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# EAA Chapter 569 Newsletter

Lincoln, NE



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## Meeting Announcement

**Date:** Sunday, September 5<sup>th</sup>

**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 burgers, brats, buns, bottled water and soft drinks.

## President's Message Tom Henry



Our annual Oshkosh review and pot luck at Shoemaker Field is here again! Bring your photos and stories. That also means that the chapter has some business to take care of as soon as possible:

(1) 2011 officer nomination time is here again. Please consider giving of your time to the chapter to help keep it running. Doug Elting and Doug Volkmer have agreed to retain the positions they currently hold (perhaps out of fear of higher office?) but we need nominations for the other officers.

(2) We are also looking for someone to form and be chairperson for the Christmas Party committee. We already have a tentative reservation at the Knolls for December 5th and two sets of decorations from past years.

There seems to be a lot of interest in establishment of a new private airstrip and some possibilities for progress. Who among the chapter is ready to step up and work towards realizing this idea and who is willing to help. We have a perfect means to network, share information and communicate thanks to our chapter website and the invention of the telephone. Who wants to lead the effort?

As always we have new members (welcome to Brian Nehe). Have you called them and reminded them of our meeting night and location? Have you offered to give them a ride to the meeting? Have you offered them an airplane ride? (Old Buzzards ride?) Contact Roger Aspegren our membership chairman and volunteer to take one or more prospective or new members "under your wing" and make them feel welcome. Lets make sure our new friends feel welcome and wanted any way we can!

Calm winds and clear skies,  
Tom Henry



**Sean Davenport from Duncan Aviation presented Basic Electrical Troubleshooting techniques at the August meeting. Butch Lottman (above) troubleshoots the lab exercise.**

## Sloshkosh 2010

By Dennis Crispin

AirVenture is always on the look out for new records. The official statisticians keep finding greater and greater numbers in every category from the number of aircraft movements per hour to the amount of toilet paper used. This year they set an unwanted all time record for the amount of mud endured.

I have been at Oshkosh before in some bad rain and mud conditions, but nothing even close to this year's adventure.

After a wet spring and summer, which had contributed to a lot of subsoil moisture, Wednesday July 14 treated the area to 7½ inches of rain in just a few hours. Large areas of the airport, convention grounds and campgrounds (that had never before been known to flood) suddenly had standing water. Some of the early arrivals had water inside their motor homes.

The airport was completely shut down for a day and the campground stopped taking new arrivals.

I arrived on Monday July 19 to find things somewhat back to normal, although the ground was still quite soft. My usual campsite had been taken by some long time campground neighbors. They had to desert their usual spot when the creek came over the bank.

I was able to set up my camper just a few yards away and things looked fine until Wednesday night when the area received another 3½ inches of rain. This time the creeks did not come out of their banks, but with the soil already saturated there

was no place for the water to go. The smallest low spot or tire track now contained standing water and the slick, slimy Wisconsin mud was everywhere. Even well sodded areas were now soft enough that they would not support a large vehicle.

This same storm system dumped seven inches of rain further south in the Milwaukee area with accompanying hail and tornados. There were houses falling in where the basement walls collapsed from the pressure of the excess water.

Then another two inches of rain on Thursday was the final icing on the cake. The airport stopped taking arrivals and stopped all activity on the grounds, severely hampering the efforts of the vendors who were trying to set up their displays.

On Friday they started letting some activity back on the airport grounds and the few aircraft that had arrived were lined up wing tip to wing tip on the high ground along the taxiways. The mass arrivals of the Bonanzas, Cherokees, Mooneys and others were canceled.

By Saturday there were aircraft waiting at airports all over Wisconsin for things to dry out enough to get into Oshkosh.



**Here is a photo in the south part of the campground. It was taken on Saturday July 24<sup>th</sup>. If it had been taken on Friday you wouldn't have been able to see any grass.**

On Sunday, the day before the convention, they started letting aircraft back onto the field and setup of the display areas returned to full pitch. By Monday's opening everything was ready and all the show planes were in place. I was busy elsewhere, so I didn't get to see it, but I can only imagine the Herculean effort that it took to put everything together in just one day.

While the convention grounds were having their problems, things were no better at Camp Scholler. One of our Chapter 569 members was camped near me and I loaned him my pickup to run an errand into town. When he returned he drove back into the same tracks at my campsite. The truck then settled in several inches on all four wheels, leaving it thoroughly stuck for three days. When I finally got it out, I left it on the road until time to hook up the camper for the trip home.

For many years I have volunteered at campground registration, with a dozen or so old comrades who try to lend some order and organization to the insanity of trying to put 40,000 campers into the campgrounds in just a few days.

The registration ramp was designed many years ago as a "drive through" operation. It never worked as planned and in the years since the trend to larger and larger vehicles and the overwhelming increase in numbers have left it totally inadequate for its task. With the mud problems this year it became an absolute zoo.

A few places in the campground never did dry out enough to permit camping. The hay was mowed and

*(continued on page 3)*

*(continued from page 2)*

some previously unused areas were put into service.

On the Saturday night before the convention conditions had deteriorated to the point that we didn't dare let anyone move around the grounds in the dark. The entrance gates were closed. In the many years that I have helped there, it was the first time that I had ever seen any one turned away from Camp Scholler.

The large motor homes and fifth wheelers presented a particular problem. At first we lined them up along the roads and any other high place where they might not sink in to their axles. Quickly running out of space, we started sending caravans of the heavy rigs to temporary campgrounds all over the city. A Sears lot, an abandoned Wal-Mart and the fairgrounds were used in addition to other locations. The EAA provided security, portipotties and bus service to these areas, another great logistics problem.

Some, but not all, of the big rigs were able to return to Camp Scholler before the end of the convention.

The smaller camping units that were allowed onto the grounds had their share of troubles. One of my campground neighbors had their tent fall down when the tent poles simply sank into the ooze.

On the plus side, the tenters and smaller campers had the prime camping spots in the woods to themselves without the big motor homes trying to monopolize the area.

There were a couple small rains during convention week. They didn't do much harm themselves,

but they did retard the dry out rate somewhat.

John Deere always sends a couple big four wheel drive tractors. This year the volunteers who drove them had a dawn to dusk job of pulling out stuck campers. On Sunday, the last day of the convention, there were still rigs to be pulled out that had been stuck in their campsites for more than a week!

A good bit of the North Forty aircraft camping area was never fit for camping so many of the usual fly in campers left the plane at home and drove to Camp Scholler, adding even more to the load.

One of the side effects of the rain was an absolute bumper crop of mosquitoes. I saw more of the little



**Dennis has been volunteering at the campground registration since 1997.**

*Photo by Wayne Woldt*

pests this year than in the last fifteen years put together. In some of the past years there have been small mosquitoes that were rather timid and didn't bother anyone all that much. This year's blood suckers were big, mean, aggressive, and treated mosquito repellent as if it were barbeque sauce. I thought

that they were bad in the campground until one evening I was in the ultralight area about dusk. The mosquito population there must have set some sort of record.

The conditions caused many attendees to change their plans and many came later than they normally would have. On Thursday we had more arrivals than departures at the campground, much different than last year. Of course this totally upset all of the careful planning like the scheduling of employees.

The vast majority of the people understood the conditions that we were working under and were very understanding and cooperative. Of course there are always a few of those individuals who just can't get with the program. One guy grabbed me and severely berated me because he could see, from the highway, an area of high ground on which we didn't have any campers. He didn't notice that to get to that bit of high ground he would have to go through a low spot that still contained standing water. I just walked away; I should have told him that he was welcome to try for it – if his rig was equipped with rice tires.

EAAers are nothing if not resourceful and adaptable. The volunteers did a magnificent job of salvaging their convention from conditions that would have stopped most organizations cold.

I have been attending the convention for more than a quarter century and "Sloshkosh 2010" will certainly have a unique spot in my memories.

Actually, I had a really great time at AirVenture this year – but that is another story.

Oshkosh 2010 – photos submitted by Wayne Woldt



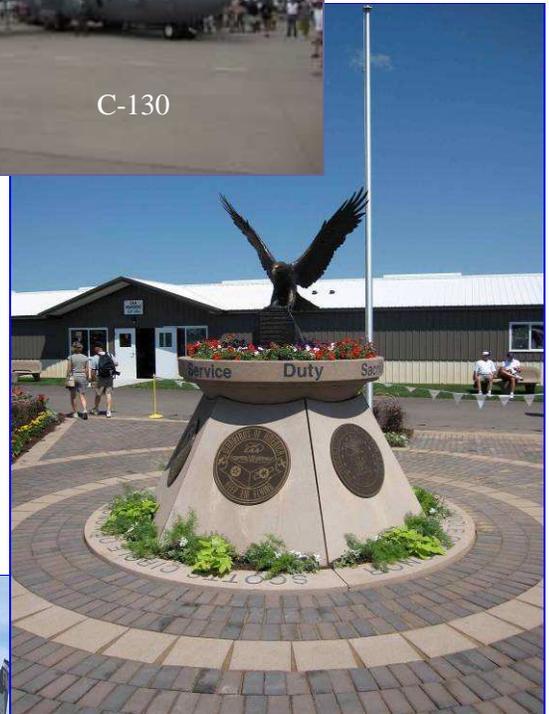
B-17



C-130



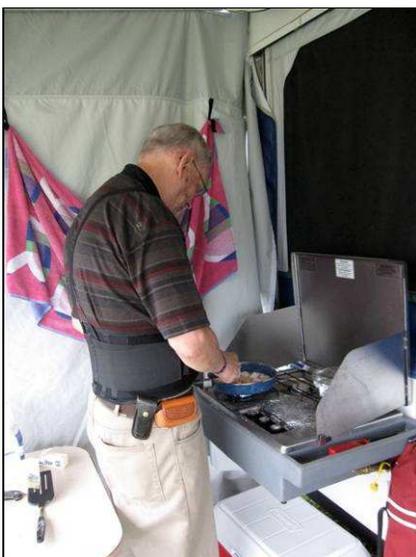
B-26



”Veterans Tribute” area



Female F-16 pilot



The ‘cartoonist’ preparing scrambled eggs.



The ‘cartoonist’ just added the bacon.

*(Dennis Crispin will again present his Oshkosh slideshow at the Chapter picnic on September 5<sup>th</sup>.)*

## FAA’s Final Rule for Re-Registration and Renewal of Aircraft Registration

(source AOPA.org)

### The issue

On July 20, 2010 the FAA issued a Final Rule for Re-Registration and Renewal of Aircraft Registration. This final rule amends the FAA’s regulations concerning aircraft registration. Over a 3-year period, this rule will terminate the registration of all aircraft registered before October 1, 2010, and will require the re-registration of each aircraft to retain U.S. civil aircraft status. These amendments also establish a system for a 3-year recurrent expiration and renewal of registration for all aircraft issued registration certificates on or after October 1, 2010. This final rule amends the FAA’s regulations to provide standards for the timely cancellation of registration numbers (N-numbers) for unregistered aircraft. These amendments will improve the accuracy of the Civil Aviation Registry database and will ensure that aircraft owners provide information to maintain accurate registration records. These

amendments respond to the concerns of law enforcement and other government agencies to provide more accurate, up-to-date aircraft registration information.

### Background

In an effort to create a more accurate aircraft registration database, the Federal Aviation Administration (FAA) is requiring re-registration of all civil aircraft over the next three years and renewal every three years after that. The FAA estimates that approximately one-third of the 357,000 registered aircraft records it maintains are inaccurate and that many aircraft associated with those records are likely ineligible for United States registration. The inaccuracies result from failures in the voluntary compliance based system. Although aircraft owners are required to report the sale of an aircraft, death of an owner, scrapping or destruction of an aircraft, and changes in mailing address; many have not. Without owner initiated action, there has been no means to correct those records. The FAA has been asked

by government and law enforcement agencies to provide more accurate and up-to-date aircraft registration information. This rule is intended to support the needs of our system users. Re-registration of all U.S. civil aircraft by Dec. 31, 2013 will enhance the database with current data derived from recent contact with aircraft owners. The new regulations also will ensure that aircraft owners give the FAA fresh information at least once every three years when they renew their registration. The FAA will cancel the N-numbers of aircraft that are not re-registered or renewed.

### Key Points

- All existing aircraft will need to re-register over next 3 years and renew every 3 years there after
- FAA will notify owner via mail, 180 days prior to expiration date and at the end of the re-registration window if not re-registered. Aircraft failing to re-register or renew will ultimately be deregistered

## FAA AIRCRAFT RE-REGISTRATION REQUIRED DATES

CERTIFICATE ISSUED (ANY YEAR)	CURRENT CERTIFICATE EXPIRES	RE-REGISTRATION REQUIRED	
		FROM	TO
MARCH	MARCH 31, 2011	NOV 1, 2010	JAN 31, 2011
APRIL	JUNE 30, 2011	FEB 1, 2011	APR 30, 2011
MAY	SEPTEMBER 30, 2011	MAY 1, 2011	JULY 31, 2011
JUNE	DECEMBER 31, 2011	AUG 1, 2011	OCT 31, 2011
JULY	MARCH 31, 2012	NOV 1, 2011	JAN 31, 2012
AUGUST	JUNE 30, 2012	FEB 1, 2012	APR 30, 2012
SEPTEMBER	SEPTEMBER 30, 2012	MAY 1, 2012	JULY 31, 2012
OCTOBER	DECEMBER 31, 2012	AUG 1, 2012	OCT 31, 2012
NOVEMBER	MARCH 31, 2013	NOV 1, 2012	JAN 31, 2013
DECEMBER	JUNE 30, 2013	FEB 1, 2013	APR 30, 2013
JANUARY	SEPTEMBER 30, 2013	MAY 1, 2013	JULY 31, 2013
FEBRUARY	DECEMBER 31, 2013	AUG 1, 2013	OCT 31, 2013

## Open letter to Nebraska pilots, aircraft owners and airport supporters

I was troubled to read in PIREPs that Nebraska might not have any grants for GA airports next time around. Surely, Nebraska pilots are buying some fuel that puts money into the Nebraska aviation trust fund. Surely, there is enough for a few GA airports to get some help in leveraging that 95-percent money out of the FAA for AIP projects. If you agree, let your voices be heard at the NE Department of Aeronautics. I have already expressed AOPA's concerns to Ronnie.

William Hamilton, J.D., Ph.D.  
AOPA Central Region Rep. for NE, ND, SD WY and CO.  
[wmpenn71@earthlink.net](mailto:wmpenn71@earthlink.net)

*(Direct your concerns to Ronnie Mitchell, Director of the Nebraska Department of Aeronautics, [ronnie.mitchell@nebraska.gov](mailto:ronnie.mitchell@nebraska.gov) – Ed.)*

## Beatrice Airport Notes

The Beatrice Airport will be closed for a couple days in September due to a runway seal coat project. Be sure to check Beatrice NOTAMS. Also, the Beatrice AWOS frequency has changed to 125.325.

## Math Camp and ACE Camp

*By Tom Winter*

Pilots John Cox, Tom Trumble, and Glen Witte flew 32 All Girls All Math Math Camp Girls Tuesday evening August 3 out of Silverhawk. Keeping things under control on the ground was Cristi Higgins.

Though this is the tenth year we have flown these campers, they were not "Young Eagles" this time. Young Eagle insurance was refused on grounds that there was a fee for the camp, and the flights were on the camp schedule. This had alike happened with the Department of Aeronautics ACE camp earlier this summer. In each case, the pilots flew the kids on their own liability and on their own insurance, just like flying any other passenger.

Pilots for the ACE camp were John Cox, Tom Trumble, Tom Winter, and Glen Witte.

## Accident Report

Accident occurred Wednesday, August 20, 2008 in Caldwell, TX  
Probable Cause Approval Date: 12/29/2009  
Aircraft: CESSNA 182,  
registration: N92780  
Injuries: 2 Serious.

During a cross-country flight, the single-engine airplane lost engine power. The pilot elected to conduct a forced landing to a nearby airport. During the approach, the airplane impacted a light pole and crashed into a ball field near the airport. The on-site

investigation found that the right wing fuel cap was located on the ground near the airplane's wing; the left wing's fuel cap was in place. Additionally, blue fuel streaks were found on the fuselage's right side behind the rear fuselage window and below the right horizontal stabilator. An inspection of the engine failed to identify any abnormalities that would have prevented normal operation. Prior to its departure from a previous airport, the airplane was filled with approximately 24 gallons of fuel. An airport security camera recorded the airplane being refueled. The security video showed that the pilot, after refueling, did not put the right wing's fuel cap back on. The fuel "streaking" is consistent with (blue) 100LL aviation fuel being siphoned from the fuel tank during flight, leading to the loss of fuel.

The National Transportation Safety Board determines the probable cause(s) of this accident as follows:

A loss of engine power in flight due to fuel exhaustion as a result of the pilot's failure to secure the right wing's fuel cap, leading to fuel being siphoned from the tank during flight.

**Minutes of the Club Meeting**

August 10, 2010

The meeting was called to order by President Tom Henry at 7:30 PM.

The members were asked to introduce themselves and give a status report on their projects. New members included Steve Nast. Visitors were made to feel welcome.

Following introductions, the program was provided by Sean Davenport on basic electrical troubleshooting followed by the membership attempting to troubleshoot problem boards.

It was reported that the following air shows were coming up:

- Macon, MO on Saturday, August 14<sup>th</sup>
- ANUG August 27<sup>th</sup> and 28 at Central City, NE
- AAA Fly-in at Minden, NE on August 28th

Mr. Tom Winter reported that 32 young lady math students would be given complimentary airplane rides in October.

Tom Henry showed several pictures from his time in Oshkosh, including the aftermath of a midair collision that ended with neither pilot being aware of the other.

There were no technical reports.

The meeting was adjourned at approximately 9:47 PM.

Doug Elting,  
Secretary

**Minutes of the Executive Meeting**

August 21, 2010

The meeting was called to order by President Tom Henry at 10:20 AM.

**Treasurers Report:** The Treasurers report was not available.

**August Picnic:** The annual Chapter 569 picnic celebration will be held at the home of the Shoemakers on September 5<sup>th</sup>. Members who fly in to the Denton International Airport will eat free. The chapter will provide burgers and brats. Members are invited to bring potluck and their own table service. Dennis Crispen will provide a slide show.

A discussion was held concerning the plight of the former Arrow Airport. There is strong interest in finding a location near Lincoln that can be used by High Performance Powered Parachutes (HPPP) and light aircraft. The airport was last seen under the weeds north of Lincoln. Additional information will be forthcoming when we find it.

**Board Members:** Nominations will be held in October with voting in November for new board members.

**Christmas Party:** The Christmas Party will again be held at the Knolls. More information to follow.

No Technical Visits were scheduled.

Meeting was adjourned at approximately 11:20 AM.

Doug Elting,  
Secretary

## Classifieds

### FOR SALE



### 1962 Cessna 182E

1545TT

Last compression check was 70/80, 70/80, 64/80, 70/80, 70/80, 69/80. Needs paint. Glass and interior are still great. Cleveland's and new tires a few years ago.

Rebuilt carb in 2006 and have not used auto fuel since. \$35,000

Jim Chambers

Cell: (402) 440-5270

Home: (402)488-8814

Work: (402) 465-3806

### FOR SALE



### 1978 Piper Tomahawk

PA-38-112 2216 TTAF&E

Very Clean, new June, 2010

Annual All AD's Current. \$19,500

More Pictures at <http://tbarjne.com>

Email Tom at:

[td\\_johnson@tbarjne.com](mailto:td_johnson@tbarjne.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.

**August 28 – 29, Defenders of Freedom**, Offutt AFB, Bellevue, NE. Performances by AirPros, Greg Poe Airshows. Contact Maj. Eric Nelson. Phone: (402) 294-8800 <http://www.offuttairshow.com>

**September 4** – Council Bluffs Airport, Great Plains Wing of the Commemorative Air Force Open House, 8am - 4pm. View over 1600 WWII Items, P-51 Mustang ‘Gunfighter’; Stinson L-5 and Aeronca L-3; Mohawk OV-1; Alfa Jet and others. Fly-in/Drive-in Breakfast 0800-1100, featuring The Pancake Man. PIC Free, Adults \$5.00, Children 3 to 7 \$3.00. More info: Dale Standley (712) 366-3505.

**October 2** - Nebraska State Fly-In, Kearney Regional Airport (EAR), 0800 -1000 Fly-in/Drive-in breakfast hosted by Kearney EAA Chapter, PIC Free!  
8am - 1pm Public viewing of aircraft, NE National Guard Exhibits, Roger’s Helicopter Air Care, NE Aviation Hall of Fame, Evelyn Sharp Memorial Plate Dedication, Western NE Community College Aircraft Engine Display  
11am - 3pm Music by The Rumbles  
12 noon - 1pm BBQ on the airport.  
More info: [jlynaugh@kearneygov.org](mailto:jlynaugh@kearneygov.org).

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