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EAA Chapter 569 Newsletter

Lincoln, NE



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Meeting Announcement

Date: Tuesday, May 1st

Time: 7:30pm

Program: Introducing our Youth to the Aviation World

Each member is encouraged to bring a younger person who may be interested in an aviation career or learning to fly.

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

Vice President's Message Cristi Higgins

Well with warmer weather brings lots of fly-ins and the airport bulletin board is covered with flyers of where they are. If you have a weekend open I bet you can find one close by to fly or drive to. Our April fly-in breakfast was a huge success! It was wonderful to see so many people. I truly enjoy visiting with everyone since the main subject is always about aviation and airplanes. I can't be the only aviation enthusiast that gets those funny confused and bored looks from not so enthusiastic people. It is always good to have your airplane support group as Mrs. Erick Corbridge says.

June 16th is going to be a busy day for 569 as we are hosting 2 fly-ins. Our normal breakfast in Crete and also a lunch at Beatrice. We really need some help on both of these as our normal Git-R-Done guy Andy Lahr will be out of town on business. So if you can at all help out please let me know. Volunteering and serving the club has done me more good than I can say. It's just good for the soul so please help whenever you can.

Also on June 16th in Beatrice we have Young Eagle flights so if you have wings please be an angel and come fly some kids.

I flew Young Eagles for the first time

April 20th with Tom Trumble, John Cox and Glen Witte in and out of Lincoln. What a great mission to accomplish. The kids were all so thankful and you know kids say the funniest things.

It was a pretty bumpy day and after one boy took the controls for a moment he quickly found out how hard it was to maintain altitude and heading, after all we were in controlled airspace. I took the controls back quickly and after we landed he said "you did real good and thanks for not killing us". I told him that was my whole goal and we laughed.

Another counted 7 golf courses he could see. Another just asked what we were over and a couple wanted me to keep reporting the speed we were traveling. Much faster than the Sheriff will allow your parents to drive the car I told them. So lots of laughter and to see the excitement in their eyes was so fulfilling I couldn't stop smiling either!

You don't need anything but your license to fly and a national EAA membership to fly Young Eagles so if you are interested in experiencing these memorable missions please let me know.

Another event coming up May 11th is the airport banquet in Beatrice where Doreen Welsh will speak. She was a flight attendant on Flight 1549, the "Miracle on the Hudson River". Lots of things happened during and after that incredible landing that you didn't hear about in the media so come listen and meet her. She is quite a gal. Everyone and anyone are welcome so you need not have an aviation link so tell your friends and neighbors too. Get a hold of me or Diana Smith at BIE for registration. Tickets are \$30 and include a nice dinner.

Happy Landings to everyone.

Meet an EAA 569 Member



Don and Yvonne Shoemaker

By Doug Volkmer

FOR SALE: 1955 Navion Camair

Don and Yvonne Shoemaker came that close to selling their Navion back in 1967.

Don and Yvonne grew up in the small north central Illinois town of Wyoming.

Don joined the Air Force in 1951. After basic training in San Antonio, TX he attended A & E training at Parks College in East St. Louis, IL and then jet engine school at Chanute Air Force Base near Champaign, IL. There he was trained to work on the General Electric J-47 engine which was used on such planes as the B-36, F-86, B-47 and the 707.

While attending school, Don would hop in his 1946 Ford Woody Station Wagon and head back on the weekends to Wyoming to see his girlfriend Yvonne. From Chanute, it was only about an hour drive.

Yvonne remembers scrambling to make supper one time when Don showed up with a couple buddies.

“They came just before supper time and my mom was gone and I never actually made supper myself. I helped her all the time, but I thought I’ve got to get something cooking here because she’s not going to be home in time to cook it. So I started cooking some chicken. I guess we had something for supper,” Yvonne said.

In the fall of 1951 Don was assigned to maintain the B-36 at Fairchild Air Force Base in Spokane, WA. The B-36 was an Intercontinental Bomber. It was the only U.S. bomber never to drop a bomb in war and the only aircraft capable of attacking a target on another continent and returning to home base without having to refuel. It would go on 18 to 22 hour missions.

Yvonne would join Don in Spokane after their marriage in June, 1952. They had known each other since 2nd grade.

In the fall of 1952 Don came across a damaged Taylorcraft at a local FBO in Spokane. The FBO told Don he could have the plane for \$300. The FBO also offered their shop as a place to repair it and if he needed it, he could buy some time from the FBO’s mechanic.

“Well that was all I needed because, thanks goodness she (Yvonne) had a savings of \$300 when we got married. Now that was a good omen. It was just

meant to be,” Don said.

The base was closed for 2 weeks at Christmas time so Don spent the time working on the Taylorcraft.

In the meantime, Don had been taking flying lessons in an Aeronca Champ through the Aero Club at Fairchild.

“The neat thing about the Champ was you soloed it from the front seat. The stupid Cub you flew it from the back. I never could understand why everybody thinks the Cub is such a great airplane. It’s a terrible airplane. You had to fly it solo from the back seat. You can’t see anything. It’s slower than the Champ.”

Don eventually got the Taylorcraft flying and finished up his Private training in the Taylorcraft.

With 52 hours in his logbook, a Taylorcraft and 30 days of leave awaiting him, Don decided to put his Private ticket to use and set out on a 3,500+ nautical mile journey across the United States. The plan was to fly the Taylorcraft to Wyoming, IL to visit Yvonne’s family and then to Ventura, CA to visit his family. Then back up the coast to Spokane.

“We flew the Taylorcraft 70 hours in 30 days. We did a lot of learning. The only radio we had was an Airboy receiver. Had 2 D cell batteries in it. We could hear the weather 15 after and 15 before the hour.”

(continued on page 3)

(continued from page 2)

For navigation, Don relied solely on dead reckoning.

“Everything was dead reckoning. Sectional charts, dead reckoning. Liquid compass, the old magnetic compass. And roads. Followed a lot of roads.”

Don describes Yvonne as a white knuckled rider at the time.

“I didn’t like airplanes that much but I wasn’t going to be left home so I went,” Yvonne said.

On the flight to Ventura, Yvonne remembers the ocean coming up and she kept thinking “we’re going to land in the ocean!”. The runway was right near the water.

Also on the way to Ventura near Barstow, CA Don encountered a couple F-84s.

“Just a couple kids in F-84s bored looking for something to do. We were trucking along and I said look out here, these two guys trying to slow down with us. Couldn’t come close,” Don said.

The trip back up to Spokane was uneventful and they were able to do it in one day.



Don’s Taylorcraft at the Apple Festival Parade in Wenatchee, WA.

Someone later offered Don \$700 for the Taylorcraft. He just couldn’t pass it up so he sold it and bought a Culver Cadet a couple months later.

About the Culver Cadet, Don said “It was a nice airplane. It was a fun airplane to fly. You could stick your finger on the top of the stick and you could just fly the airplane where ever you wanted to go with your finger. It was very sensitive.”

The Culver Cadet was good for 110 – 120 mph. It also had a little wider cockpit and a retractable landing gear.

Don remembers trying to leave Charles City, IA once in the Culver Cadet. The weather wasn’t the greatest and one of the Cole brothers had just taken off in a Stearman for an airshow.

Don thought “dang if he can go, I can go so we got in the Culver and I couldn’t keep up with him. The weather was really pretty crappy so we turned around and stayed another day in Charles City.”

After Don left the Air Force in 1954, he and Yvonne moved to Ventura to work at the family truck stop.

After the Culver, Don owned a J-3 Cub for a short time as well as a 165hp Stinson 108 and a couple Howards.

“We really were partial to the Howards,” Yvonne said. “The Culver was the cutest one we ever had. It looks like a baby Navion.”

About the 1st Howard Don says, “We went down to Claremont and they had this old Howard and we offered him \$800 for it. He didn’t accept it. We went home. It was about 3 or 4 weeks later, one Saturday morning, here comes this damn old green Howard chugging over the station going to Ventura airpark.” Don remembers his Dad saying “looks like maybe we bought an airplane.”

After the Howards, Don owned a Bonanza before trading for the Navion Camair in 1964.



The 2nd Howard Don owned.

The expansion of Highway 101 met doom for Don and Yvonne’s truck stop in Ventura. This forced them to close their business. They looked around and found a truck stop in Lincoln. So in 1967, Don and Yvonne packed up and moved to Nebraska.

Because of the demands of getting the business going, Don just didn’t have time to fly so he placed an ad for the Camair in Trade-a-Plane.

A member of the Navion Society saw the ad and asked Don, “Why are you selling your Navion?”. Don said, “Well we aren’t flying it,

(continued on page 4)

(continued from page 3)

so it's just sitting here." The caller then told him to "come join the Navion group and you'll fly it. We have a great time."

So Don and Yvonne decided to give it a try.

It's a good thing they did because this took them to some places they would not have visited otherwise. And they met some great people.

"We went through the (NASA) Ames Research Center and went through a wind tunnel. We've been through some real interesting places because of the chapter," Don said.

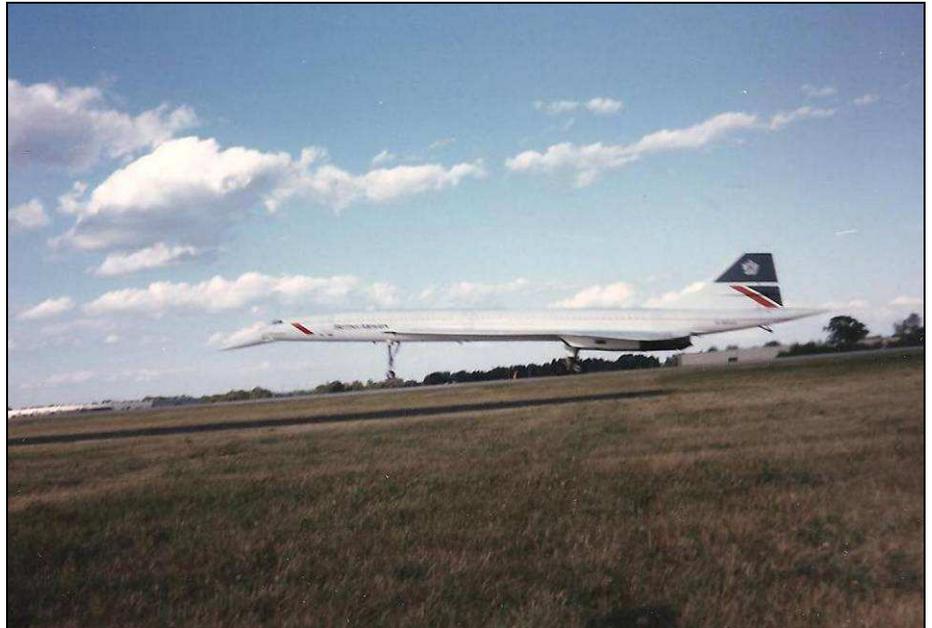
Yvonne remembers a Navion Society member getting the group in for a tour of a 1920s theatre in Joliet, IL that had been renovated.

"It was just beautiful!. Liberace was going to be there that night. I would've loved to have gone to that concert but it was sold out."

Don has also landed the Camair on the beach in Baja, CA.

"Some of our people in California have houses or cottages on the beach and you go in and land on the sand when the tide is low," Yvonne said.

They've also flown into Canada and attended the Calgary Stampede. "If you ever have a chance to go, that's worth the trip," Don said.



The Concorde arriving at Oshkosh in 1985. This was its first appearance at the fly-in. Yvonne took this while working crowd control.

The Navion Society held a few fly-ins at Oshkosh. Paul Poberezny joined them and took several members of the group out for dinner one night.

In 1985, the first year the Concorde made an appearance at Oshkosh, Yvonne volunteered her and Don to help out. They were in charge of crowd control and stood out by the fence when it arrived.

"That was pretty impressive to see that sucker fly," Don said.

Don and Yvonne have also seen AirVenture evolve.

"In the early days, the fly-in up there was a lot more personal," Don said.

Yvonne remembers getting a ride in Paul's little red car.

"We were at the theatre one night and I forgot something I needed so I was walking back to get it and on my way back to the theatre Paul came by and offered me a ride. So I rode with him in his little red car."

"He'd do things like that," Don said.

"In the early days, you could sign up and go to your briefing and you'd go out there and fly an orbit over 18/36 and they did that all the time, all day until the airshow started. So you saw a variety of homebuilt airplanes."

Don remembers when Brig. Gen Paul W. Tibbets (pilot of the Enola Gay, the B-29 Superfortress that dropped the atomic bomb on Hiroshima) spoke at the Theatre of the Woods.

(continued on page 5)

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“They really kind of cut him short. He was just tremendously interesting.”

Don and Yvonne still go to AirVenture but normally just take their motor home. They also attend Navion fly-ins and are planning on attending one in June.

Who would’ve thought by placing a simple ad in Trade-a-Plane would’ve opened the door to such memorable trips?



Don and Yvonne’s acreage. A pilot’s dream! They’ve kindly hosted the Chapter picnic the past several years. Photo courtesy of Prange Aerial Photography. (www.prangephotography.com)



Wally Peterson

(Former Chapter member Wallace “Wally” Peterson passed away on April 15, 2012 at the age of 91. Our thoughts and prayers go out to the Peterson family. – Ed)

By Tom Winter

I wouldn't be a pilot; I wouldn't own a plane if it weren't for Wally Peterson. I think there must be hundreds of Nebraskans who could say such sentences "I wouldn't... if it weren't for Wally Peterson." I'm one!

Once when Wally offered a ride in his 1947 Piper Cub at a charity

auction, I won the bid. We had already known each other from service in the Faculty Senate, but that's when I got to really know him. In a Cub, for balance, the pilot sits in the back seat; the passenger in the front. I have spent many a happy hour aloft in the front seat of Wally's Cub.

Then one day in flight to a pilot gathering he said "I want a Cessna 150." Wally and I, with a group of us in Lincoln, tried to start a flying club. Our initial pooling of funds fell short. Wally took the bull by the horns and jumpstarted the club: he bought a 1967 Cessna 150 and leased it to the club. Glen Witte, attorney, took care of the legalities, and our flying club was all set, end of December, 1998. Again, if it weren't for Wally Peterson, the flying club would never have existed. That was the beginning of a flying club that is still going. I took my flight lessons in the club plane,

more inexpensively than would otherwise have been conceivable, and when the club migrated to a bigger plane -- and I got my license -- Wally gave me the chance to go halves with him in the 150. I jumped at the chance. Co-own a plane with Wally Peterson! Who wouldn't!

So for years, when we wanted to go flying it was usually in our 150, sometimes in his Cub. We never used any instruments, just pure pilotage -- relating landmarks on the ground to the aeronautical chart in my lap. Excellent training! Wally was my mentor, and pilot ideal. Of course, he knew how to fly a light plane. The world knows he flew his Cub, with wife Bonnie, to all the western capitals, and later put together Bonnie's notes about the adventure into a book. I prize my

(continued on page 6)

(continued from page 5)

copy. But look at a relief map of the west and you can see what an achievement that was. Those heights, those mountains behind 65 horsepower! It basically cruised at the same number: 65 mph. Later they did the northeastern capitals. Wally's goal was to do all of them. Some time after Bonnie's death, we two planned to continue and finish, i.e. fly his Cub to all the state capitals of the American southeast. The long range flight planning was fun, and I may still have his plans for that trip. I must check in my home files.

Never happened, of course. The back seat of the Cub just got too hard to get into and out of (It's a bit of a yoga exercise.), and he sold it. So for some time, we just flew in the Cessna 150. I had a policy about it He was a generation ahead of me, a WWII veteran, and if he wanted the plane, he had the plane. Never argued. Never quibbled. Finally, he offered me his half at a generous best-friends price, and so I became -- sadly, sole owner of our Cessna 150. And of course, flying our plane, I can still hear his voice advising. What a gift!



Tom taking a Young Eagle for a ride in his Cessna 150.

Minutes of the Club Meeting April 3, 2012

The meeting was called to order by Vice President Cristi Higgins at 7:30 PM.

Cristi handed out flyers for the Flying Conestoga's Annual Airport Party and Awards Banquet to be held on Friday, May 11, 2012. The speaker will be Ms. Doreen Welsh, a flight attendant on U.S. Airway Flight 1549 that went down in the Hudson River.

Mr. Butch Lottman was the speaker for the evening. Butch showed a video of his last flight of the year in sleek, high speed, powered parachute. Butch demonstrated his skill as a pilot chasing ducks across the sand pits along the Platte River. Butch also showed the mechanical talents by providing the block of a Rotax 503 that had failed. The forensic evidence showed that there were two major faults in the engine, either of which could have caused a failure of the engine. Luckily the pilot landed without injury.

Mr. Glen Witte guided the membership through the updates in the Restated Articles of Incorporation and the new Chapter Bylaws. The chapter membership voiced its opinion that Board of Directors should consist of four Officers and two Directors. The membership also directed that a quorum should consist of 30% of the membership. Several other modifications, based on the consensus opinion of the membership, were discussed. A motion was made by Mr. Dennis

Crispin to advance the Bylaws and Articles as modified, the motion was seconded and the membership voted to approve. Mr. Witte was asked to make the stated modifications and move forward with the implementation of the new Articles and Bylaws.

The meeting was adjourned at 10:10 PM.

Respectfully Submitted

Doug Elting, Secretary,
Chapter 569

Accident Report

Accident occurred Wednesday,
December 22, 2010 in Colorado
Springs, CO

Probable Cause Approval Date:
12/19/2011

Aircraft: MOONEY M20E,
registration: N79869
Injuries: 2 Fatal.

During the initial phase of an instrument approach to the destination airport, the airplane was in visual meteorological conditions above clouds that contained reported icing conditions. Prior to and during the approach, the air traffic controller, who was vectoring the airplane, advised the pilot of two pilot reports of icing conditions encountered immediately after departure. The airplane entered the clouds at 8,500 feet and reported a missed approach several feet above the decision altitude; the pilot did not report any problems or declare an emergency. No further radio communications were recorded.

(continued on page 7)

The wreckage was located on the airport, about 440 feet south of the approach end of the runway. The ground scars and damage to the airplane were consistent with a low-air-speed and high-angle-of-attack impact. Instrument flight rules (IFR) conditions existed over the area with conditions favorable for icing below 8,500 feet. AIRMET advisories for IFR, mountain obscuration, turbulence, and icing conditions had been issued. At the time of the accident, visibility was reported as less than 1/4 mile in freezing fog, with a ceiling at 100 feet. The approach minimums were 200-foot ceilings and 1/2 mile visibility. The airplane was not equipped with anti-icing or deicing equipment and was not approved for flight in known icing conditions.

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

The pilot's decision to initiate an approach into weather conditions where the ceiling and visibility were below the minimums for the approach and where reported icing existed, in an airplane not certified for flight in icing conditions, and his failure to maintain control of the airplane during the missed approach.

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 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

**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

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.

**FOR SALE
Ercoupe 415-C**

Light Sport qualified (fly without a medical). About 2300 TT, with zero time on rebuilt Continental C-75 engine. Engine has new Titan ECI nickel cylinders and new slick mags. Propeller rebuilt by Fix Prop Shop. Wings rebuilt by Skyport. Rudder peddle STC. All logs and paperwork since new in 1946. Call Wayne at 402-450-6170 if interested.



Wouldn't it have been simpler to just get out the harvester Don?

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, Beatrice Fly-in lunch, Young Eagle Rides (KBIE), Contact Cristi Higgins if you can help. Phone: 402.798.0230

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
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