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EAA Chapter 569 Newsletter

Lincoln, NE



EAA 569 Contact Information

President

Thomas D. Johnson
402-519-3252

td_johnson@tbarjne.com

808 W South St.
Juniata, NE 68955

Vice President

Cristi Higgins

H: 402-798-0230

higginschristi@msn.com

P.O. Box 68
Cortland, NE 68331

Secretary

Doug Elting

H: 402-423-3916

W: 877-445-6311

nelting@neb.rr.com

5701 So Coddington Ave
Lincoln, NE 68523

Treasurer

Matt Olson

3841 NW Michael

Lincoln, NE 68524

210-748-0637

matt0@ozu.es

Tech Counselors

Erick Corbridge

402-499-1039

Corbe99@Yahoo.com

Tom Henry

H: 402-791-2116

W: 402-479-1540

TomHenry3@aol.com

Newsletter and Web Editor

Doug Volkmer

H: 402-483-1108

rv7doug@gmail.com

3720 Stockwell Circle

Lincoln, NE 68506



Meeting Announcement

Date: Tuesday, March 6th

Time: 7:00pm ← Note the time change!

Program: Presentation by David R. Chaffee. David worked for several Flight Service Stations throughout the Midwest from 1970 thru 2003 and is a current Private Pilot.

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

President's Message Thomas D. Johnson



WOW, was there a full moon out during the last regular and board meeting? You would think that I have been standing on a street corner, giving away the Chapter 569's money. Calm down folks. I am going to present a lot of ideas, but unless members propose to follow up with motions and action, your bank account will stay as is.

I think that it was unfair for the six past Chapter 569 Presidents to have joined forces to say that "we have sufficient funds for the foreseeable future". Put yourself in my shoes, and the shoes of all other members that have a better dream in mind for this Chapter.

Under your watch, back to at least 2006, the non-profit/IRS requirements have not been kept up with. There were notices from headquarters the entire time, but it was easier to ignore them than to make hard decisions and get the members to agree to do the right thing. Now I have to bare the heat to correct

these things that have been passed over by you.

The year has only began and you all - the gang of 6 - have shown everyone that we no longer need to do fund raising. Your ideas, Mr Johnson, are not welcome at this time, is what I heard. So besides taking the flack for trying to correct the lax recording keeping on your part, I am told that my idea of better things for this Chapter should be put aside!

With that speech, signed by the 6 past Presidents, I think that you have put a knife in the heart of this Chapter. Why would anyone want to be a member of a Chapter that has put limits on it's current President and it's younger thinking members?? And then to say that "WE have sufficient funds for the foreseeable future". "This ain't no Old Age Fund" - We are to be running a non-profit, educational EAA Chapter.

It would appear that the gang of 6 FPs, (former Presidents), would rather set in the back of the room and be critical, rather than embrace younger ideas for new members to enjoy. No reconfiguring of your club, and no disrupting the many great parts of our organization are necessary to do fund raising for educational projects. We are a 501c3 already and only need to do the necessary paper work to raise up to \$50,000.00 per year.

I always sat in the back of the room, but I was supportive of the past 2 FPs efforts, not knowing that we were dying on the inside (IRS

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requirements). I even supported the B-17 project by getting an airport security badge so others could be on the flight line. That was a \$40.00 cost out of my pocket, not out of the old age fund.

I feel this last meeting date, February 7, 2012, may be the day that lives in infamy as far as the survival of this Chapter. With member involvement and my ideas for fund raising, I feel we could have doubled the amount of money in the "old age account" this year. My first meeting in January, I said that we should set out to raise \$50,000.00 for a hangar of our own, if the club wants to. I feel it is my job to float these ideas, but it shall be the members that have to make the motions and take a vote, to do anything. I was voted in to be a leader and I will not be just another puppet. I had high hopes of growing this Chapter in membership and involvement in aviation activity, but you, the gang of 6 FPs, have managed to derail all these plans. I think that it would be easier to build a new ship than refloat this battle torn vessel. Time will tell, but I know that I tire quickly, pushing an iron ball up a hill, when it has so many flat spots on it. In my vast years of experience, "I have learned that you can not win against organized resistance." Or as my Mother always said, "you can lead a horse to water, but you can't make it drink".

Wanting this chapter to be a c7 was a very poor, uneducated idea that was started at a board meeting and has been the biggest waste of my time to date. Chapter 569 articles of incorporation state that it is a non-profit corporation and in the event of dissolution, any remaining assets

shall be distributed under Section 501(c)3 rules of the IRS Code. Any layman would read that and say that we have been a 501c3 since year one, 1976. If it dies as a 501c3, then it lived as a 501c3. But you don't have to go far to find an attorney that would say, "that is not necessary true". And the IRS does not allow you to raise money as a 501c3 non-profit, educational, and then spend it as a 501c7 social club.

At the February meeting, when the signup sheets for one of my fund raising ideas were passed around the room. The sheet that went to my left showed that most were in favor of that idea. And on the sheet that went to the right, one of you wrote- "We have plenty of funds for our needs, why spend time earning more", and 2 more of you placed your X in agreement.

Parts of Dennis Crispin's letter were good and supported some of what I have been saying, only in a different way. The idea of having a flight training scholarship idea was what I proposed at the January meeting. That would be a great move. I take that as a motion, do I have a second? Discussion - does money for this idea come out of the old age fund, or do we get to raise more money? The only area we differ on is in the "club house". Most Chapters I know of have a meeting room/hangar on an airport. That will not make a Chapter, but puts more reality into an aviation educational body of people. I feel this Chapter should exist to educate the "young aviation curious minded people" that are outside of our Chapter, more so than our own members. Having a location on an airport with nearby airplanes flying would make for a lasting impression, more so than

pictures on a screen.

I believe that getting the public to our breakfast and other aviation activity should be our goal. I believe in the Young Eagles program too, but with your "limit public access" attitude of some members, I am surprised that you don't limit the Young Eagle rides to "kids of members only"! If I find that the majority of the members believe that the 6 FPs are right, then I shall set back and be a do nothing President too.

A copy of the required amendment to our Articles of Incorporation and the proposed new By-laws for our Chapter should have been sent to you via email. If you did not get a copy, contact one of the board members. The membership shall discuss these changes at the March 6th regular meeting. After that the Board must vote to agree on both items, and then the Members shall have the final vote at the April 3, 2012 regular meeting.

I shall not attend the March monthly meeting. Why would I want to remember my 65th birthday the way I shall remember February 7, 2012, my Mother's 97th birthday. If there are any members that support me, you have two choices; stand down, or attend the meeting and be heard - your choice. I shall turn the March meeting over to our V.P. If she can't make it, we have 6 FPs that can fill in. "A wise pilot plots a new course when there is a storm brewing straight ahead", by Thomas D Johnson 2-8-2012

See you all in April. Please try to overlook all my faults as the messenger, but try to see the message". Thank you.

Minutes of the Club Meeting February 7, 2012

The meeting was called to order by President Tom Johnson at 7:07 PM. There were around 25 members present.

Dennis Crispin immediately asked to have the floor and read the following prepared statement of concern.

“Chapter 569 is a great EAA Chapter. We have a long history of positive involvement in the local general aviation community. That we have well served the needs and desires of our members is evident in the fact that the club has survived for thirty six years. Like any organization we have our faults. To grow, we must constantly explore new avenues of endeavor. Our challenge is to correct the problems and find the new directions without disrupting the many great parts of our organization.

At the January meeting, and in the last newsletter, statements were made which leave me with a great deal of concern. I, and many others, feel that plans are underway which will negatively impact our fine organization.

I would like to offer a characterization of chapter 569, a definition of who we are. This identification may help you appreciate why we do what we do and **maybe why we have not done what you think we should have done.**

We are a group of aviation enthusiasts with a variety of special interests, but we have a set of

mutual goals and appreciations.

I offer that the fundamental foundation of our organization is to share the experience and opportunities of flight with our members and non-members. Every successful project that this organization has pursued has advanced the awareness of flight and aviation and the benefits to individuals and the nation.

If you were to ask each member their opinion of the value of the Young Eagles and EAA camps, I expect the majority, if not every single member, would rate these activities higher than any other.

Chapter 569 has been meeting for over 35 years, with some of the founding members still attending. Membership in this club is a privilege. It is fantastic to have access to the knowledge, experience and resources held by the collection of our members. Social interaction of our members is what makes the experience of membership so productive and beneficial to all who participate.

When we socialize, all we talk about is airplanes! Three guys yacking at the breakfast is a mini seminar in some aspect of aviation.

I appreciate your expressions requesting involvement from the membership. Every president hopes for the programs, and projects of their administration to be appreciated and beneficial to the club. Be aware that levels of involvement will vary due to many personal factors beyond the control of the club's goals or leadership.

We appreciate member's involvement at any level. Knowing who has contributed time and resources over the many years, you

would be challenged to find an attendee at a Christmas party who had not assisted with a project, been an officer, a young eagle's pilot, or had other participation through the year.

As a past president, and after discussing the subject with other past officers, I believe the club members would be motivated to support the formation of a committee to promote flight training through a scholarship program. This concept could benefit many students in a year or just one. It could sponsor ground school, possibly flight training in both powered and or non-powered aircraft. This program should be developed by a committee and presented to the main membership for review, and approval, as should any project that requires club funding. I believe this activity and fundraising projects to support this goal will be happily and actively supported by the majority of the membership.

Through 35 plus years, there have been a variety of suggestions concerning the acquisition of a clubhouse for the chapter. Time and time again, when evaluating the merits, benefits and costs in relation to the groups needs, priorities and interests, the club has democratically decided to pursue other projects and activities. It is an understood expectation that the current leadership of this club will respect its members by preparing a specific plan for any clubhouse project and present it to the membership for approval before any executive action is taken, or any club money is allocated for such a project. In general, it is fair

to say that if the club collectively wanted a club house, we would have it by now.

There have been several suggestions for fundraising projects. This club is not, nor ever has been, in the funding business. Reconfiguring our club into a fundraising organization would totally alter the character of the group. If we exercise proper stewardship of our existing monies, we have sufficient funds for the foreseeable future. Should the club undertake a major project that requires additional investment, then the appropriate funding mechanisms should be a part of that venture.

The most intelligent and motivated leaders cannot lead a group where they don't want to go. Be aware of the common interests of the members, recognize the values that motivate the members to support the activities they have pursued regardless of how subtle they appear to you.

I want to recognize your pursuit of getting the club's legal and tax status reviewed. There has been many a controversy over the modifications of the bylaws over the years. It is time to get this job done, and done correctly. The club has legal talent, tax skills and business experts available. Please take advantage of the talents and expertise of the club's members as well as the guidance available to us through the EAA national offices. It is imperative that the full membership be involved in the bylaw revision process.

These comments are intended to be constructive and informative. I

know the club will be supportive of those initiatives that promote the members' fundamental beliefs and goals.

The statement of concern was signed by 6 past Chapter 569 presidents.

Tom Johnson expressed concern about getting the Chapter's Articles of Incorporation and Bylaws updated. He stated the Chapter has had a 501c3 status since 1976.

The 2011 Chapter Service Award pins and certificates were handed out.

Discussion about the differences between 501c3 and 501c7 ensued. Some of the differences are donations to a 501c7 are not tax deductible, unlike a 501c3. Dues are not deductible in a 501c7.

Andy Lahr motioned to remain as a 501c3, seconded by Dean Hoy

The topic was open for discussion.

If the chapter conforms to the rules of a 501c3, there would be no income tax to file. The chapter would need to ensure the language in the bylaws and articles of incorporation are current. A 501c3 must spend their money in a charitable fashion.

Erick Corbridge motioned for a vote to continue as a 501c3, seconded by Andy Lahr.

Motion carried by the members present, excluding the board.

Tom Johnson passed around a signup sheet looking for volunteers to help out with the State Fly-In at Norfolk on June 16 – 17. By helping out, the chapter could get a percentage of the gate fee. The chapter could bring in some additional revenue by selling kettle korn, pop and water.

Wayne Woldt presented his Ercoupe flight simulator project to the club.

Tom Johnson proposed having a waffle day – garage sale at the Denton Community Center in April. A signup sheet was passed around to gauge the interest of the club.

Since we are an experimental club, we experimented with a raffle at the February meeting. Members could purchase a raffle ticket for \$1 and at the conclusion of the meeting a drawing will be held to determine the winner. It took three tries but Dean Hoy was the winner. Sorry to whoever had ticket numbers 861 and 862 and left the meeting early.

The meeting was adjourned at 9:20 PM.

Doug Volkmer for
Doug Elting, Secretary

Plane Talk – by Lauran Paine, Jr.

WHAT IS IT ABOUT BUILDING AN AIRPLANE?

It's crazy. Pure, unadulterated craziness. It takes time, money, cut fingers, long explanations to the uninitiated, fretting, loss of sleep, self-doubt, soul searching, humility, strength, perseverance, vision, and hope. All of the above. And most of it—the detail stuff—you do alone, puttering and muttering around in your garage/shop/hangar, in a zone. The sum of the above I call “the Zen of building.” And it's a great big pain-in-the-patootie. So, I return to my original question, “What is it about building an airplane?” It's a legitimate question. I'm going to try and stumble through some answers.

Possible answers: Because it's fun. Because it's satisfying. Because it's accomplishment. Because it's real. Because of the people you meet. Because it's building a dream. Because it's purpose. Because it's pride. Because it's never boring. Because it's a project...forever. Because pain helps define pleasure. Because difficulty enhances accomplishment. Because I don't think I could climb Mt. Everest. Because pounding just one good rivet makes me feel good. Because fixing a lousy rivet makes me feel good. Because man has been enamored with flight since he began watching birds, and flying something you built with our own hands answers that calling. And just because.

There. Take that, all you (me included) self-doubting, cut-finger insomniacs with airplane tool credit card debt, fretting over “edge

distance” and “the cost of a Lycoming.” Paragraph two wipes out paragraph one. At least to us builders/restorers, it does. And that's what really matters here, right?

Besides, what else are you going to do? Watch daytime TV? I don't think so. *Doing* something is what matters. And doing something with your hands is just plain ol' outright fun—pain or no pain. We are programmed, as humans, to do, and doing something we love is the ultimate in doing. The last statement applies to most worthy endeavors, but we're talking airplanes here; people with other interests and passions have their own magazines.

When I'm building, trying to fix what I fretted over the night before, I am also dreaming. And I'm laying my hands on my dream. I am where I want to be, doing what I want to be doing, dreaming what I want to be dreaming. I'm in my happy place. Sometimes my bride of 35 years will visit me building, and we talk of the peace at the airport and the hangar and the good feelings of it all, looking at the finished wings and elevators and ailerons and viewing them as accomplishments-to-date. And, for a time, the fretting and doubts and worry about the enormity of it all go away. Total fruition is when the whole airplane breaks ground, but there's a lot of *partial* fruition before that point. And all that keeps you going and going and going, no matter the adversity described in paragraph one.

One of the harder parts is the fretting. It usually happens at the end of a long building day. Things didn't line up; the bucking bar

slipped out of your hands more times than you care to count; the rivet gun pressure never did seem quite right; the band saw cut wasn't perfect nor the required dimension. So, when you lay your head down to sleep, you don't sleep. You think, “Why?” You fret a bit: “Why wasn't that hole where it was supposed to be?” And, “They say 7/32, but is 5/32 so bad?” And the ultimate fret: “Why am I doing this to myself?” Such is the stuff of fatigue and a difficult building day. Know what happens nine times out of 10? You wake up in the morning, relatively fresh, and you're ready to have at it again. Such is building an airplane. The challenge shapes you. Once you get it through your head that neither rain, sleet, snow, epoxy, Pro-Seal, aluminum, nor fiberglass will get you down...it won't. Overcoming is imagined; success is ingrained. And that's a nice feeling to have as you walk along on the sidewalk of life.

Why am I saying all this? I'm not sure. Maybe I don't have to. A lot of these thoughts are the *private* thoughts of builders. But we all have them, and builders need to share from time to time, be it techniques, hints, or thoughts. Or Zen. Besides, there are whole sections about yin and yang and yoga in bookstores. This one article will have to do it for builders. Call it Zen or whatever, builders are going to build, overcome, and build some more because that's who they are—they're paragraph two people. I read the accounts of those who have completed the building process, and those stories literally leap off the page with enthusiasm and pride and fellowship and

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encouragement. Good people doing good things. A select fraternity. But, with enough perseverance, anyone can belong. Builders who have completed their airplanes set the standard. I admire them. I want to be one of them.

I read yesterday of a man who entered an Iron Man competition—you know, swim, bike, and run. He entered with his son, who is physically challenged. He towed his son in a raft while he swam, bicycled his son in a bike seat while he rode 112 miles, and pushed him in his wheelchair while he ran the 26-mile marathon at the end of the competition. I have nothing to say to that. I have only feelings; feelings like wow. Is there a limit to what we can do? I hope not. Life is better when we're challenged. People like the iron man and his son prove it.

Maybe I *could* climb Mt. Everest. You think? Maybe you could, too. You think? Naw, it would cut into our building time. Airplane building *is* my Mt. Everest.

Oh, there's more: *Maintaining* your airplane after you've built it is also cause for more fretting, time, and money. Whoa! How did I let that dirty little secret out? Oh well, we're already strong from building, right? Right! Now it's a labor of love. It's a lot like raising kids: You bring them into this world and you stick with them, doing what you have to do until they "fly." And when they do, you're proud. And you stick with them...forever. Like your homebuilt airplane. It's not chore; it's pleasure.

But, even after all is said and done about building, a little boost in the backside is always a good

thing for a builder. And who do you think are the ones most willing to give that boost? Those who have already built—who have already met the challenge. Take Randy of Van's Aircraft "Home Wing" in Oregon. He organized a "Builders Motivation Day." He got pilots with airplanes to volunteer to give rides to builders/pilots with projects. And he tried the best he could to match the builder/pilot with a flight in exactly the type of airplane being built. All of this is not just a good idea; it's a *generous* good idea. (Randy would be the first to tell you he didn't do this alone...he had a lot of good help.) And it's typical of builders who are flying their airplanes: They are the Zen masters—generous Zen masters.

There have been volumes written about happiness. Perhaps it is an elusive thing, but in my simple mind, it is not really all that complex: You need something to do, to have something to love, and something to dream about. In other words, airplane building.

(This article originally appeared in the October, 2003 issue of EAA Sport Aviation.)

Accident Report

Accident occurred Friday, May 07, 2010 in Lynwood, IL

Probable Cause Approval Date:
10/21/2010

Aircraft: CARLESIMO GLASAIR
III T, registration: N713MJ
Injuries: 1 Uninjured.

The pilot reported that he lost engine power while on base leg of the landing pattern and performed an off-airport landing on a farm field. The airplane sustained substantial damage when it touched down on the field's soft dirt. The airplane's kit manufacturer's "suggested pre-landing check list" included, "Fuel boost pump on. Check fuel quantity. Select proper tank. Verify that handle engages detent. ... NOTE We recommend completing the pre-landing check list before entering the pattern so that the pilots attention can be directed outside the airplane to clear for traffic while in the pattern." The pilot's accident report did not list any mechanical malfunctions with the airplane reference the accident flight. The pilot's safety recommendation stated, "Recommend that pilot check fuel tank selection and fuel content at start of each phase of flight."

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

A loss of engine power due to fuel starvation as a result of the pilot's failure to follow the pre-landing checklist and verifying the position of the fuel selector.

**Minutes of the Executive Meeting
February 7, 2012**

The meeting was called to order by President Tom Johnson at approximately 9:36 PM.

Tom Johnson presented Articles of Incorporation papers he obtained from the Secretary of State office.

Tom Johnson motioned to revise the Articles of Incorporation language. Motion carried.

Erick Corbridge motioned the board revise the language in the by-laws and then send to membership for their review. Once approved by membership, they will be reviewed by a lawyer and EAA headquarters. Motion carried.

The meeting was adjourned at approximately 10:21 PM.

Doug Volkmer for
Doug Elting, Secretary

**Question from the Private Pilot
Test Exam**

1. If the engine oil temperature and cylinder head temperature gauges have exceeded their normal operating range, the pilot may have been operating with

- a) higher-than-normal oil pressure
- b) the mixture set too rich.
- c) too much power and with the mixture set too lean.

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



RV-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

FOR RENT

Nice Cessna 152 available for rent out of LNK. \$89/hr includes all fuel and oil...you provide the fun! Complete checklist and radio script always handy. No instructor charge for rental checkout. Call John Cox 402 239-3953

Want to own a 1/4 share of a 2007 Van's RV-9A ???



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.

2. Applying carburetor heat will

- a) not affect the fuel/air mixture.
- b) result in more air going through the carburetor.
- c) enrich the fuel/air mixture.

3. If the grade of fuel used in an aircraft engine is lower than specified for the engine, it will most likely cause

- a) detonation.
- b) lower cylinder head temperatures.
- c) a mixture of fuel and air that is not uniform in all cylinders.

Answers: 1 (c), 2 (c), 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.

April 29, Annual Arbor Day Fly-in, Nebraska City, NE (AFK) 0800-1200 (pancakes, ham, coffee/juice), Contact: Laura Crook, Phone: 402.874.1200

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

July 23 - 29, AirVenture, Oshkosh, WI, <http://www.airventure.org/>



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.

John Cox
2279 County Road 2425
DeWitt, Nebraska 68541-2518

