checks payable to "EAA Chapter 569"

Mail order and payment to: Thomas Henry
1360 S 96th Rd
Firth NE 68358



EAA Chapter 569 2009 Membership Renewal Form

Please complete this form and send to: Thomas Henry
Include your \$20.00 check for your 2009 annual chapter dues. 1360 S 96th Rd
Firth NE 68358

Name Spouse

Address City State Zip

Home phone Work Phone Cell Phone

_____ - _____



Events

York Airport (JYR), EAA Chapter 1055 Fly-in breakfast on the 1st Saturday of every month. 0800-1000. Pilots eat free.

Crete Airport (CEK), EAA Chapter 569 Fly-in breakfast on the 3rd Saturday of every month. 0800-1000.

Nov 1 York (JYR), Nebraska Chapter of Ninety-Nines meeting, 10am, York FBO. Also Jan 3, 2009 at 10am, place TBD. More info: Patsy Meyer 402-423-6614.

Jan 28-31 Kearney (EAR), 17th Annual NE Aviation Symposium and Maintenance Seminar at the Kearney Holiday Inn (308-237-5971 for room reservations). 28th: 7pm Wings Program featuring presenter Mark Grady. 29th: 8am Opening remarks by NAC President, Barry Scheinost followed by NDA Director Stuart MacTaggart and FAA Regional Manager Chris Blum. Various break out sessions through morning and afternoon. Luncheon speaker, Joe Kittinger (set records for highest balloon ascent, highest parachute jump, longest drogue-fall (4 min), and fastest speed by a human through the atmosphere) and sensational WWII style singing group, "The AVI8ORS Ensemble". Evening banquet with guest speaker Denny Fitch (UAL Captain who controlled throttles on fated DC10 airliner which crashed at Sioux City, IA on July 19, 1989). Maintenance Seminar on 30 & 31 with guest speakers and Events Calendar IA renewal. More info: <http://avmechseminar.org>

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