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EAA Chapter 569 Newsletter

Lincoln, NE



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Meeting Announcement

Date: Tuesday, February 7th

Time: 7:00pm ← Note the time change!

Program: Wayne Woldt plans to talk about his Ercoupe flight simulator project.

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

President's Message Thomas D. Johnson



So which way are we going? Some members don't want to change. Some members think we are a social club. Some members only show up at the annual picnic or Christmas party. All of our members are an important part of this EAA Chapter. Let's join together and make EAA Chapter 569 the best it's ever been.

I did not volunteer to be President of a social club. Under my direction we shall get the business end of our Chapter up to date and be more active throughout the aviation community. With the help of the members, we can move ahead, raise money and look forward to the day when Chapter 569 has its own building, hopefully on an airport.

If you feel as I do, I can use your help. Please come to the regular

meetings and support my ideas. I will listen to everyone, but I will not let passive members keep us grounded any longer. It's time to plot a course in the direction of our own hangar and meeting room.

Our tax problems we had last month have been solved. We now have an employee identification number that is required for banking and tax filing. Now we need new bylaws filed with the State of Nebraska and a letter from the IRS stating that we are a nonprofit organization and we will be on our way.

By the time you read this I will be in Reno, NV at the SSA convention with other glider pilots. See ya all February 7th at 7:00 P.M.



President Thomas D. Johnson outlines his ideas for 2012 at the January meeting. There was some good feedback from the audience of around 25 members.

The results of the survey are in

By *Thomas D. Johnson*

First let me say that the President's Message that you read in this issue was written and submitted one week before the Survey was sent out, and I never saw the Survey before you did. That said; the results of the Survey are real close to my feelings and observations. As I see it, the members who currently attend most of the meetings would do so even if, it was on a Monday, Tuesday, Wednesday or Thursday night. Any program about aviation would be fine, but the business part of the meetings should be less. Most felt that the business should be dealt with by the Chapter board and committee members. I read that we should start the meetings earlier and end by 9:30 PM. We need name tags and a lighted parking area. I agree with all that and more.

As the new President of Chapter 569, I can tell you that I will make any and all changes that I feel are for the betterment of the Chapter, if WE can work on those changes together. I have a lot of "life's experiences" and will put them to work for the Chapter, if that is what the members want. To all current members and past members I say; please pay the dues for another year and join us at our regular monthly meetings. This can be an exciting year ahead, but you will be left out if you don't get involved. I guarantee that you will be happy with the changes which can and will take place, but only if I get your support. Tuesday, February

7th, the meeting shall start at 7:00 PM and be over before 9:30 PM, unless you are on the board. Come to this meeting and hear about some exciting plans for 2012.

Thank you all.

New Online Members Directory

By *Doug Volkmer*

We have implemented a new Members Directory on the Chapter website. The Directory/Members List for EAA Chapter 569 is located at <http://www.eaa569.org/directory/>. It provides a place for Chapter 569 members to share their contact information and aviation information with other members. Chapter 569 Members are listed in alphabetical order on the Directory Page. You can view their information by simply clicking on their name. The profiles are only accessible by Chapter 569 members, so you will be prompted to login with your username and password, if you aren't logged in already. You can also search the directory by typing in a name in the field at the beginning of the directory. After clicking on a members' name, click on "Info" to view the information they have provided.

We understand that some members are concerned about having their personal information available on the Internet. We do not require you to post any information on your profile other than your name. You can choose to provide any contact information that you'd like, such as your email address, phone number, address, etc.

Additionally, you can provide information about your aviation experiences and other information about yourself. Once again, the information you provide will only be seen by EAA Chapter 569 members.

In order to update your profile and view other profiles, click on "Login" on the bar near the top of the page. Members must login to view the profiles and to fill out their own information. Members should have received an email with their login information. If you are a Chapter 569 member and did not receive this information, please let us know by emailing webmaster@eaa569.org. After logging in, click on "Edit/Update Your Profile". This is where you can update your information. You can also change your login password to something easier to remember. After making any changes to your profile, be sure to click on "Update" at the bottom of the page so that the changes are saved.

If you created your Member Profile previously under the old format (prior to 1/16/2012), you WILL need to create it again. We felt this was the best option in order to ensure we have updated information for everyone.

If you have any questions, comments, concerns, or have other feedback, or if you experience any problems with this new system, please email webmaster@eaa569.org.

Minutes of the Club Meeting January 10, 2012

The meeting was called to order by President Tom Johnson at 7:35 PM.

The members were asked to introduce themselves, relate their past experiences and talk about their goals for the coming year.

Discussion ensued concerning moving the night of the chapter meetings from the first Tuesday to the second Tuesday of the month. Several opinions were voiced. Cristi Higgins stated that she would put together a survey for the membership to determine if a more appropriate date could be found.

President Johnson discussed changing the Chapter by-laws to place the Chapter in a better position with the IRS. A clarification of the by-laws may help the chapter fulfill our mission without tax liability.

It was stated that the chapter will undergo a membership drive in the coming months to increase our strength in numbers.

There was a discussion of the Young Eagles coordinator position. It was suggested that the chapter find an enthusiastic young person who is excited about becoming a pilot and use the Chapters resources to help them achieve that goal. This effort would entail a focus on fund raising events to support the endeavor without putting the Chapters finances at risk.

Several suggestions were made for Chapter initiatives including construction of a flight simulator and having a building for the Chapters use. Fund raisers could include, having a waffle day, garage sales, a flea market and building a peddle car for a raffle.

The meeting was adjourned at 10:32 PM.

Doug Elting, Secretary

Minutes of the Executive Meeting January 21, 2012

The meeting was called to order by President Tom Johnson at approximately 10:00 AM.

Extensive discussions were had concerning the advantages of the Chapter securing a Chapter 501c3 designation or a Chapter 501c7 designation. No conclusion was reached. The matter was forwarded for future discussions.

The suggestion was made to sell kettle corn at the State Fly-in to be held at Norfolk this upcoming June 16th and 17th. President Johnson will spearhead the organizational effort.

The meeting was adjourned at approximately 11:15 AM.

Doug Elting, Secretary

Accident Report

Accident occurred Tuesday, November 09, 2010 in Pineville, LA

Probable Cause Approval Date: 03/16/2011

Aircraft: CESSNA 172,
registration: N9747L

Injuries: 1 Uninjured.

Following the installation of an overhauled engine and the completion of an annual inspection, the pilot/mechanic that had performed the work elected to fly the airplane. During takeoff the engine indications were normal and the airplane climbed to about 500 feet above ground level when the engine experienced a sudden power loss and the rpms decreased. The pilot then maneuvered the airplane in a 180-degree turn back toward the airport. He overshot the runway and the airplane sustained substantial damage during an off-airport forced landing. Federal Aviation Administration inspectors who responded to the scene discovered that the throttle control linkage was not connected to the carburetor throttle plate arm; the associated bolt, castellated nut, and cotter pin were missing. The pilot/mechanic stated that he had connected the throttle control linkage but could not remember if he had installed the cotter pin.

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

The pilot/mechanic's improper inspection of the airplane following the engine installation.

Plane Talk – by Lauran Paine, Jr.

DOES BUILDING AN AIRPLANE MAKE YOU A BETTER PILOT? I have reason to think so. I'm not saying that building an airplane will make you a good pilot; I'm saying that if you are already a pretty darn good pilot, building an airplane will make you a better one.

Why?

Because you learn so much. You learn about the construction process, the engineering process, the planning, the thinking, yourself, and about the energy and sheer dedication that go into making an airplane. In other words, you gain not just knowledge but an appreciation for the airplane you fly. And *that* makes you a better pilot.

I wouldn't have said all this until a couple years ago, and I've been flying for more than 30 years. But then, at the invitation of my son, who brought an ad to my attention, I went to the mountain and saw the light. I went to Van's Aircraft in North Plains, Oregon. I live in Salem, Oregon, so the journey wasn't a long one, which made the decision easier. Besides, my teenage son said he'd buy breakfast, and *that* is an event that doesn't happen very often (as you who have teenage children know full well).

Arriving in North Plains, we "hang a right" (I'm riding with my teenage son, remember?) at an intersection. There aren't very many intersections in North Plains—three, maybe four, tops. One-half block and there it sat—a large, older, unassuming, virtually unmarked metal building. There was one sign, faded, that said "Van's Aircraft."

We were in the right place.

Outside were a few parked vehicles, mostly pickups. Pickups outside is a good sign that there are real people inside (as opposed to "beautiful people"). In the front of the building is a red door, also faded. That must be where you go in—we deduced that because it was the only door, not because it said "Entrance" or anything

like that. It didn't. We tried the faded red door. It opened with a squeak and a swipe and we went in. I liked the door. I know, silly me. But I just happen to like function more than I like image.

Inside, I wasn't disappointed. The "foyer" was small. Okay, tiny. It was like a short hallway with a counter on one side. This was a no-nonsense place. Here you push, pull, buy something, or get out of the way. It was an airplane place. Pure and simple. I liked it. I liked it a lot. It didn't seem to matter that my blue jeans were a little (okay, a lot) faded or that my T-shirt had a small hole by my right shoulder. That wouldn't cut it at Smith-Barney, but it was just fine at Van's. Of course, I was feeling pretty good to begin with because my stomach was full and my son paid for it. (You have to be the parent of a teenager to really understand what I'm saying.)

A lady behind one of the two desks looked up after hanging up the phone—which rang again immediately after she'd hung up. The lady at the other desk answered it. Lady number one asked, "May I help you?"

"We'd like to see some information on the RV-8, maybe walk around the factory, something like that," we said. Under the Plexiglas on the counter was a note: "Please call ahead for tours or when picking up parts." Oops, noticed *that* a little late, didn't we? But the nice lady said, "Sure. I'll see what I can do."

My son and I stood in the foyer with our hands in our pockets, looking at the pictures—all RV's—and the grease pencil board labeled "Kit Lead Times."

Then out came a tall, lanky, mustachioed, friendly man with a steady eye and a firm handshake, "Hi, I'm Tom Greene. Let's step out in the shop."

Out into the shop we go and—wow—what an ambience. Airplane parts everywhere. Piled high. Bent pieces of aluminum. Landing gear. Bins of rivets. Canopies. Wooden shipping boxes. You could stand in the

middle of the building, do a three-sixty, and everywhere you looked was great stuff. None of it pretentious. All of it functional. What can I say? A place like that just warms your heart. And it smelled good. How does it smell good? I can't explain it. It just does.

A few people scurried about here and there amid the . . . not clutter, uh, let's just call it "organized mayhem." Tom Greene had a word—actually, a lot of words—for every scurrying person. And every one of them had several words back for him. Factory banter. It was, as my son put it, "Way cool."

Out we went to the back building, all the while answering Tom's new-acquaintance-type questions like, "What do you do?"

A lot of places I take that question to mean, "How much money do you have?" I didn't take it that way here, for this was a place of passion and where there is passion, money be damned. Hey, if I scooped dog poop for a living, I'd still figure a way to get enough money to buy an RV-8. The darn thing is that sexy.

In the back building—machines. Machines that bend aluminum. Machines that cut. Machines that drill holes, lots of holes at once. And beside the machines are piles of parts, ready to go to building number one.

That is the cycle: from aluminum sheets, to parts, to stockpiles, to sales, to me. Or you. And from there to the magnificent journey of self-discovery that is building an airplane. The bug bit me—the / *want to build an airplane* bug—and bit bad. But first we had to go home; I'd forgotten the checkbook. On the way, we stopped for lunch (I bought). We discussed that we didn't have to decide if, only when.

Two weeks later, after matching mutual days off (and calling ahead), my son and I were back at Van's. This time Bill Benedict met us, an unassuming yet confident man. We drove to the airport. Actually, it was a grass strip. Grass strip sounds better than airport,

doesn't it? We strapped in and Bill flew us, first me and then my son. Canopy, stick, tandem seats, tailwheel—it just doesn't get any better than that. And with the aileron touch of a fighter. Light. Responsive. Fast. Take me back to the factory and load up my truck with parts. I'm ready.

Back at the factory (we had our checkbook this time) they loaded us up with the tail kit and off we went, with a bunch of aluminum parts rattling around in the back, waiting for us to lay our hands on them. Excited? Very. Realizing a dream *is* exciting. And scary. "Can I?" you ask yourself. Yup. "Will I?" Yup, again. Two "yups" were all I needed to hear myself say. I was good to go.

At home, clear a space in the garage (which means, my car out, my wife's car in) and lay out the parts. Then attach the horizontal stabilizer skin to the rear spar and, presto, you have an airplane part. Wow! Easy.

Of course, later you have to take the skin off the spar and final drill the holes, debur, dimple, countersink, Cleco, measure, sand, rivet—big rivets and little rivets—with your new compressor and rivet gun. All of which brings me back to my original point: the learning curve begins; the appreciation for what goes into building an airplane begins.

Now, when I preflight my airliner, guess what? I look at rivets, at skin fit, at, well, everything with a new eye. I appreciate how it's built. I look at the quality of the construction. Okay, I'll tell everybody right now, all the rivets on my RV are not perfect. So it was with great satisfaction that I found some rivets on my airliner that weren't perfect either. They were in the baggage compartment, back under a part of the fuselage that leads to the wing. They weren't bad, just not perfect. They were in a hard-to-get-to place, which is usually where my less-than-perfect rivets are, too. But they were still holding tight, and on the airliner they probably had a jillion or

Classifieds

FOR SALE

1978 Piper Tomahawk



PA-38-112 2216 TTAF&E
Very Clean, new August, 2011 Annual
All AD's Current. \$18,500 obo

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

Email Tom at:
td_johnson@tbarjne.com

FOR SALE

1996 Van's RV-6



ARV-6 with 185 HP Titan engine (210 smoh by Nevada Engines), TT 820. New Sterba prop, King KY96 com, Apollo SL60 GPS-com & Apollo 360 moving map, Narco AT50 Txp mode C, RST-504 audio panel, electric flaps, manual pitch and aileron trim. Strobe, nav, taxi & landing lights. Digital Tach & Hobbs. New altimeter, oil temp, tires, brakes and seats. Built by an AP. Great short field performer and fast cross country plane. Bought last December and flown 120 hours since but have decided to go Sport Pilot. Based in Seward, NE. 402 643-3464 or Cell 402 540 5679. Asking \$ 52K obo. • Contact Charles H. Krutz, Owner - located Seward, NE • Telephone: 402.540.5679 . 402.643. 3464

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This is a strong running airplane that can go anywhere right now. Runs on auto gas with a very economical burn rate. Cruise speed is 170 MPH and the prop and engine combination is smooth as silk. More information at http://www.geicodevelopment.com/rv_9a1. Please contact Andy Lahr at 402-423-1722 or Tom Henry at 402-417-8558.

two cycles on them. I like knowing something about the details of an airplane. I didn't always, but I do now.

Besides all of the above, building an airplane is fun. I'm not setting any time lines to finish—that is key for me. I'm just going to enjoy every piece, every rivet, every accomplishment, overcome every frustration, and press on—someday it will all be an airplane. And when I fly it I'll know it better than any airplane I've ever flown. I'm going to like that feeling.

In the meanwhile, it's helping me to know and appreciate the airliner I fly. I like that, too. Will it do the same for you? I don't know. But I do know that it can't hurt and, besides, you get to meet a lot of nice people in the process.

Aviation is a journey of many paths. The path I've just described is one of learning, accomplishment, joy, and good people. Try it. You'll like it.

(This article originally appeared in the February, 2000 issue of EAA Sport Aviation.)

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.

June 16-17, Nebraska Airfest & 2012 State Fly-In, Norfolk, NE (KOFK), <http://www.nebraskaairfest.com/>



How to Become a Member...

Becoming an EAA Chapter 569 member is very easy to do! We now have an online registration system which helps make the registration process easier and faster. If you would prefer not to register online, we also have a form you can print off, fill out, and mail in. For more information about these options and how to become a member, go to www.eaa569.org.

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