



## Meeting Announcement

**Date:** Tuesday, September 6, 2005

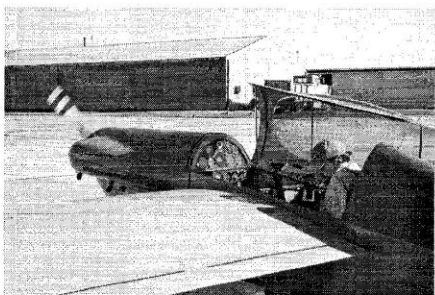
**Time:** 1930hrs

**Place:** Duncan Aviation Engine Shop  
Classroom

**Program:** Is the Dream Alive?

Chapter 569 member, Paul Schlein, will make a presentation on the original design aircraft he is building. He has titled the talk "Is the dream alive?"

The meeting will be held in the classroom at the Duncan Aviation Engine Shop. Enter Airpark from the north or south on NW 48<sup>th</sup> Street. Turn east on West Cuming Street, go four blocks to NW 44<sup>th</sup>. The building is on the Southeast corner at 5000 NW 44<sup>th</sup>. Parking is available west of the building, with additional space across the street to the northwest.



*Al Spaulding buckles in for an early morning flight in his Sonerai II*

## Communicator

**Chapter 569**

**Lincoln, Nebraska**

**September 2005**

### Our Aircraft of the month is Al Spaulding's Sonerai II

Al Spaulding's airplane building career started at age six when he began nailing together odd scraps of wood to create roughly airplane shaped models. These first attempts didn't fly very well (actually not at all). With time his building skills improved until, by high school, he was successfully flying the first radio controlled model airplane in his hometown of Hastings, Nebraska.

As time went by, he found a well started Sonerai II project in Florida. The wings were nearly finished and most of the welding done on the fuselage. Questioning the workmanship on the wings, he completely disassembled them for a total rebuild.

The salvage yard Volkswagen engine that came with the project was considered untrustworthy, so Al bought a case, crank and cylinder kit and built up a new engine. The engine sports a Posa carb and a prop hub by Great Plains Aircraft. Al highly recommends the special hub that eliminates the problem of the crankshaft cracking at the keyway, (which sometimes causes the propeller to depart the aircraft in flight!)

The Sonerai II carries no starter, but has a small alternator

enclosed within the original clutch housing.

The 1834 cc engine develops approximately 60 horsepower and gives the plane a 130 MPH (corrected) cruise at 2500 RPM.

To Al, the biggest challenge in the building of the plane was the variety of skills that he needed to learn; including welding to complete the fuselage, sheet metal and riveting for the aluminum wings and composite work on the cowlings.

The plane has now been flying for 25 years and about 550 hours. Al finds the best part of the plane to be it's low cost – only about \$5,000 including engine and radio – and the great operating costs provided by the fuel miserly engine.

The "II" in the designation refers to the tandem two seat layout. When a plane is designed around a small engine, one gets a small airplane with a small cabin. The rear seat had to be modified and lowered to accommodate Al's six foot one inch frame. The front seat will allow only one very small person. Al refers to it as his "one and a half place airplane".

The Sonerai II is a midwing tail dragger expressly designed to carry modified Volkswagen engines. Single place, low wing, stretched and tri gear variants are available. The fuselage is of welded 4130 tubing and is covered with fabric. The wings are built from .025" 2024-T3 aluminum sheet with spars of .040" material.

The plans built design is by prolific homebuilt aircraft designer John Monnett whose other credits include the Monerai, Moni, Monex and Sonex. Plans for the aircraft are

currently marketed by Great Plains Aircraft at Boys Town, Nebraska.

The "book" specs of the Sonerai II are:

Span	18'8"
Length	18'10"
Engine	1700-2180cc
Fuel	10 gal.
Empty weight	520 lbs.
Useful load	430 lbs
Design limit	+/- 4 G
Aerobatic limit	+/- 6 G
Takeoff	900 ft.
Stall	45 MPH
Landing	58 MPH
Cruise at 75%	140 MPH
VNE	200 MPH
Climb at gross	500 FPM

Al Spalding did a tour in the Air Force during the Korean War where he maintained the super secret radio gear that listened in on the bad guys detonating nuclear weapons half way around the world. Out of the service, he began his lifetime career as a maintenance/test technician with Lincoln Telephone Company, retiring ten years ago.

He learned to fly in a Cessna 120 during the mid sixty's at Lincoln's Arrow Airport.

Al and his wife Alice have five children and nine grandkids.

His other aeronautical adventures include the building of a powered hang glider, ownership of a Whitman Tailwind, and his current personal R & D project, the flying saucer. These, however are other stories to be told at another time.

## Minutes of the EAA Chapter 569 August Meeting

The meeting was held Tuesday, August 9, 2005 at the Duncan Aviation engine shop classroom with President Andy Lahr presiding.

Andy asked for volunteers for the nomination committee while pointing out that we need to organize the committee in September to present the slate of officer nominations in October. The election of officers will take place in November with the installation of the new officers in December. Tom Henry has agreed to serve on the committee, others are still needed.

Andy pointed out the advantage of being on the election committee some what protected one from being nominated. Since no one volunteered, he assumed everyone would accept a nomination for an office. It didn't get a laugh or any hands up.

We ask for submissions to the tool program. There were no responses.

Roger presented a "Glacier Girl" tee shirt to Eric for his wise choice to stay home for the birth of his daughter, rather than go to Oshkosh. Andy announced the dates of AirVenture for the next two years so Eric can "plan his work" accordingly.

Roger Aspegren gave a short report for the breakfast committee. The search is ongoing for a grill. The donated grill has been used, but is cooking too hot and still needs some work. A pancake dropper has been purchased. Some heated food holding equipment is still needed.

Roger requested a better level of support from the members. At the July breakfast there were several flyins from outside the club, two from North Platte, two from York and four from Fremont. Only nine chapter 569 members were present – not a very good representation.

A thank you note was read from Tom Hanna, one of the young men we sponsored at ACE camp. He remarked on his exposure to the broad choice of careers in aviation. He was particularly interested in tower operations after a tour of the Lincoln Control facility.

An announcement was made from the floor about an AOPA safety meeting at UNO on Thursday, August 11th. Several members expressed an interest in carpooling to the event.

The program of the evening was an "Oshkosh debriefing". Projected digital photos by Tom Henry and Andy Lahr and slides by Dennis Crispin prompted extensive comments and observations on AirVenture '05 by the members.

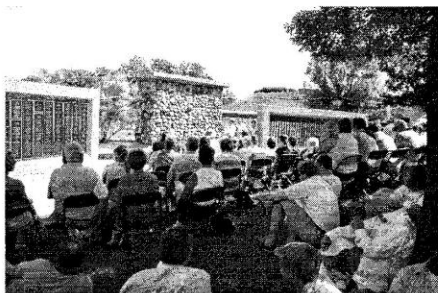


*Al and Alice show their Sonreai II to club members*

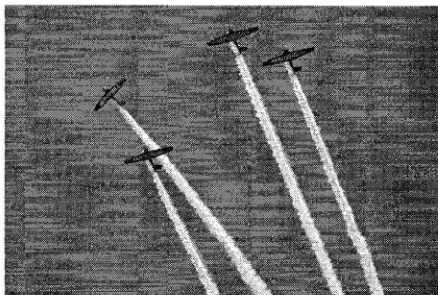
## Lester David Honored at Memorial Wall

On the last day of AirVenture 2005, Sunday, July 31, an induction ceremony was held at the EAA Memorial Wall. Among the seventy individuals honored with their names on this year's plaque was EAA Chapter 569 member Lester David.

In a moving tribute, EAA President Tom Poberezny described the Memorial Wall as a place where we can remember forever. The ceremony concluded with the playing of Taps while a flight of aircraft performed a missing man salute overhead.



*Tom Poberezny leads the induction ceremony at Memorial Wall.*



*Ray Supalla with the 2005 plaque at Memorial Wall*



*This section of the plaque contains the name of Chapter 569 member Lester David.*

*Photo at left: Team Aeroshell flies the Missing Man Formation*

## **EAA Chapter 569 Upcoming Young Eagle Event**

Civil Air Patrol Open House  
Open to public at Fremont Municipal  
Airport

September 10, 2005, 0830hrs to  
1300hrs

The event will be coordinated with  
Omaha Chapter 80 and York  
Chapter 1055. We will need pilots  
and airplanes.

Contact Tom Trumble

Cub Scout Den – 8 kids  
Lincoln

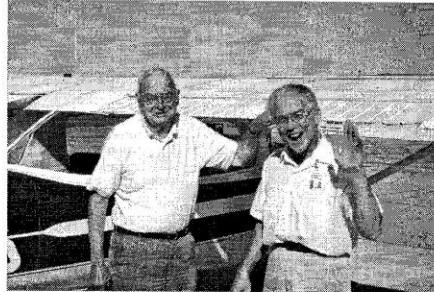
October 1, early morning

Contact Tom Winter

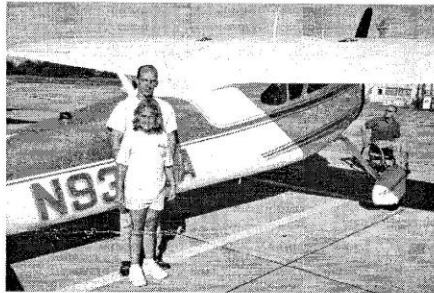


*At the July Breakfast – Rod and Pat  
Matlock of Thayer, NE came in their  
Cessna. Rod is the President (and  
breakfast chef) of Chapter 1055 at  
York.*

Call the Nomination Committee.  
Tell them that you will accept a  
nomination for a chapter office for  
next year.  
You will have a great experience  
helping make your club even better.



*Wally Peterson and Tom Winter  
came to the August breakfast via a  
Cessna 150*



*At the August Breakfast – Kris &  
Nicole Jungren came from Albion in  
their immaculate Cessna 195*



*At the August breakfast – Warren  
and M.K. Bishop flew their RV6 from  
North Platte*



*John Zimmer came to the August breakfast with a fine new paint job on his Piper Arrow*



*Dick Rhinehart flew his Cessna Skyhawk from Nebraska City for the August EAA Chapter 569 breakfast*



*At the August breakfast – Mike and Charlie Henninger of Lincoln came in their Piper Comanche*



*At the August breakfast – Kyler Nelson and Charles Shipman flew in from Fremont in Kyler's Cessna 172*



*At the August breakfast – Rod and Pat Matlock came again – they are becoming regular visitors*

You can see from the above photos that a lot of people are having a great time at the monthly EAA Chapter 569 breakfast. **You should get in on the fun.** If you don't have an airplane come by car, bicycle, or roller skates – we don't care. Everyone with an interest in aviation is welcome. We get together in the hanger at Crete Aviation from 0800hrs to 1000hrs on a Saturday morning every month. The next Chapter 569 breakfasts are:

**Saturday September 17**  
**Saturday October 15**

## 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

Cleveland National Air Show  
September 3-5  
Cleveland, Ohio

Canadian International Airshow  
September 3-5  
Toronto, Canada

Breakfast Fly In  
September 10  
Beaumont, Kansas

Fly In breakfast  
September 10  
Fairfield, Iowa

Fly Iowa 2005  
September 10-11  
Clarinda, Iowa

Kass County King Korn Karnival  
Breakfast, aircraft displays  
WW2 living history  
Antique cars  
EAA Chapter 80 Young Eagles  
September 11  
Plattsmouth, Nebraska

Chapter 327 annual fly in and pancake  
breakfast  
September 11  
Dubuque, Iowa

Flight Breakfast  
September 11  
Carroll, Iowa

Reno Air Races  
September 15-18  
Reno, Nevada

Powerchute Extravaganza  
Sept. 15-18  
Columbus, Kansas

Burlington Airshow  
September 17  
Burlington, Iowa

2005 National Air Races  
September 23-29  
Start in Mesquite, Texas  
Finish in Monroe, North Carolina

Nebraska State Airshow  
September 24  
Hastings, Nebraska

Wings-Over-Wheat  
September 24  
Junction City, Kansas

Rough River 2005  
CSA (canard organization)  
Fall fly-in  
September 30 – October 2  
Falls of Rough, Kentucky

Chapter 1055 Poker Run  
Breakfast  
Chili Feed  
Poker Run  
October 1  
York, Nebraska

Copperstate Regional EAA Fly-In  
October 6 to 9  
Phoenix, Arizona

US Sport Aviation Expo  
October 27-30  
Sebring, Florida

AOPA Expo  
November 3-5  
Tampa, Florida

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

## **York EAA Chapter 1055's 12<sup>th</sup> Annual Poker Run**

On October 1, 2005 at 1300hrs, our friends at Chapter 1055 will hold their annual poker run. The \$5.00 per hand event will start at the York airport and will fly to Fairmont, Harvard, Aurora and back to York. A free chili feed will precede the event (1100hrs to 1300hrs).

For even more fun, arrive at York early for Chapter 1055's monthly breakfast, which is held from 0800hrs to 1000hrs. The York EAA group modestly admits to having the best fly in breakfast in Nebraska and their reputation bears it out

## **Wings Over Wheat**

The Second Annual Sunflower State EAA Fly-in will be held at Freeman Field, Junction City, Kansas. Known as *Wings Over Wheat*, the event will start at 0800hrs on Saturday, September 24, 2005.

Starting with a free breakfast for fly in pilots, the day will include organized fly-bys, sky diving demonstrations and Young Eagle rides. Aircraft judging will recognize the usual categories of antique, classic, contemporary, homebuilt, etc.

This years' feature aircraft will be the Short Wing Pipers with several special awards for the group of aircraft that includes the Clipper, Vagabond, Pacer, Tri-Pacer and Colt.

So dust off the Tri-Pacer and have an enjoyable day in Kansas.

## **John Goes to AirVenture**

I finally made it to Oshkosh, AirVenture 2005. I had been thinking about going for years. But one thing or another kept getting in the way and I was not able to get there. But, in 2005, I finally did get to go. I went with the Chapter President. He had places to go and things to do there and I went to see as much as possible. There was a lot to see and find about about.

These would be those things that will be in the magazines in a couple months. There were a lot of things that I didn't get to see and do. It turns out that being at Oshkosh only three days does not allow enough time to get to all the events and the tents full of airplane stuff. So, I'll have to work out how to stay the whole week in 2006.

John R. Tenopir  
Vice President  
EAA Chapter 569

## **Another great year at AirVenture**

AirVenture 2005 is now in the history books. Of course new records were set in all the standard categories: number of aircraft on display, cups of soft drink served, campers in the campground, paid admissions through the gate, sheets of potty paper used, commercial vendors on site, forums and workshops presented, and any thing else that the statisticians can figure out how to count.

Facts and figures not withstanding, *I had a great time!*

*Continued on page 9*

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Those from our chapter that I met there include: Roger Aspegren, Tom Henry, Don Shoemaker, Bill Straw and Ray Supalla. Also attending were Andy Lahr, Norm Sell, John Tenopir, and Alan Weigle. There are likely a couple more that I have missed.

The display of unusual and historic aircraft seemed to go on and on. In a short walk one could see SpaceShip 1, Global Flyer, the Honda Jet, a rare French transport, an old German amphibian, a real Curtis Jenny and a couple of one-of-a-kind homebuilts that no one had previously known existed.

Dennis Crispin  
Secretary  
EAA Chapter 569

## **OSHKOSH, The Place To Be In 2005**

At the end of Oshkosh each year I say "Well, maybe I will miss next year." But each year something big draws me back. This year it was the arrival of the White Knight and Spaceship One and its crew, and of course the Global Flyer, Glacier Girl, Honda Jet, etc, etc. Charlotte and I made the trip with good friends Norm and Joyce Sell and camped with more good friends Don and Yvonne Shoemaker. We saw more airplanes than we could digest and all the new toys in the exhibit area. It was another great show and as they say, "It just doesn't get any better than this!" Now, about next year....maybe I will skip that one....YEAH....right!

Roger Aspegren  
EAA Chapter 569

## **Presidents Message**

If the old adage about time flies when you are having fun is accurate, then I must be having a ball!! There is another adage about time and how it speeds up as you get older, well I can confirm this is also true. In conclusion we must be having more fun the older we get...Right?

For me, this year has been passing by much faster than I can deal with. I am happy to tell you we have a committee to present a slate of new officer candidates for the 2006 year, and a committee to organize the 2005 Christmas Party. I am naturally excited about both being successful.

I would like to take a moment to ask each member to consider their donation of time and leadership skills towards the continuation and development of our chapter. It is very obvious that we have a core of very active members, and those members who specialize in various chapter activities. Please offer your services, and accept the challenge of leadership if a member from the nomination committee contacts you in the coming month. Trust me, the opportunity to be an officer of the club will be more rewarding than you thought, but it will also pass before you know it.

Andy Lahr  
President  
EAA Chapter 569

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*The background image on page 7 is master craftsman Kent White demonstrating the English Wheel in one of more than 800 forums and workshops at AirVenture 2005*

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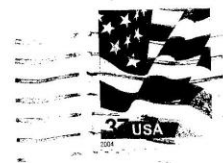
## Chapter Contacts

PRESIDENT Andy Lahr 423-0145  
[pe11can@alltel.net](mailto:pe11can@alltel.net)  
V.PRESIDENT John Tenipor 438-9056  
[drcmaint@yahoo.com](mailto:drcmaint@yahoo.com)  
TREASURER Tom Henry 791-2116  
[tomhenry3@aol.com](mailto:tomhenry3@aol.com)  
SECRETARY Dennis Crispin 862-2892  
[ldovel@neb.rr.com](mailto:ldovel@neb.rr.com)  
EAA TECHNICAL  
COUNSELOR Tom Henry 791-2116  
[tomhenry3@aol.com](mailto:tomhenry3@aol.com)  
EAA TECHNICAL  
COUNSELOR Doug Hill 730-8126  
[captdrh@yahoo.com](mailto:captdrh@yahoo.com)

NEWSLETTER  
EDITOR Dennis Crispin 862-2892  
[ldovel@neb.rr.com](mailto:ldovel@neb.rr.com)  
YOUNG EAGLES  
COORDINATOR Tom Winter 488-9238  
[twinter1@unl.edu](mailto:twinter1@unl.edu)  
YOUNG EAGLES  
COORDINATOR Tom Trumble 464-3089  
[twtrumble@netscape.net](mailto:twtrumble@netscape.net)  
WEBMASTER Emil Berberov 472-0706  
[aaa569@inebraska.com](mailto:aaa569@inebraska.com)  
CHAPTER WEBSITE  
<http://incolor.inetnebr.com/aaa569>

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Dennis Crispin  
531 10<sup>th</sup> Street  
Humboldt NE 68376-9709



Chapter 569  
Communicator

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September 2005