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# EAA Chapter 569 Newsletter

Lincoln, NE



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## Meeting Announcement

**Date:** Tuesday, February, 2nd

**Time:** 7:30pm

**Program:** Guardians of Freedom  
Airshow planning.

**Place:** Duncan Aviation Engine Shop  
5000 NW 44<sup>th</sup> St – Lincoln, NE



**President's  
Message  
Harold Bickford**

February 2016 dawns and with it a leap year (February 29th and all) for those who keep track of such. Soon flying activity will beckon. Those winter building projects will also show some progress to detail. Let's endeavor to make 2016 a banner year for learning, building and flying. This may be the year you begin your own homebuilt aircraft (officially E-AB) or add a rating or endorsement. Why not make it happen this year?

May 7-8 is the Guardians of Freedom Airshow at Lincoln. That makes it the weekend right after our May meeting. As we have earlier discussed, this is an excellent opportunity for us as a chapter to showcase what we and EAA are about. To that end I would like to use our February meeting to set the framework for our presence at the airshow. There is much we can present; the question is how much and how best to accomplish the task. That May 7-8 time frame will be here rapidly so good planning is our ace move.

Remember too we can always use volunteers at our chapter breakfast the third Saturday at Crete Airport (Feb 20). Our core group does a great job and a couple of extra hands always make it that much better. Along with that it is a fun activity.

Mark your calendars for Feb 2 at 7:30pm for our monthly chapter meeting and we'll see you then!

Harold Bickford,  
Chapter President

## 2016 Dues are Due

*By Doug Volkmer*

A new year also means it's time to pay your Chapter dues. The amount remains at \$20.

We have a process on the Chapter website ([www.eaa569.org](http://www.eaa569.org)) to simplify this task and to better disseminate the information. We are encouraging members to use this as opposed to sending in the paper form. From the website home page, click on **Join** in the upper/middle portion of the page and then follow the instructions on the screen.

For those members who prefer to fill out the paper form, we have included a copy of the form in this month's newsletter.

It's been asked several times, when will a hard copy of the directory return? I'm planning to work on that in the next few weeks. Please get your renewal in ASAP so you can be included in the directory.

## Across the vast, turbulent West in 37 days

*(The late Wally Peterson, a Chapter 569 member and his wife Bonnie traveled the western states in their Piper Cub. Don Walton described the adventure in this Lincoln Journal Star column in June, 1989.) – Ed*

By Don Walton

Into each life a few headwinds will blow.

Wally and Bonnie Peterson are back in Lincoln, having flown across America's vast and turbulent West.

Enormously vast, stretching out there forever at 59 miles an hour.

Wildly and powerfully turbulent, its winds whirling and churning above the deserts, mountains and streams.

Eight thousand miles, 37 flying days, 106 airports, 212 takeoffs and landings, 17 state capitals later, the Petersons have halted their odyssey. At least for this year.

Go west they did with a vengeance. The East will have to wait.

After a tiring, challenging, sometimes scary, but exhilarating trip in Wally's 1946 Piper Cub that began on April 10 and ended on May 29, the Petersons are postponing plans to complete their single-engine journey to 48 state capitals for awhile.

"Maybe when next spring rolls around..." says Bonnie.

"We can decide about it later," Wally says.

"THE CHALLENGE is still there."

The trip through the west was more arduous and time-consuming

than they expected. Turbulence restricted their airborne hours to early morning, an average of 3 ½ hours flying time a day. And uncannily, and against the law of averages, they encountered headwinds no matter what direction they were flying almost all the way.

They averaged 59 miles per hour groundspeed and 216 miles a day.

"It was exhausting, challenging, grueling, fatiguing, magnificent," Wally says.

Bonnie's emotions during the trip swung between extremes, "from awe and serenity to terror."

At one point she wrote in the log: "I am feeling out of control in a plane I cannot fly, in the same position for hours...with the winds whirling about us."

THE TURBULENCE at times was "fierce," Wally says.

One day near Klamath Falls in Oregon, it was so violent that he wasn't sure he could continue to control the plane.

As the adventure unfolded, terrain became their map.

"We had our three R's to follow," Bonnie says. "The road, the railroad and the river."

"Turn left at the mountain," small airport operators sometimes advised them on the ground.

"The Cub performed magnificently," Wally says. "It's a strong and magnificent airplane."

THIS WAS the year of many springs for Wally and Bonnie.

As they flew south to Texas, then turned west and north, "we saw the trees bloom all over again," Bonnie says.

Those were among the magnificent sights of America's awesome West.

"It's still wild and empty, beautiful and desolate, intimidating," Wally says.

And frighteningly dry.

"There was so much evidence of the severity of the drought. Lakes that are on the maps are gone. Streams are empty.

"In North and South Dakota, the Missouri looks like the Platte. It's so empty.

"Out west the Platte is only a trickle."

ONE DAY the Petersons flew toward a strange darkness in the air above eastern Colorado.

"It looked like thunderclouds or fog. It was dust."

What else did the Petersons see, or sense, or learn?

Poverty.

"There's a sense of growing poverty everywhere," says Wally. "The homeless. Street people. Long lines of people at a soup kitchen in Sacramento just a couple blocks from a luxury shopping center."

Junk.

"So much evidence of a throwaway economy," Bonnie says. Auto junkyards, glass reflecting everywhere.

Environmental destruction.

Strip logging in Oregon.

A pall of smoke from power plants contaminating valleys in North Dakota.

TRUCKS.

"The Interstate System has become almost the private preserve

of the trucking industry, a publicly furnished roadbed" standing in sharp contrast to a deteriorating railway system, Wally says.

In the Far West highways are crowded with huge and dominating three-trailer trucks.

Violence.

"Everywhere we went there were reports of violence," Wally says.

"Everywhere people said don't go here or there after dark.

"I did not come back very optimistic about our future."

But the trip itself was wondrous and positive.

"We have a sense of achievement," Wally says.

Now 31 capitals await them in the East.

"We'll see," he says. "That's a decision we don't have to make today."

But there's a spark in his eyes.

"The East will be quite different," he says suddenly. "more crowded, different weather conditions, much more complicated."

You get the feeling that, like Indiana Jones, there may be a sequel next.

*(There is a sequel. I'll publish that in a future newsletter.*

*For this adventure, Wally received a U.S. National Record from the National Aeronautic Association for being "The first single engine light airplane to take off and land in all capital cities of the Western Continental United States".*

*Also, EAA has a scholarship in Wally's name:*

#### **Wallace Peterson Scholarship**

*Provides a \$500 scholarship for use toward flight training or to attend an EAA Air Academy session. Established in memory of Wallace Peterson, an aviation enthusiast who fell in love with airplanes while watching them take off from a dirt strip near his home in Omaha, Nebraska, this scholarship will help put another young person on the path to a lifetime love of flying. Special considerations extended to applicants from Nebraska, though applicants from any state will be considered. Contact EAA for more information.) – Ed*

#### **Fact Sheet, Western Half of the United States**

**Pilot:** Wallace C. Peterson  
**Navigator:** Bonnie B. Peterson

**Airplane:** N6820H Piper J-3, "Cub"

**Manufactured:** September, 1946

**First Flight:** September 25, 1946

**Engine:** 65 horsepower, 4 cylinder Continental

**Hours flown prior to trip:** 2,485 (approximately 150,000 miles)

**Trip Statistics** (44 days, April, May, 1989)

37 Flying days (3 days lost to weather)

**Hours flown:** 132.5

**Miles flown:** 7,857

**Average ground speed:** 59.4 mph.

**Take-offs and landings:** 102

**Gasoline consumed:** 578 gallons (two automobile gas stops)

**Gasoline cost per gallon:** \$1.80

**Gasoline cost per mile:** 13.3 cents

**Oil consumption:** 28 quarts (includes 4 oil changes of 4 quarts each)

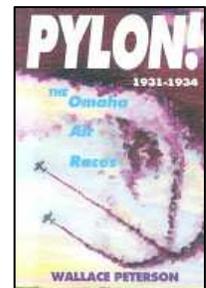
**Total operating costs per mile:** 22.4 cents



**Wally and Bonnie Peterson in their Piper Cub in 1990.**

*Wally, who had a distinguished career as Professor of Economics at the University of Nebraska, wrote several books on Economics.*

*He also wrote Pylon!, a book about the air races in Omaha in the 1930s. This book, along with the aforementioned books by Wally are available on Amazon.*



## Wilber Airstrip Mystery

By Tom Winter

I've been wondering about the Wilber Airfield for years. In 1976, the Wilber airstrip was in "B" Category; 14-32 was 21 X 300, and 18-36 was 2345 X 300. They closed it a few years back, about 2008 or 9. Why, I wondered, and so I wrote a letter to the Nebraska Department of Aeronautics and got the reply that it was no longer licensed because of high trees at the north end. Apparently the farm at the north end of 14-32 and the cemetery at the north end of 18-36 have no desire to cut their burgeoning trees!

It is not on the chart; it's not on AirNav. But AirportBug still lists it as OD6. And it's still on Google Maps. The Xs are gone, somebody is maintaining it, but nobody knows.

But several computer searches led to a Radio Control modeler located in Wilber, posting on RCuniverse. Here's the post:

*"Where I currently live there is a handful of people that fly at the airport. I found out about this by inquiring at the airport in the next town of 5000 give or take, Made some phone calls and boom I was flying again. Our local airport is a non improved grass field, the manager is the city maintenance supervisor. There are no facility's there just a couple of old outhouses [they still work]*

*# 1 rule: at first sight of a small airplane land immediately. Been flying there 8 yrs and have had three full size airplanes land. They parked their airplane out of the way and said they wanted to watch us fly. One guy got out of a small 50s plane, man he looked like he just got off of a Harley, leather*

*jacket, long hair, wallet with chain hooked to belt, fired up a marlboro red. Said he wanted to watch us fly.*

*"Safety is our # 1 rule also. We do range checks, equipment checks, and make sure visitors are well out of the way. Seems like there is always some jackass that drives up parks his car out in the open and walks right up while were flying. I land right away and don't give them the pleasure of watching. Local sheriff stops out once and a while on Sunday mornings drinks his coffee, eats his donuts, and watches us fly."*

No word or web presence about any Wilber radio control club, but there must be one, and they must be doing the maintenance in return for the right to use the field. Hmm. "At the first sight of a small airplane, land immediately"! Sounds like you could land there, right?

Next question: do I want to call the Wilber Maintenance Manager and ask if I can land, or maybe, just maybe, land before getting an official "No"? Actually, I expect if I land there, I'd be greeted when I got back from Wilber with my folding bicycle — by a Deputy!



One mile west of Wilber sits the Wilber Airport and a lonely hangar.

GUARDIANS OF FREEDOM  
**AIRSHOW**  
 A SALUTE TO LINCOLN

**May 7 - 8, 2016**  
<http://www.lincolnairshow.com/>

### **Minutes of the Club Meeting November 3rd, 2015**

The meeting was called to order promptly at 7:36 PM CST by President Bickford.

The program for the evening was presented by Mr. Rich Johnston who was the navigator in B52s through the 1970s and 1980s. Rich retired in 1996. He flew from SAC for the last several years of his career as a navigator. Each B52 had a 6 man crew consisting of two pilots, electronic warfare specialist, a gunner and two navigators. The H model had 4 50 caliber machine guns in the tail of the aircraft. The four crewmen on the upper deck eject upward, the two navigators would eject downward in case of an extreme emergency which could make you a little nervous in certain low level flights.

The earlier models of the B52 had a taller vertical stabilizer which was subject to damage in high wind conditions. The B52 had an empty weight of approximately 185,000 lbs and a maximum takeoff weight of 488,000 lbs. including 230,000 lbs of fuel.

For maximum range, the plane was refueled in the air after takeoff. The earlier models relied on celestial navigation. On the training missions that flew close to Hastings, NE, the low level or Olive Branch flights, also known as OBs or Oil Burners, elevation was approximately 600 to 200 feet above ground level. The planes flew at approximately 350 indicated airspeed at low level.

Following the presentation, a motion was made that the current slate of officers be retained to serve another year. The motion carried.

The Christmas party will be on December 6<sup>th</sup> and begin at 6:00 PM at The Lodge at Wilderness Ridge. Tickets will be \$25.00 per person with an additional donation appreciated to cover costs. The potential shortfall will be covered by Chapter funds.

The meeting was adjourned at 9:00 PM.

Respectfully Submitted by  
Doug Elting, Secretary,  
Chapter 569

### **Minutes of the Club Meeting January 5th, 2016**

The meeting was called to order promptly at 7:34 PM CST by President Bickford. Harold mentioned that the pictures taken at the Christmas party are available to the membership.

The program for the evening was presented by our own Mr. Mark Gaffney. Mark's presentation for the evening was titled "Flying the Wing", a review of aerodynamics for the Home Builder. The focus of the presentation was on wing performance.

Bernoulli's principal states that an increase in velocity decreases pressure. There are two ways to increase lift on a wing, first by

increasing airspeed, the second by increasing angle of attack. A wing will stall at the critical angle of attack regardless of air speed. Under normal circumstances critical angle of attack is approximately 17 degrees. An uncoordinated stall is necessary to cause an aircraft to spin.

Cristi Higgins reported that EAA Young Eagles camp is ready to accept nominations for participation. Nicole Tinius will be 12 years old this year and will be eligible to attend. A motion was made to send Nicole to camp this summer. The motion carried.

A motion was made to donate \$50.00 to the Nebraska Arts Counsel. The motion carried.

Discussions by the membership noted that the 3<sup>rd</sup> class medical bill has passed the Senate.

There is a new requirement that all controlled model airplanes weighing more than 8.5 ounces must be registered by February 19<sup>th</sup>.

Lincoln will have an air show this June. The Chapter is planning to have an exhibit at the airshow.

The meeting was adjourned at 9:20 PM.

Respectfully Submitted by  
Doug Elting, Secretary,  
Chapter 569

## 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.

**EAA Chapter 569 Membership / 2016 Renewal Form**  
**Include your \$20 check made out to EAA Chapter 569**  
Mail to: Mark Werth, 2110 Spring Meadow Circle, Lincoln, NE 68521

Name \_\_\_\_\_

Spouse \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_

State \_\_\_\_\_

Zip \_\_\_\_\_

Home phone \_\_\_\_\_

Work Phone \_\_\_\_\_

Email Address \_\_\_\_\_

EAA Number \_\_\_\_\_

Date You Joined Chapter 569 \_\_\_\_\_

Newsletter via email ? \_\_\_\_\_

Aircraft Owned \_\_\_\_\_

John Cox  
2279 County Road 2425  
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