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# EAA Chapter 569 Newsletter

Lincoln, NE



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## Meeting Announcement

**Date:** Tuesday, October 6<sup>th</sup>

**Time:** 7:30pm

Jason Linder from the Civil Air Patrol will discuss how they go about search and rescue missions using a real case.

**Place:** Duncan Aviation Engine Shop  
5000 NW 44<sup>th</sup> St - Lincoln NE

## President's Message Tom Henry



The EAA Ford Tri-Motor has come and gone and we had a respectable visit even with very stiff competition from the Offutt Open House and the last Nebraska State Fair. Dennis Crispin and crew did an incredible job of promotion and coordination. Dennis in particular deserves a HUGE THANK YOU for taking on such a big job and devoting a tremendous amount of time and energy to it. THANK YOU DENNIS!! If we had an army of you we could take the world by storm!

Thank you to our Vice President Kermit Wenger for gathering up the pieces and making the September pot luck another great success. Even the cooking was good by Kermit with help from Lonnie Higgins. The entertainment was great with a slide show by Dennis Crispin (this is getting

to be a tradition) and James Higgins provided a video presentation and thank you for our sending him to the EAA Air Academy. If you missed it you missed good food, good company and great weather. It was a very enjoyable evening for everyone that attended. We even had a few fly ins.

Last it is that time again where 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 October meeting and make the nomination in person. We really need to spread the work of operating the chapter around to keep from burning out anyone. Lets all get involved, participate and grow our chapter.

Calm winds and clear skies,

Tom Henry



**This 1936 Ford truck was one of a few Fords on display during the TriMotor visit.**

## We Hosted the TriMotor Once Again

by Dennis Crispin



August 27 - 30 found EAA Chapter 569 once again hosting the EAA's historic 1929 Ford TriMotor Airliner on a stop of the summer exhibition tour. After the very successful Lincoln tour stop in 2007 we had hopes of another record event.

After a low overcast blew away Thursday afternoon, we enjoyed near perfect weather. Comfortable temperatures, gentle breezes and blue skies were evident for the rest of the event. Many people brought back photos from aloft that showed very little haze on the horizon. Conditions could not have been nicer. The only apparent problem was that the closure of runway 17-35 necessitated slightly longer taxi times.



**Briefing the next group.**

Our promotional efforts proved their worth with a near record number of presold bookings.

The Ford TriMotor was the first production airliner. All of the elements of public air travel that we take for granted today were developed with the TriMotor.

A number of the people who came out to ride the airplane were aware of its historic significance and many had some personal connection with the airplane.

On the last load Sunday a lady mentioned as she was boarding "This will be the third time I have ridden a TriMotor. The other two were out of Sandusky, Ohio on Island Airlines". I am sorry that she got away after the flight before I could find out the rest of what was likely an interesting story.

When the plane first came in, we were waiting for the tug to take it to the hanger, when a Learjet parked beside it. The Lear pilot, a man far too young to have been part of the Ford era, deplaned and started looking over the TriMotor with that intensity that only a pilot checking out an interesting airplane has. I asked "Do you think you would like to fly it?" he replied "You probably won't believe it, but I have forty hours in a Bushmaster!" (The Bushmaster was a later variant on the TriMotor design.)

We were trying to make up one last load on Saturday evening when my cell phone rang. A young lady, who identified herself as Sarah, said that she was twenty minutes out on the interstate. She had three friends with her and was hoping to get rides before we stopped for the day. When she arrived she told me

the rest of the story. Her fiancé had called and asked that she drive to Lincoln and ride on the airplane. The boyfriend, who's family name is Stout, believes that he is descended from William Stout, the designer of the TriMotor.

William Stout was one of the great engineers of his time with a long list of patents and was known for his innovative original designs of aircraft, automobiles and industrial equipment.

I told Sarah what I knew about the intriguing story of Stout's participation in the design of the TriMotor and his involvement with Henry Ford and the Ford Motor Company.

Sarah was thrilled to hear the history of the aircraft, to get to ride on it and to get some photos of the plane. The photo of the plaque on the side of the TriMotor, that proclaims that it was built by the Stout Aircraft Company, a Division of Ford Motor Company, is especially treasured.

The three friends – they are all medical students at University of Nebraska Medical Center in Omaha – got into the story of the airplane and one was especially excited to ride in the "Johnny Depp seat".

In 1934, John Dillinger, then considered "public enemy number one," was captured in Tempe, Arizona. He was then flown back to Chicago, to stand trial for murder and bank robbery, in a chartered Ford TriMotor. This was the first time that a major criminal

was transported by air.

When making the new movie, Public Enemies the producers used our TriMotor to film the extradition scene.

We used the Johnny Depp (star of the movie)/Public Enemies angle in some of our promotions and it brought some interest to the event.

A lot of kids got to sit in the “Johnny Depp Seat” and a few lucky ones got to ride in it. You can bet that there were some great stories exchanged at school on Monday morning.

One lady had seen that the TriMotor had been in Des Moines on a Johnny Depp fan club web site. She asked a lot of questions, took a bunch of pictures, and rode in the “Johnny Depp seat.” She was going straight home to post her experiences and photos on the web.

We now recognize those whose dedication and efforts made the TriMotor Tour Stop possible.

Our first big thank you goes to Kyle Ollinger and the management and staff of Silverhawk Aviation. For the third year in a row they opened their business to us and offered every possible assistance.

Doug Schmitt and Duncan Aviation provided a hangar for the TriMotor. Storing an aircraft as large as the Ford is a potentially costly endeavor. We are so grateful to Duncan Aviation for providing this service.

Brian Lammers with Anderson Ford Mazda supplied a van for the crew. Thank you.

John Wood, Executive Director, and Robert McNally, Operations Director, of the Lincoln Airport Authority were most helpful and supportive of our event. Thank you very much.

Amy Francis and her crew at Lincoln Tower receive our thanks for expediting the flights and keeping the plane in a very visible route over the city.

Thanks to the downtown Embassy Suites Hotel for providing deeply discounted lodging for the crew.

We thank Lisa Fryda, manager of the Grand Cinema, for her help in getting our posters and flyers into the lobbies of the Lincoln Marcus Theaters.

Another thank you goes to Ronnie Mitchell and David Morris of the Nebraska Department of Aeronautics. Many of the passengers, especially those from the western part of the state, told us that their first exposure to the TriMotor event was in Pireps.

To all of those friends of historic aviation, far and wide, who helped us by putting up posters, handing out miniflyers, making phone calls and generally getting the word out, our heart felt appreciation for your valued assistance.

Our biggest thank you goes to the volunteers who spend countless hours to keep the historic TriMotor flying on its exhibition tour.

The crew at the Lincoln stop were:

Rand Siegfried – Pilot  
Colin Soucy – Pilot  
Sherry Finkler – Cashier  
and

Vance & Carol San Filippo, who move and operate the merchandise trailer.



**Rand Siegfried**

All of these fine folks have been here before, so their return was a reunion with good friends.

Cody and Jackie Welsh are the coordinators of the TriMotor Tour.



**TriMotor instrument panel.**

Campaigning the old airplane requires a high level of dedication

and commitment. Besides that, it is simply hard work. These volunteers, with the many others who participate in maintaining and supporting the plane, exhibit what can only be described as a love for the TriMotor and a passion to keep it and its history alive.

Again we thank you for bringing the plane to Lincoln and for your commitment to the TriMotor and to historic aviation.

Sean Elliott and Sue Strehlow are the professionals who staff the EAA flight services office in Oshkosh. They are good people to work with.

Thank you to the Members of EAA Chapter 569. Many did a little, a few did a lot, all contributed to the success of the event.

Lori Cox ran the pop stand. Although there weren't many sales in the cool weather, it was a needed and appreciated service. Thanks Lori.



**John F. Cox buckled in.**

Kevin Rock printed much of our

advertising material at considerable expense to himself and his business. Thank you Kevin.

Now I would like to extend some personal thank yous.

Thanks to Tom Henry and the chapter officers. They gave me free rein in organizing the event, even when spending the club's money.

Thanks to Cristi Higgins for her part as the Promotions Chairman. Her contacts with the local media proved very valuable.

My biggest personal thank you goes to Andy Lahr. Andy took care of all those organizational details from the port-a-potties to the volunteer work schedule. When Andy tackles a project it gets done without any hassle. His contribution made the event work.

In the early spring, when we agreed to host the TriMotor, we didn't realize that the "last State Fair in Lincoln" would draw such a big crowd and the Offutt Air Show schedule had not yet been published. The two events not only drew potential riders away from the TriMotor, but monopolized the local news coverage. As a result we did not put up nearly as many revenue flights as we had reason to expect.

Never the less – we are calling the Lincoln TriMotor Tour Stop a success. A lot of people had the experience of participating in a rare moment of living history. Each time the plane came back we unloaded a full complement of

smiles. Many were exposed to a piece of aviation history that they might not otherwise have had the opportunity to enjoy. A great time was had by all (and that includes those of us who had the privilege of working on the project.)

After we got things closed down and put away on Sunday evening, I went to downtown Lincoln to pick up the poster that we had placed in the Grand Theater. I was walking down the street wearing my TriMotor cap and carrying this large signboard with its photos of the airplane and a banner headline of "FLY THE FORD". I was stopped by a fellow who profusely thanked me for bringing the TriMotor to Lincoln. He had not flown on the plane or even been to the airport for a close up view, but thought that it was so wonderful to have seen the aircraft flying over the city for four days. He expressed a great appreciation for those who care enough to keep this rare historical artifact flying. Moments like this make it all worth while.

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

## She is here!!

by Mark Gaffney

Anne and I would like to announce the birth of Veronica Leona Gaffney. She was born Thursday (9/17) at 4:10 pm. She is 6 lbs 4 oz, 20 inches long.



She decided to make an early start in this world (she was 15 days early), but is doing well. Anne is doing well, too, except for being exhausted. We came home from the hospital on Saturday (9/19), and are adjusting to life at home.



## Order your 2010 EAA Calendar now!

### 2010 EAA Calendar Order Form

Please enter my order for \_\_\_\_ EAA 2010 Calendars at \$10.00 each.

My check for \$\_\_\_\_\_ is attached.

(your Name) \_\_\_\_\_

Make checks payable to "EAA Chapter 569"

Mail order and payment to: John Schwery  
12720 SW Gray Fawn Dr  
Roca, NE 68430

***Please have your order in by October 15<sup>th</sup>.***

## *EAA Christmas Party*

**Are you thinking of Christmas?!**

**Well the committee for the Christmas party is!!**

**Our next meeting will be on Tuesday October 6th, 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 or just 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 bringing our supplies and working on the bottom of our boxes! I will bring the paper cut down to size. We will be tracing our pattern, cutting, scoring, folding and gluing! If you can come join in the fun, we would welcome extra hands!**

**You are welcome to join us even if you are not part of the committee!!**

**I am looking forward to seeing you at the October 6th meeting!**

Thank you, Dwana

## Maintaining the Passion

by Roger Aspegren

Every person that strives to obtain their pilot license must have a passion for flying, otherwise why would they spend so much time and money to achieve this goal? But yet, I see many (most?) new pilots do not continue utilizing their new privilege more than a few months before abandoning it for several years, or forever. So what is the problem? I was one of those people. After receiving my private pilot license back in the 60s I flew for a few months, renting a Cherokee 180 from the University Flying Club. I had to schedule the plane as much as 2 weeks in

advance, then when my day came I would many times find that the weather was not suitable, the plane was broke or being serviced, or my personal schedule did not happen as planned. Then came increased job and family responsibilities and then when I was able to get it all to fit so I could fly for an hour or two I did not feel comfortable with my skills and needed to take a flight instructor which increased costs. Gradually I drifted away, saying some day I would try it again. Fortunately I did. I would like to see if we can find the answers to some of these problems and allow new pilots to keep their flying skills up to date. I

have some information put together and would like to invite anyone interested to a "brain-storming" session. My plan is to find a way to make flying regularly more affordable and easier to schedule. This plan could also be viable to an older person like me that sees the day coming when our medical may be more difficult and more costly to obtain.

Whatever your interest, we can benefit from your input. The meeting is scheduled for October 12, 6:30 pm at Duncan Aviation. Ask in the lobby for directions. Roger Aspegren 840-2499 or email at [rv9roger@gmail.com](mailto:rv9roger@gmail.com)

# EAA Christmas Party

**Please save the date!!**

*EAA Chapter 569 Annual Christmas Party will be held at:  
The Knoll 's Restaurant  
Sunday, December 6, 2009*

**We are excited to have**

**THE MAGIC OF**



**VINCENT VILLAMONTE**

**As our entertainment this year!**

*Click on the link below to find out more about Vincent!*

[Click here: Vincent Villamonte](#)

*Registration forms will be available soon!*

## Minutes of the Executive Meeting

The September 19, 2009 meeting was attended by: Tom Henry, Kerm Wenger, John Schwery, Dean Hoy, Roger Aspegren and Doug Volkmer.

Expenses for the Chapter picnic were submitted and approved for payment.

It's time to turn in EAA calendar orders for 2010. John Schwery agreed to coordinate this.

Nominations for officers for 2010 was discussed. Various names were submitted. They will be contacted to see if they want to be considered for an officer role in 2010.

Meeting adjourned at 12:05pm.

Dean Hoy,  
Secretary

## Minutes of the Club Meeting

No meeting in September due to the Chapter picnic.

## IFR Ground School

The Beatrice Municipal Airport is sponsoring an **Instrument Ground School** on Thursdays from Oct. 22nd to December 17th. from 7 to 10 p.m. each night.

You will receive the:

**Jeppesen Instrument/commercial text book**

**Gleim knowledge test guide.**

**Current FAR/AIM**

**Lecture notes**

**IFR plotter.**

Bring either an E6-B flight computer or electronic calculator. {an electric calculator makes life easier}

The cost for the lecture which includes the books and plotter is \$475.00

An instrument rating not only allows you to fly within the ATC system but most important of all, it makes you a better pilot. Register with any one of the instructors listed below. If you know someone who wants to get their IFR rating, tell them or better yet bring them.

### **Happy flying from the Flight Instructors**

**Jason Linder CFII 3728 Mohawk St--Lincoln, Ne.68510 C) 402-450-9955**

**John Cox CFII 2279 Count Rd. 2425 DeWitt, Ne.68341 H) 402-683-2060 C) 402-239-3953**

**Dean Doyle CFII 1416 Doyle Lane, Beatrice, Ne 68310 H) 402-228-2275 C) 402-520-0274**

## 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 Telephone: 402-499-1039 E-mail [Corbe99@yahoo.com](mailto:Corbe99@yahoo.com)

## Events

**York Airport (JYR)**, EAA Chapter 1055 Fly-in breakfast on the 1<sup>st</sup> Saturday of every month. 0800-1000. Free will donation.

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

### **Airport of the Year 2009**

Time to start building your package nominating your favorite airport for “Nebraska Airport of the Year 2009”. Two airport categories are eligible for the award; Air Carrier Airports (large) and General Aviation Airports. Air Carrier airports include: Alliance Municipal Airport, Chadron Municipal Airport, Grand Island’s Central NE Regional Airport, Kearney Regional Airport, Lincoln Airport, McCook Regional Airport, North Platte Regional Airport, Omaha’s Eppley Airfield and Scottbluff’s Western NE Regional Airport. All remaining airports fall into the General Aviation category.

Holdrege’s Brewster Field won “NE Airport of the Year 2008” and must wait one year prior to being considered again. Nomination forms can be printed from the NDA’s website at [www.aero.state.ne.us](http://www.aero.state.ne.us) under the title “Airport of the Year form”. Completed forms must be mailed not later than December 21, 2009, to: Editor PIREPS, PO Box 82088, Lincoln, NE 68501.

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