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EAA Chapter 569 Newsletter

Lincoln, NE



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Meeting Announcement

Date: Saturday, September 12th

Time: 4:30pm (eat around 5:00pm)

Program: Chapter 569 Picnic

Place: Denton Airfield (NE40)
Don Shoemaker's hanger
11115 W Yankee Hill Rd
Denton, NE

This is a "pot luck" affair so bring a covered dish. The club will furnish the meat, buns and soft drinks.

President's Message Tom Henry



We had a very interesting speaker for our August meeting. If you missed it you missed listening to and talking to a man who has done things most of us only dream of. Thank you Clyde Peters for a great program and welcome as a new member!

Dennis Gibson also joined the chapter. Welcome Clyde and Dennis.

This is a small example of what we need for our chapter to grow and prosper. Welcome new members and retain existing members. If every one of us can recruit one new chapter member by the end of the year there will be that

many more ideas for programs and activities. There will be that many more hands to make light the work of operating the chapter. And there will be that many more opportunities to make new flying friends.

Our chapter has been stagnant for too long, lets work together to move forward!

Calm winds and clear skies,

Tom Henry

Chapter Tool Box by Doug Volkmer

The Chapter Tool Box is up and running. If you have any tools you would like to contribute, please let me know at webmaster@eaa569.org.

To use the Tool Box (you must be a Chapter 569 member) simply go to our website (www.eaa569.org) and click on Chapter Tool Box on the left side of the screen. From there, you can see the list of tools and their availability status. To check out a tool, click on and fill out the [Tool Box Check Out form](#). This will send a notification to me and then I'll make the arrangements to get the tool to you.

Upcoming Young Eagle Event

If you can help out in any way at the upcoming event, please contact Tom Trumble (464-3089).

Sept 20 (Sun) – 9:30am
Civil Air Patrol Open House
Fremont, NE
(70-90 kids)

Meet an EAA 569 Member



Tom Winter

September 12, the day of the annual Chapter 569 Picnic at Don Shoemaker's, will be Tom Winter's 45th wedding anniversary. He proposed to Joanna Fink when he was 19, and got married when still too young to drink. Tom and Joanna have two daughters, Ruth the chemical engineer, and Rose, the MBA, plus Eric, grandson and future blimp pilot.

Tom joined EAA and Chapter 569 in 1997, and has been Young Eagles Coordinator (now one of our three!) since 1998. His interest in flying started pretty early: "My big sister put me out in the back yard in nice WX. (I realize now it was to avoid diaper changing!) I'd sit on my butt, and hear a noise overhead. A small plane. I soon connected the two: the sound of a small plane overhead was the seal: 'Yes, it really is a beautiful day.' I couldn't walk yet, or talk yet, but I was imprinted on small airplanes in glorious weather. A curious thing: on the ground, my radius of awareness was VERY narrow, but skywards, the sky was the limit."

Tom got his pilot's license with the encouragement of this chapter ("I wouldn't be a pilot if it weren't for

EAA 569"), the tutoring of Wally Peterson and Chuck Oden, and the help of the New University Flying Club, and Mark Kuzara, who owned Capital Aviation. "These fellows are all on my Official Good Guy list, and I'm grateful to all of them." Tom now owns the club's original Cessna 150.



Tom and his Cessna 150

Building? That was Tom's original reason for joining EAA, and he has four Model A Ford engines, intending to build the Pietenpol Air Camper. "But with a plane of my own to fly, the spur to build is quite diminished. Maybe when I retire."

Tom teaches Latin and Classical Greek at the University of Nebraska, where he is known as "the prof on the skateboard."

Favorite plane? Out of "booklearning," Tom was a fan of the Taylorcraft: half again faster than a Cub on the same engine. "But," he says, "I've learned to love and appreciate a good ol' Cessna 150! Especially mine!"

50th Anniversary Party for the Cessna 150

by Tom Winter

Every year, the week before Oshkosh, owners of Cessna 150s and Cessna 152s meet at Clinton, IA (CWI). CWI is surrounded by fields of corn, so we call the gathering either simply "Clinton" or "The Confab in the Corn". But this year, the annual gathering was special! The Cessna 150 debuted in 1959. Let's see, 2009 minus 1959 = 50!

Somebody in the club did the math and realized we had to do something to mark the 50th anniversary of the type. Royson Parsons, CEO of the Cessna 150/152 Club, negotiated with EAA and succeeded landing a group arrival the Friday before Oshkosh began. So instead of meeting the week before OSH at Clinton, IA, the over-all plan was

1. Group arrival at Oshkosh Friday
2. Group departure to CWI after Oshkosh
3. The regular Clinton "Confab in the Corn" after Oshkosh.

This of course, required extra days off. Hopes were to have 50 150s fly in to Oshkosh. Work problems left 21 ("Stupid job! Stupid, stupid job!"). Cessna got into the act: they had a birthday reception for the 21, a goody bag for each, ("Imagine: something free from Cessna!"), a 50th Anniversary banner. And, for frosting, Cessna put one of the club 150's on display every day.

(continued on page 3)

After Oshkosh, we reached an all-time high of 165 registrations of Cessna 150/Cessna 152 people. The acres around the runways and taxiways were chock-a-block with 150s, and tents. Waking up mornings next to your plane! Awww! Some pilots were content to camp, and simply meld with the mind of the hive; some took part in the triad of fun contests: spot-landing, nerf drop and "treasure hunt."



View from inside the tent.

More photos and videos: My own photos of the Cessna 150/152 gathering can be viewed at <http://www.facebook.com/album.php?aid=30883&id=1037323324&likes=95319697e0>

Congrats to John Cox!!

Congratulations to John C. Cox. He is now an Instrument Flight Instructor. If you've been putting off pursuing that instrument ticket, now is the time to start.

Or if you are interested in learning to fly or if it's time for the BFR, John would be glad to help you out. John can be reached at 402-239-3953.

The Big Move

by Doug Volkmer

This past spring, I invited Erick Corbridge over to look at my wings of my RV-7 before I closed them up. Erick is one of 3 Tech Counselors in our Chapter. I think the EAA Tech Counselor Program is a great thing. They volunteer their time and are willing to share their knowledge and expertise with you. If you have a project going and want another set of eyes to review your work, give Erick, Tom Henry or Doug Hill a call. Their phone numbers are on page 1.

Erick, who is an A&P, reported the wings "look good" and to "close them up". So I riveted all but one of the skins on. I left one skin off for an autopilot install later.

With the wings complete and taking up space in the garage, Roger Aspegren offered space in his hanger to store my wings. They were being stored on his wing cradle so maybe he just wanted his cradle back 😊. I couldn't pass up his offer, so on August 21 Roger and Norm Sell were at my place with Norm's trailer to transport the wings from my house to Crete. Using several straps, we secured the flaps and ailerons to keep them immovable. And used several more to secure the wings to the cradle. And a few more to secure the cradle to the trailer.



All secured and ready for the trip.

I (nervously) followed Norm and Roger in my pick-up. We stopped a couple times on the 27 mile journey to Crete to check the straps. Both times, they were still holding nice and firm.

The trip was uneventful. Roger and Norm did a great job transporting them. My wings are now sitting next to my RV-7's big brother Roger's RV-9A. Hopefully he doesn't pick on my wings too much.



Two men and a trailer. Does this count as a first flight?

Roger and Norm, thank you very much for helping me with this big task. My wife is happy to have her garage space back. 😊

My first venture to AirVenture

by Glen Witte

Airplanes have intrigued me since tractor mechanic Earl Henkens landed his yellow Piper Cub in Dad's wheat stubble field to help adjust the hydraulic controls on Dad's new 1958 Allis Chalmers WD-45 tractor and 3-bottom plow. The magic of flight compelled me to solo in a Piper Colt in college, just as the Vietnam war wound down. Lincoln's Chapter 569 of the Experimental Aircraft Association brought a human face to the mystical possibility of actually building an airplane that could be afforded by a family man.

A fellow EAA member encouraged the learning of aviation science by hands-on experience, but he said, "Witte, get your pilot's license first." When a wife seconds the motion with the comment, "Maybe this will help you stop walking into trees every time a plane flies over," then you know you have to make the dream come true.

After multiple instructors, hundreds of mistakes, countless violations of FAR's with maybe no statute of limitations, and ten years of flying experience later, I acknowledged the spiritual duty to make the aviator's pilgrimage to Oshkosh. Muslims must go to Mecca, Jews must go to Jerusalem, Catholics must go to Rome and aviators must go to Oshkosh.

Many friends reported wonderful experiences. Camping on site, nice

hotels nearby, dorms for those who allocate resources to planes, not palaces, etc. Professional pilots raved about the highly organized experience. Instructors handed out copies of the FAA Notam for OSH. Comments included "the world's busiest control tower," "thousands of planes parked on the field," "tens of thousands of enthusiasts," etc. But I began to realize that no professional pilot reported having actually flown into Oshkosh for the event.

Internet searches revealed nearby airports willing to shuttle flyers to OSH, The Notam suggested alternative airports in case of crowding. Friends reported their travel plans; but by car, camper, even motorcycle. None by airplane.

My wife said she would like to visit our niece in Michigan and would like to take her mother, and that flying was the only way to meet her time commitments. So I had to fly. But alternative airports remained an option.

Michigan is on the far side of LAKE MICHIGAN. Fifty miles across at the narrowest point. Hundreds of feet deep. Cold. Thirty minutes of flight with no hope to landing on solid ground. Or even mud. Much wider than the Missouri River. Much bigger than Capitol Beach Lake. Or Branched Oak Lake. Combined.

We flew high, with flight following. We survived the water crossing. We landed safely in

Michigan. I stayed up late studying the Notam. Fond Du Lac, Ripon, Fisk, Fisk Avenue, Runway 36, or perhaps 9-27. 1800 feet MSL, 1000 feet AGL. 90 knots max. 1/2 mile spacing. Hold around Rush Lake or Green Lake if too much traffic. Use one of five frequencies. Learn which one when you get there. Don't verbally acknowledge controller commands.

I slept fitfully. Morning came. 6:00 am. But rainy, foggy, bad VFR, bad sight seeing. So I visited relatives. Studied again. Alternative airports, shuttle buses, parking fees. Water crossing, both ways. Google Earth showed nice blue lines for highways and railroad tracks to Fisk. No sleep again.

6:00 A.M. Sun shining. But fog in the forests by the airport. West end of 27 blanketed in fog. But FBO operator pointed out that the east 3000 feet were still open. "Just taxi fast and follow that Lear taking off."

Safely across Lake Michigan again, but then the controller refused to provide more guidance. The radar screen would be blanked over with identifier boxes with all the airplanes near OSH. I found Ripon, but no blue lines. Found one Cherokee like mine, and slowed to get behind. I saw two other planes fall in behind and could see a Cessna and two more planes ahead of my lead Cherokee.

I followed the Cherokee and the railroad track. Soon I heard a controller talking fast. Then faster. And faster, and louder. Then I

heard a new voice, fast but calmer. "Cherokee, turn right and follow Fisk Avenue." Cherokee, turn right, now! "Red Nosed Cherokee, turn right." Unusual turbulence rocked my wings a little. "Nice wing rock, Red Nose." I turned hard right and followed Fisk Avenue.

The next frequency brought instructions to maintain spacing. "Cessna, turn left, line up with 36 Right land far down the runway. Cherokee, land half way down. Red Nose, land at the same time the other two land. But keep rolling, fast. All three, run off the end of the runway. More planes are landing behind you. Keep rolling."

Then grass, and slow taxi and warm breezes, and stops and goes. And then parking and tie down. A tag to leave on the prop for refueling.

And then a wonderful, exciting, enlightening, thrilling trip through the dazzling blend of the latest technology surrounded by a backdrop of primitive monoplanes and biplanes.

A wonderful pilgrimage to the Mecca of aviation enthusiasts.



Back home safe from AirVenture

EAA Christmas Party

There is not a regular meeting in September. We are having a Potluck at the Shoemaker's, so we will skip working on the Christmas Party and join in the fun!

See you all there! Dwana



Dear EAA 569,

Thank you for the chance to come to air academy. It was pretty cool because we did all sorts of stuff. Like... Helicopter ride, plane ride, learn about aviation stuff. make a clock, make a plane/glider, and much much more! This really helped me know more about aviation than my mom blabbing on and on... and on. But all in all it was the most fun I've ever had.

To be honest the furniture was very comfy. My bed was definitely comfortable, + warm. It needs an air hockey table instead of ping pong, but it'll work. If I had another chance to come here I would in a second because of all the exercise, the good food, + fun I had.

your friend,
James Dean Higgins

(This is a thank you from James Higgins (son of Cristi Higgins), who the Chapter sponsored to the EAA Air Academy Camp – Ed).

Minutes of the Club Meeting

Meeting called to order on August 11, 2009 by Tom Henry at 7:36pm.

The meeting began with the approximately 25 people in attendance introducing themselves.

The program was Clyde Peters. He talked about his flying experiences, including ferrying a Cessna 182 from South America to Africa.

Tom Trumble mentioned he has a Young Eagles event coming up in Fremont on September 20. As always, he can use some help.

Roger Aspegren commented the breakfast crowd and help has been good.

Tom Henry stated he had a call from a Model A Club in Council Bluffs, IA asking if the Chapter would be interested in helping host the TriMotor in 2010. Dennis Crispin has talked to them as well.

The annual Chapter picnic will be at Don Shoemaker's on September 12. A crew as been lined up to help clean up the hanger.

Dennis Crispin commented things are pretty well setup for the TriMotor event with just a few minor details left. Andy Lahr has the volunteer signup sheet.

Meeting adjourned at 9:32pm.

Dean Hoy,
Secretary

Minutes of the Executive Meeting

No meeting in August.

Aviation Themed Aprons

I have a home-based sewing business and sew very sturdy aprons, with three pockets along the bottom in Aviation Prints. Each apron is \$19.95, a picture is below.

Please let me know if you would be interested in any for your cook outs/breakfasts or if any of your members might like any.

They are great for Aviation Enthusiasts.

My husband is a small plane pilot which is where I came up with this idea. Thanks.

Irene Shurson 319-338-2259
www.alloccasionaprons.com



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 Tom Henry at 402-791-2116.

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

FOR SALE 1968 Cessna 150H



Full BUSH STOL conversion. TTAF 6922, TTE 5940, SMOH 1472, good compression (one new cylinder), new M20 air/oil separator, full gyro panel, Michel 300 (720) nav/com, transponder with mode C, intercom, older Garmin GPS. Int 7, Ext 9. Deliver for expenses. \$17,500 OBO. Based in Seward, NE. 402-643-3464



With ceiling and visibility unlimited, the June and July breakfasts had fantastic turnouts.



Some new faces behind the grill.

(photos courtesy of Dennis Crispin)

Questions from the Private Pilot Test Exam

1. In addition to a valid Airworthiness Certificate, what documents or records must be aboard an aircraft during flight?

- a) Radio operator's permit, and repair and alteration forms.
- b) Aircraft engine and airframe logbooks, and owner's manual.
- c) Operating limitations and Registration Certificate.

2. When must batteries in an emergency locator transmitter (ELT) be replaced or recharged, if rechargeable?

- a) When the ELT has been in use for more than 1 cumulative hour.
- b) When the ELT can no longer be heard over the airplane's communication radio receiver.
- c) After any inadvertent activation of the ELT.

3. When are non-rechargeable batteries of an emergency locator transmitter (ELT) required to be replaced?

- a) When 50 percent of their useful life expires.
- b) Every 24 months.
- c) At the time of each 100-hour or annual inspection.

Answers: 1.(c) 2.(a) 3.(a)

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.

August 28 – 30, Minden (OV3) Antique Airplane Assoc Fly-in. Friday night cream can supper, Saturday Fly-in breakfast and evening Awards Banquet. Sunday fun flying. More info: Todd Harders 308-380-5079.

August 27 – 30, EAA's Historic 1929 Ford TriMotor Airliner, Lincoln NE

Book your adventure at: www.flytheford.org or 1-800-843-3612. Information at www.airventuremuseum.org/fordtrimotor/ or www.eaa569.org or 402-274-7070.

August 29 – 30, Offutt AFB, Blue Angels <http://www.offuttairshow.com/>

August 30 - Fremont (FET) Fly-in breakfast sponsored by the Fremont Rotary Club, 7:30 to 11:30am, all you can eat with the Pancake Man serving. Pilot and one passenger eat free, additional tickets are \$5 in advance and \$6 at the door. More info: Scott 402-721-5995.

Sept 11-13 - Harvard State Airfield (08K) Annual NE Ultralight Gathering (ANUG) fly-in. Set up on Friday, event officially begins on Saturday morning: coffee, juice, rolls and lunch available. Ultralights and powered chutes, NE Chute Flyers and many others. More info: www.anug.org

Sept 13 - South Sioux City (7K8) Annual Tommy Martin Memorial Fly-in breakfast, 7am to noon. Glider Rides available. Sponsored by EAA Chapter 291. For more info contact Rick Alter 712-233-1552.

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