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EAA Chapter 569 Newsletter

Lincoln, NE



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Meeting Announcement

Date: Tuesday, May 2nd

Time: 7:30pm

Program: Aaron Schepers

Aaron established [Cornerstone Mapping](#) in 2002. Cornerstone Mapping is an aerial surveying company that provides aerial photography, image processing, and geographic information system (GIS) services.

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



**President's
Message
Harold Bickford**

Spring is upon us, especially here in SE Nebraska with farmers getting to the fields and wind, rain and yes, some storms already. A bit(!) less wind and we'll see some flying activity as well.

Our fly-in breakfast was still plenty busy if not quite as much activity as we had both in February and March. Given that it was the day before Easter and that UNL had the spring game along with weather concerns, we did well nonetheless. Thanks to our volunteers and guests who make it happen!

On Saturday April 29, Harold and Edi Bickford are hosting an Aviation Art Show in Auburn from 2-5pm. Phil Schmidt from Lees Summit, MO (KC area) will be the presenter unveiling a new work. He gave a presentation last fall to our chapter showing how airplane pictures really can convey words. The address for the show is 63905 732 Rd. which is about 2 miles north of Auburn right off highway 75 on the east

side. 402-274-8038-Edi /402-274-7530-Harold are their contact numbers.

At our last meeting, we voted to not meet in July as our meeting is on the 4th. In lieu of the meeting people are welcome to come to Harold and Edi's place on the Fourth of July for celebration and BBQ: no business, just fun! Also since the August meeting is immediately after Oshkosh we will defer until the September BBQ/picnic at Shoemaker Field, which will be on September 10. (That is the Sunday after Labor Day.)

Also in August, the Bickfords will be hosting an eclipse party at their place-72544 638 Ave.-by Auburn. The location should work well for observing the solar eclipse (with appropriate precautions/safeguards) on August 21. A naval aviator friend, her husband and cohorts are planning on coming so there will likely be plenty of hangar flying too.

Our meeting this month will feature a local business that does aerial surveying, photography and imagery. Also, possibly hosting the B-17 in June will be an agenda item.

We can also consider any desires for a group dinner/outing at Oshkosh as we've done in prior years. Another advanced planning item involves Sun N Fun in Florida. We could put together a group and have some sun n fun vice winter next year. Starting to plan now would make it easier for any interested.

Remember, our May meeting is Tuesday the 2nd at the Duncan MPI shop, 7:30pm. See you there!

Harold Bickford,
Chapter President

Young Eagle Special Day
By Tom Winter

Cristi Higgins, Tom Trumble, and Harry Barr came together to make an aviation education event happen Friday April 7 as 28 middle school children got a flight in a small plane at the Seward Airport. Tom Trumble lined up the students, Harry Barr hosted the event at his SWT hangar, Cristi Higgins, EAA Young Eagles Coordinator, lined up the pilots, and handled the EAA paperwork.

Pilots were John Berggren, Tom Dalton, Tom Trumble, Jerry Clinch, and Jerry Mulliken. Ground volunteers were Don Ostrander, Doug Volkmer, Tom Winter, John and Nataly Foreman, and Natalie Regan, teacher at St. Johns School. The EAA has recently begun an “Eagles” program, aimed at getting not just youth, but grown-ups into aviation, and Tom Dalton started the day early, first thing, by giving the Foremans an Eagle flight!

An unexpected highlight was the visit of two aerobatic pilots who dropped in to use the SWT aerobatic box to practice. We took a break and admired the aerial art! Doug Roth explained all the maneuvers to the middle schoolers, almost like an MC,

and then gave everyone a tour of his Staudacher aircraft. The students wanted in particular to know how fast, and how many Gs! Then Tom Trumble “emceed” the practice routine of Doug Roth. We all gathered round Harry Barr’s Christen Eagle while he gave us the tour and fielded our questions.

When the Eagle and Staudacher were put away, our YE flights resumed, and with all those volunteer pilots, it was quickly done. An interesting sidelight was watching a Blackhawk helicopter practicing touch and goes, and fitting into the pattern with our pilots. The pilots gave it a wide berth!

The ground volunteers gave tours of the hangar, which held two Bonanzas, a Cub, and a Wag-Aero version of the Cub, built by Paul Muhle, not to mention the Merlin engine under glass, licence-built during the war by the Packard Automobile Company in Detroit. It is surprising how big the Merlin V-12 is when you see it in the flesh.

And it wasn’t all over when it was all over: The 28 middle school students pitched in to erase the traces of their visit, stacking the chairs, putting away the folding tables, sweeping the hangar floor and spot-cleaning it with spray cleaner and paper towels. They were an inspiration, giving us hope for the future.



Tom Dalton, and Eagles Dave and Nataly Foreman.



The Young Eagles between flights, waiting in Harry Barr’s hangar.



Harry Barr explains some aerobatics and tells about the Christen Eagle Biplane.



Doug Roth tells the middle schoolers about his Staudacher aerobatic plane and handles their questions. *Photos courtesy of Cristi Higgins.*

The Waltz to Final on ILS 18

By Glen Witte

My fellow club member Randy called Friday night and lured me away from a stultifying dive into the Rules of Civil Procedure with an invitation to fly safety pilot on his instrument approaches. I assured him I could be at the airport in 30 minutes, “Don’t take off without me.”

Randy had the big beautiful Bonanza pre-flighted and a plan already in mind, designed to “knock the rust off his pilot’s license” and to get smooth on the controls. He diligently reviewed each step in the checklist and made sure the plane was as it should be. The plane responded to his touch like a dancer in the warm, strong arms of her lover. Smooth acceleration on the runway, easy liftoff, gentle turn to the Control Tower’s 140 degree heading and gentle level-off at a 3,000 foot altitude. No jerks, no bounces, no razzle-dazzle. Just good piloting.

Approach Control vectored us around Lincoln’s VOR navigation beacon and out north past Branched Oak Lake and fish-hooked us back south to intercept the course for an Instrument Landing System (ILS) approach to Runway 18. Randy fingered the communications transmit button on the yoke and repeated back the controller’s instructions, “Cleared ILS 18 Approach, 3,000 til Established” at the same time as he double checked that NAV 1 navigation radio showed the ILS frequency of 111.10 on the dial and saw that it was talking to the autopilot. Randy

turned the Heading bug to guide the Autopilot onto the magenta line that tells the pilot he is flying on the line to the runway at 177 degrees and Randy twisted the Autopilot white knob to LOC NORM to tell the Autopilot to respond to the glide slope when it came into range. Just then the Aspen gauge showed two hollow diamonds on the screen indicating the Autopilot could follow the glide slope beacon. He throttled back a little bit more and let our lady settle down to an easy waltz at 135 knots and hardly more than engine idle. Randy’s fingers seemed to be merely tickling the yoke as the plane followed his masterful whisperings in its mechanical ear and gently dipped its nose just as the diamond symbols on the Aspen said the plane was centered on line and was at the top end of the glide slope. The green light flickered on showing the plane had captured the glideslope and was gently sliding down the hill to the safety of solid concrete hidden below the imaginary fog. Randy’s hand instinctively fondled the tire shaped knob hidden behind the control yoke bar and dropped the landing gear, its wind resistance

offsetting the tug of gravity on the airspeed indicator.

At a now more leisurely 120 knots the flight seemed both boring and exhilarating at the same time. Nothing for a pilot to do but to watch the gauges and now, on the final leg of the approach, to contact the Tower to hear a clearance to land or go around again at the pilot’s option, and, in a quick moment of reflection, to marvel at the technological wizardry that lets a ton and a half of tin and bolts waft through the air to gently land exactly where the pilot intended.

With two or three checks to make sure three green lights still showed the landing gear down and locked, Randy broke the connection between autopilot and airplane and gently pulled the nose up for a flair for touchdown barely brushing the dust off the tire treads with an oh-so-gentle kiss of the pavement. The plane, like a beautiful dancer, wanted to leap and twirl again and Randy let her take off for more dances across the ballroom of the navigation maps. Finally, not wanting to wear out her high heels in one dance, Randy guided the lady to the taxiway and back to her boudoir in the hangar.

“I plan to fly her tomorrow,” he said. “I feel more comfortable behind the controls.” I heard the lady murmur, “And I in his arms.”

The author Glen Witte is a practicing Estate Planning attorney in Lincoln, Nebraska and finds that an airplane is a mechanical marvel, an intellectual challenge, and, in the hands of a good pilot, a thing of beauty.



Glen and Randy.

News from



EAA Headquarters

EAA AirVenture Oshkosh 2017 NOTAM Now Available For Pilots Flying to Oshkosh

The Federal Aviation Administration has released the EAA AirVenture Oshkosh 2017 Notice to Airmen (NOTAM), featuring arrival and departure procedures for EAA's 65th annual fly-in convention July 24-30 at Wittman Regional Airport in Oshkosh.

While the overall procedure is similar to past years, there are some changes compared to the 2016 version. Some of those changes include:

- Military area changes in central Wisconsin
- Oshkosh Taxiway Bravo designators changed
- Aircraft camping allowed at Appleton
- IFR arrival and departure routings

Pilots can download a digital version of the NOTAM through the EAA AirVenture website. For a free printed copy, pilots can order online at EAA.org/notam or call EAA membership services at 800-564-6322.

EAA's Pioneering Affordable Safety STC Process has Another Success Story: Trutrak Autopilot

The supplemental type certificate process that EAA pioneered in 2016 has set the stage for another success story, as EAA affiliate EAA STC, LLC has received an STC for

installation kits for the TruTrak Vizion autopilot in a select group of aircraft.

The STC approval means that installation brackets and hardware for the TruTrak autopilot can be installed for the Vizion autopilot in Cessna 172 (F through R models) and all Cessna 177s. TruTrak received its parts manufacturing approval for the Vizion autopilot on April 3.

"At the SUN 'n FUN Fly-In last year, EAA, the FAA, and Dynon showed how bringing affordable safety equipment from the homebuilt community into the cockpits of general aviation aircraft was possible and affordable," said Sean Elliott, EAA's vice president of advocacy and safety. "Several avionics manufacturers have seen the possibilities since that time, with TruTrak stepping forward to find a way to get affordable autopilot technology into some of the most popular GA airplanes. It shows what can happen when entities work together to discover what can be accomplished."

The EAA STC for the TruTrak installation kits will be available as the remainder of the Vizion autopilot approval nears its completion this summer. TruTrak sold the installation kits during this year's SUN 'n FUN International Fly-In & Expo, which included all required mounting brackets, AN hardware and a free wiring harness. TruTrak and EAA also continue their work on a remainder of the Vizion autopilot approval, with a target date of this summer.

"Approval of the EAA STC and our facility PMA are two huge steps forward in this certification process," said Andrew Barker, TruTrak CEO. "It has been a pleasure working with EAA and the FAA on this project, and we are eager to keep this momentum pushing forward and finishing the rest of the approvals by summer."

Accepted to Air Academy

EAA proudly announces that Noah Hobelman of Lincoln, NE has been accepted to attend the EAA Basic Air Academy 2017 in Oshkosh, WI.

The EAA Air academy offers young people the opportunity to meet and work with aviation professionals, while living and learning the arts, sciences, and lore of aviation in both classroom and workshop settings.

Noah joins many other young people, ages 14-15, in this aviation program. Participants in the EAA Air Academy come from around the United States and several foreign countries.

Academy activities will include flight experience, workshops, and classroom study. EAA's Director of Museum & Museum Education, Bob Campbell, says, "The EAA Air Academy teaches young people new skills and instills a pride of craftsmanship. More importantly, it develops their leadership potential and broadens their understanding of both aviation and themselves. The EAA Air Academy is a benchmark of personal experience...and an aviation experience that will last a lifetime."

Campbell added that "those who are interested in attending any of EAA's

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Air Academy Programs, should write to EAA, Resident Education Office, PO Box 3086, Oshkosh, WI 54903-3086. Applicants need not be EAA members. The prime consideration is an interest and enthusiasm for aviation.”

Minutes of the Club Meeting April 4th, 2017

The meeting was called to order at 7:33 PM by President Harold Bickford.

Harold and Edi provided the presentation for the evening. Their presentation focused on their newest addition to the Bickford collection of unique aircraft. The Bickfords traveled to Grove, Oklahoma and purchased the aircraft from Roger and EJ White. The Whites have volunteered for the last 30 years at Air Venture at Oshkosh. At age 88, Roger has decided to part with their Bolkow airplane.

The Bolkow is a very unique aircraft with a storied past, It was first designed in 1957 by an engineer from Convair. It has moved through two certified manufacturers to end up as a homebuilt. In the process, it was flown as a military aircraft in Africa. The Bolkow now owned by the Bickfords is powered by a Corvair engine making it one of one.

Our newest Air Academy student is an 8th grader from St Patrick's School. Cristi is working on credits and making arrangements for transportation to Oshkosh.

Dean Hoy talked about the AOPA meeting in Omaha. The presentation is titled “What went wrong?”

Doug Elting talked about increasing the ability of the breakfast team to respond to the increased participation. The February breakfast drew approximately 125 people and the March breakfast approximately 140. It was suggested that we invest in a new pancake griddle to allow two people to man the omelet grill. Tom Trumble made the motion to invest \$350.00. The motion was seconded and passed by acclamation.

Edi talked about the Christmas party and perhaps a 4th of July party at Harold and Edi's place.

September 10 was selected as the date for the picnic at Shoemaker International Airport.

The meeting was adjourned at 8:48 PM.

Respectfully Submitted
Doug Elting, Secretary, Chapter 569

Would you like to skip part of your next medical?

By Tom Winter

Here is a short medical note that will save pilots some time come the next medical by skipping the vision part of it: If you have a regular eye exam, your eye doctor can fill out FAA form 8500-7. Bring it to your AME, and your medical exam can go on to the other parts. Search “FAA form 8500-7” print it out, and take it to your ophthalmologist. I just did, and Dr Hinkley filled it in.

I found it an unnecessary duplication to have an eye exam one month and then next month have to do it all over again at the AME. I thank Mary Shortridge for the tip!

Chapter 569 EAA, Lincoln, NE

Dear Folks

There are just times when one needs to sit down and tell friends what they mean to you. This is one of them.

I want to thank you for your warm reception of my Brother-in-Law Robert (Bob) Hinshaw. As you know Bob lived with us for the last 18 months of his life here in Lincoln. He passed away about four weeks ago. When he first arrived he was strong enough to go places and one of the first places we took him was to a Crete breakfast. He was blown away by your warm reception. When we left he Said, “Those are wonderful people!”. He's right!

From then on, whenever he was physically able he insisted on coming to Crete Breakfast. The last one he got to attend was about 6 weeks ago.

I also wanted to thank you for allowing “hangars” on (not misspelled) and “wanna be's” like myself to come to the gatherings. Insult you in drawings and pretend like I know how to build an airplane.

A very special thanks to the Crete crew whom I take advantage of every third Saturday! Whether you know it or not...you are a community institution not unlike a church. Oh you may worship the Rotax 912 and the IO whatever, Continentals but your warmth, and community feeling make you a special group. I am selfish but I hope you never change. Congratulations and thanks for myself and “Brother Bob”!

Sincerely
Robert B. Chambers
(ROBRUCHA)

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.

Jun 4, Columbus, NE (KOLU), CAP Fly-in breakfast, 0800 – 1100. Hot dog & hamburger lunch, 1100 – 1430.

Jun 10, Hastings, NE (KHSI), Hastings Airport Association Fly-in breakfast, 0700 – 1100. www.flyhastings.com

Jun 24, Nebraska State Fly-in, Norfolk, NE (KOFK), 25th Anniversary of the State Fly-In!

Jun 24-25, Seward, NE (KSWT), Midwest Aerobatic Championship. Practice and registration on Jun 23rd. More info: lynn.bowes@hotmail.com

Greetings EAA 569!

April 18, 2017



I hope this email finds you well! I am writing because we are just a weekend or two away from finalizing our B-17 schedule through the remainder of the summer. We need to put one more stop in-between our Colorado Springs, CO tour event and our Cedar Rapids, IA tour event. I wanted to know if your chapter would have any interest in hosting the aircraft the weekend of June 15-18? We would love to include Lincoln in our summer tour schedule!

If the chapter is interested in hosting a tour event, we would be thrilled to work with your group! I am happy to answer any and all questions, at your convenience.

I appreciate your time and consideration!

Warm regards from Oshkosh,

Kristy Busse EAA #1016800
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EAA - The Spirit of Aviation

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