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EAA Chapter 569 Newsletter

Lincoln, NE



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Meeting Announcement

Date: Tuesday, November 3rd

Time: 7:30pm

Program: AirVenture 2009 recap

Dennis Crispin will present slides from Oshkosh 2009. As you know, Dennis volunteers at Oshkosh every year. He takes fantastic pictures and does a tremendous job presenting them. A must see, especially if you didn't make it to Oshkosh this year. *(I'll bring the popcorn! – Ed.)*

Afterwards, we'll be voting for officers for 2010.

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

President's Message Tom Henry



I'm taking this opportunity to remind everyone that it is that time again when candidates are nominated for the Chapter Officers positions. If you have the desire to volunteer or would like to nominate someone (with their permission of course) please either contact any of your current officers or come to the November meeting and make the nomination in person. Let's all get involved, participate and grow our chapter. More involvement is more FUN!

I will accept last minute nominations at the beginning of the November meeting. We only have one candidate for a couple of positions so I really would like to see a few more nominations.

Roger Aspegren is spearheading an effort to organize a partnership to build an RV-12 or similar ELSA airplane to control the cost to purchase, fly and make it more accessible. The chapter website now has a forum just for this discussion. So far only Roger and I are on it. If you want to build and then have a great airplane to fly with a small group join the forum (www.eaa569.org) and contribute your thoughts and maybe a bunch of your money : -) as a partner of course. I know I would like to fly more. Anyone else?



Van's RV-12

Last, Dwana will be downstairs during the meeting and will take reservations for the Christmas party made out the EAA Chapter 569 of course. Please see the reservation form attached to this newsletter. We have to guarantee 60 meals so please get your reservations in.

Calm winds and clear skies,
Tom Henry

Corby Starlet Project Update

By Rev. Charles Van Vliet



I first thought of building an airplane while I was stationed in Ottawa, ON, Canada in 2003 when I read an article about homebuilt aircraft. The article, which I did not keep and now cannot remember the author, gave three examples of aircraft built from wood, aluminum and composite. The example of a wooden construction was a Corby Starlet, the aluminum was one of the RV series of aircraft and the composite construction was a Glasair. I liked the Corby Starlet right from the beginning, though I searched around before actually settling on that aircraft. The article gave some very good advice also. It said there are three things you should do if you are going to build an aircraft: first join the EAA as well as a local chapter of the EAA, to get to know other local builders, second attend Airventure, and third, get an Aircraft Spruce Catalogue. The latter, explained the author, is a great source of information for the homebuilder, even if you do not buy from them. Of course, you end up buying a lot from them if you are building from plans.

Once I settled on the Corby Starlet, I found a set of plans via the internet in January, 2003, and began working on a materials list. The first shipment of wood arrived at the end of April 2003 and the

first rib was made on May 16th, 2003. It was a station 95 rib and I used a resorcinol type glue. This glue was very messy and my test piece failed the destructive test at the glue line. That rib never made it in the aircraft. This led me on a search for better glue. At this point, I was a member of the EAA (January 2003) and I had an Aircraft Spruce Catalogue, but I had not joined the local chapter yet, so I was kind of blindly trying to figure out a lot of this stuff. My research in Canada, since I was stationed there at the time, led me to an epoxy glue called G-1 made by Industrial Formulators of Richmond, BC. I ordered this glue and before wasting more wood on a rib that will fail, I made a bunch of test pieces to let dry and break later to make sure I am satisfied with this product. One thing that I had heard was that the glue was very strong at normal temperatures, but at elevated temperatures, it weakened and could even fail. In order to test this report, I placed a bunch of my test pieces that had dried 24 hours in a pot of water on the stove with a thermometer and began to elevate the temperature very slowly. At 128 F the glue joint was still stronger than I could break by hand, but once in a vise and a little more pressure, the joint failed. At each successively higher temperature, the pieces separated very easily with little or no pressure. I left one of the pieces unbroken and let it cool. I put that one in the vise and could not separate the glue joint at all, with the wood failing first. Being somewhat confused about this and not understanding epoxy glues yet,

I contacted Industrial Formulators and spoke with one of their engineers. I explained to him my test with the poor results and he, in turn, explained what I had done wrong. The glue takes seven days to cure at 70 F and until that time, it has very little or no strength at elevated temperatures. The test piece that I let cool before testing and which passed the test, cured in one hour because of the heat it was exposed to. Therefore, I did my test all over again, this time waiting the seven days as the engineer had said, and even at 190 F the wood broke before the glue joint. I was satisfied at this point that the G-1 epoxy, which is similar to the T-88, was the glue I was going to use. The engineer gave me other pointers about the glue that were helpful also, though I will not list them all here.

Having made one of the most critical decisions for a wooden aircraft, I went full speed ahead into making ribs. I was half way through making jigs and ribs by the end of July when I decided I had to attend Airventure, as the article had suggested. It was perfect timing for me in the building process and helped me move along more quickly and confidently.

That September I was transferred to Lincoln, NE, joined the local Chapter 569 of the EAA for the first time. This move was to be the first of many moves during the building process. By November, 2003, I was finished with the ribs and began working on the elevator. By March 2004, I was ready for my first Technical Counselor visit

before closing up the elevator and vertical fin. Tom Henry graciously came and had a look at the progress, and his comments encouraged me to keep going.

Progress was slow but sure over the next two years and then I was transferred to Colorado in January of 2006. I moved the project to Littleton Colorado and worked out of the rectory garage. I was there seven months and made considerable progress since the conditions for building were very good. I had a large garage off the kitchen of the rectory with the work space about ten paces from my office desk. When I needed a break from work, I just had to get up walk over to the garage and relax for a little bit building the airplane. However, this situation was not to last, by September, 2006, I was reassigned to Lincoln, NE and moved the project one more time.

Since my return to Lincoln, progress has been very slow since my work schedule had quadrupled. I was not only taking care of a parish, but on the General Council of my order, given the position of General Bursar and also assigned to oversee the construction of our chapel for the seminary. At this time the Corby Starlet is at the seminary in the maintenance area and every once in a while I get a chance to do some work on it, though not much. The goal at this time is to complete the canopy installation, and get all the wiring completed that can be done before the covering process begins. In preparation for the latter, I attended a Sportair Fabric Workshop in the Denver area in September of this

year. The workshop was very useful and I am looking forward to beginning that part of the project. I also had the opportunity for the

first time to see a real flying model of the aircraft. Until then, I had only seen photos and YouTube videos of the aircraft.



State of the project before leaving Littleton Colorado.



Present state of the project.

Oops...

by Dennis Crispin

My flight instructor was fond of saying “The most useless things in aviation are the altitude above you, the runway behind you and the fuel that is still back at the pump”

He should have added “The check list that you don’t use.”

I had a list of the people and businesses that I wanted to recognize in last months report on the Ford TriMotor event, but didn’t refer to it when typing up the copy.

So here is a belated thank you and an apology to those that I missed.

Club member Norm Sell is a Model T owner/driver/enthusiast. He made arrangements to have some 1920’s & 1930’s automobiles available for display on the ramp near the TriMotor staging area. Thinking that he might not be able to make the event every day, Norm enlisted the help of his friend, Harry Johnston. Harry gave up some of his vacation time to bring his own immaculate Model A and to keep the car display organized each day. Thank you, fellows – the cars added a lot to the event and were a big help in establishing the time period in the minds of the people who came out to see the TriMotor.



Norm Sell’s 1924 Model T

When it looked like we might not have enough help on the Friday of the event, I sent a note to the nearby EAA chapters offering them a chance to get in on the fun. I quickly received a call from Kathy Callahan who identified herself as the new Young Eagle Coordinator for Chapter 80 in Omaha. She said that she would be down to help, just as soon as she got the kids off to school. When she showed up on Friday she had her husband, Bruce, with her.

Thank you, Kathy and Bruce. Your energy and enthusiasm made a big contribution to the TriMotor Tour.

We also extend a big thank you to the electronic and print media who gave us coverage during the event.

Dennis Crispin
Event Chairman
Ford TriMotor Tour
EAA Chapter 569
Lincoln, Nebraska

EAA Christmas Party

Are you thinking of Christmas?!

Well the committee for the Christmas party is!!

Our next meeting will be on Tuesday November 3rd, 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 help with our project of the night, please come!

I want to thank everyone for all of their help so far! At the next meeting we will be working on what is left of our projects! I will bring the supplies we need!

If you can come join in the fun, we would welcome extra hands!

I am looking forward to seeing you at the November 3rd, meeting!

Thank you, Dwana

New Chairmen for Young Eagles

by Tom Poberezny
EAA President and Chairman

A little more than three weeks ago, we named Sully Sullenberger and Jeff Skiles as our new Young Eagles co-chairmen, succeeding Harrison Ford, who had served with a deep commitment for the past five years. As I said during their introductory news conference, Sully and Jeff distinguished themselves not only during the now-famous US Airways Flight 1549 last January, but in how they have represented the aviation community in the months afterward. They have been outstanding role models for all of us.

While the selection of a Young Eagles chairman or co-chairmen certainly includes an amount of public visibility and recognition - as it did with Harrison Ford, Chuck Yeager and Cliff Robertson before them - Sully and Jeff are much more than the topics of today's news. When Harrison and I talked with them during AirVenture 2009, it was apparent that they understood and supported the mission of the Young Eagles program. They want to use whatever recognition they now have to promote and enhance aviation. This is not a new idea. Charles Lindbergh used his popularity more than 80 years ago by touring America and promoting aviation after he returned from his famous flight.

Last week I received an unsolicited letter from Sully and

Jeff regarding their hopes as Young Eagles chairmen. Their powerful joint statement shows even more that they "get it" and will be outstanding leaders for Young Eagles.

Message from Sully and Jeff

We would both like to express to everyone in the EAA community our excitement about our new roles as Co-chairmen of the EAA Young Eagles program. We are honored and humbled to accept this position within the EAA organization and look forward to working with you all to further this great cause.

Together, we share a kinship as aviators and a responsibility to inspire those who follow. Our passion for flight and our sense of family in the company of other aviators must be introduced to the pilots, aviation professionals and enthusiasts who will follow in our footsteps. The EAA and its many members have challenged themselves to take the lead in this effort. The Young Eagles program has harnessed the enthusiasm and drive of the entire EAA organization to promote aviation and encourage, inspire and enlighten the aviation leaders of tomorrow. The two of us share that commitment with you. Together we will move forward and build upon the solid foundation left by those that came before us, working to inspire youth into aviation and promote their many achievements.

The two of us come from different aviation backgrounds, but a passion for flight binds us together, as it binds us all within the EAA community. Through the Young

Eagles program we look forward to partnering with you and sharing our passion with youth, both through our local EAA Chapters and our individual efforts. We are enthusiastic about moving forward with Harrison Ford's message that by applying themselves, being self disciplined and focusing on goals, a Young Eagle can "earn" the reward of flight. We would like to add our own emphasis on training, preparation and leadership to the EAA Young Eagles vocabulary. As professional pilots and through our experience on US Airways Flight 1549, the two of us know the value of these basic tenets of aviation and will promote and encourage their importance as our contribution to the EAA Young Eagle message.

To advance and ensure the future of general aviation, we must all join as ambassadors for flight and share our experiences with the generation that follows. As part of this effort, the EAA Young Eagles program has introduced many children and teenagers to a world they might never have had an opportunity to experience, and we are thrilled to join the EAA community in continuing this noble effort into the future. As pilots, we are united by our unique ability to break the bonds of earth and reach for the clouds. In partnership with the EAA Young Eagles and youth education programs, we can share in inspiring and grooming the next generation of aviation enthusiasts and leaders. The two of us are eager to join with each and every one of you in making our mutual passion for flight the legacy we pass on to the aviators of tomorrow.

Sully and Jeff

It's Party Time!
EAA Chapter 569 Annual Christmas Party



The Knoll's Restaurant
2201 Old Cheney Rd., Lincoln NE

402-423-2843



Sunday December 6, 2009
Social Gathering 6:00pm - Buffet Dinner 6:30 pm
Entertainment Will Be!

The Magic of



VINCENT VILLAMONTE!!

Cut Here - Mail Below Portion With Payment

EAA Chapter 569 Christmas Party Reservation

\$20.00 per buffet meal, includes tax & gratuity

Beverages included are: coffee, Tea +Sodas - Cash Bar Available

Send your reservation & payment to:

Dwana Henry 1360 South 96 Rd. Firth, NE 68358

**Please enclose payment of \$20.00 per meal with your reservation - Make checks payable to:
EAA Chapter 569**

Dinner Reservation for# _____ Total Enclosed\$ _____ Date Mailed _____

Make Nametags For:

1. _____

2. _____

Please submit your reservation by November 30th, 2009

Classifieds

FOR SALE 1962 Cessna 182E

1962 Cessna 182E bought new by Hugo Aspergrin, then purchased by Chambers family in 1986 with only 797 TT, now has 1,545 hours TOTAL TIME and has become a queen again in my hangar. Last annulled in December, 2006 I have run her up and down the runway enough to keep the engine oiled, but have no place to go, am out of license myself, and she needs a new home. Last compression check was 70/80, 70/80, 64/80, 70/80, 70/80, 69/80.

Maintained by Seward and Crete most of the time since we have owned her. Needs paint. Glass and interior are still great. Cleveland's and new tires a few years ago. Wahoo FBO overhauled mags and replaced bladders when we bought her. Auto STC from Petersen, but do not use auto fuel because she sits so much. Rebuilt carb in 2006 and have not used auto fuel since.

This is a solid C182 with VERY low total time. The 0470, 230 hp. engine is TBO at 1,500 hours. Still runs strong, so I saw no reason to overhaul until she shows signs of weakness. KX 155 flip flop radio, Loran, electric compass card, transponder and intercom are the only modifications to the panel. Asking \$39,000 with fresh annual from Crete. Great project for someone who can do their own engine work and paint, or just fly her until the engine weakens. This bird booked retail at \$52,000 in 2008, before the recession hit. She will appreciate again in the recovery, which can't come too soon for any of us.

N-3170Y is hangared at my farm, three miles south of Lincoln.

Jim Chambers cell: (402) 440-5270 home: 488-8814 work: 465-3806 or (866) 913-5081 toll free



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 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.

2009 Spark Plug Award Nomination

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

Submitted by _____

Send this form to:

Tom Henry
1360 S 96th Rd.
Firth, NE 68358

John Cox
2279 County Road 2425
Dewitt, Nebraska 68541-2518