

September, 2013
Volume 38, Issue 9
www.eaa569.org

EAA Chapter 569 Newsletter

Lincoln, NE



EAA 569 Contact Information

President

Cristi Higgins
H: 402-798-0230
higginschristi@msn.com
P.O. Box 68
Cortland, NE 68331

Vice President

Keith Gomon
H: 402-766-4791
klgomon@diodecom.net
207 John St
P.O. Box 132
Odell, NE 68415

Secretary

Doug Elting
H: 402-423-3916
W: 877-445-6311
nelting@neb.rr.com
5701 So Coddington Ave
Lincoln, NE 68523

Treasurer

Mark Werth
2110 Spring Meadow Circle
Lincoln, NE 68521
mw92713@windstream.net

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: Sunday, September 8th

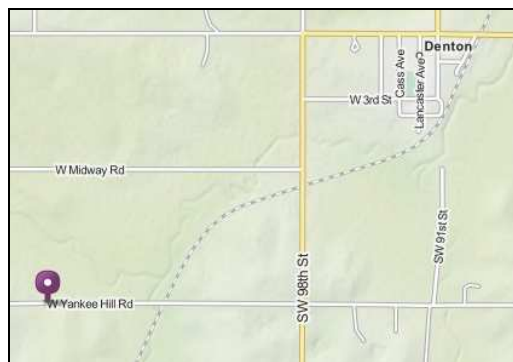
Time: 5:00pm (eat around 6:00pm)

Program: Chapter 569 Picnic

Place: Denton Airfield (NE40)
Don Shoemaker's "snazzy" hangar
11115 W Yankee Hill Rd
Denton, NE

Everyone should bring a dish that starts with the first letter of your last name; for example, if your last name is Peterson you could bring a potato salad. You may also want to bring your own chairs. Dennis will give us a recap of AirVenture 2013.

Fly-ins, be sure to use CTAF 122.9



From Denton Rd, south on SW 98th St then west on Yankee Hill Rd. Look for trains before crossing the tracks!! Turn south at the Shoemaker Airfield sign and follow the long driveway to the "snazzy" hangar.



President's Message Cristi Higgins



Accomplishments are how we evaluate ourselves as humans. The more important the act the longer you live on after you have gone. The journey for two important men ended this year and they will be missed. Our 569 founder Rollie Woodruff of course and now Paul Poberezny founder of EAA. The acts of these two men have led myself and many others to great accomplishments. They were brave enough to put themselves out there and take chances to provide opportunity to others. Just look at Oshkosh and 569

(continued on page 7)



A humble Don McPherson spoke about his World War II experience at the August meeting. Flying a Grumman F6F Hellcat, which had a 19:1 kill ratio, he worked his way to ace status by shooting down two planes on April 6, 1945 and three more on May 5, 1945. He returned home to Adams, Nebraska after the war to work as a rural mail carrier.

Meet an EAA 569 Member



Dick and Kaye Miller

By Doug Volkmer

I feel lucky to have been around a couple heroes the past few weeks. We had Don McPherson, a World War II ace speak at our August meeting. Being a member of Chapter 569 for over 10 years now, that had to be one of the best programs that I've seen. He really had the audience's attention, so much so that you probably could've heard a pin drop during the 90 or so minutes he talked.

The other hero is Dick Miller, a member of Chapter 569. Dick had a long and distinguished flying career. And it might not be over yet.

Dick was born and raised in Lincoln. He started flying and earned his license while in high school, training in a Travel Air 2000.

Dick went on to college through the ROTC studying Architecture. With less than a year away from earning his degree, Dick was called to active duty. Shortly thereafter, World War II broke out and then the General ordered Dick to be sent off for flight training.

Flight training sent Dick to a myriad of places. He started out taking pre-flight training at Maxwell Field in Montgomery, Alabama.

Actual flight training would follow at Lakeland, Florida in a Stearman followed by basic flight training in a Vultee BT-13 at Bush Field in Augusta, Georgia.

Advanced flight training was in a Curtiss AT-9 at Turner Field in Albany, Georgia.

Next stop for Dick was back home in Nebraska. Brand new B-17s and crews were being sent from Grand Island to England. While in Grand Island, the base mission changed from B-17 to B-29 training and Dick was sent off to be trained as a B-29 instructor. He later opted to forgo the B-29 training and instead took a B-17 and crew to Europe.

Dick, who was only 25 years old at the time, flew 13 B-17 missions during the war. One particular mission sticks out in his mind.

He was just north of Berlin when he encountered a German 88 (artillery gun). "The German 88

was a wonderful gun. It could fire at tanks and then turn around and fire at B-17s with equal accuracy", Dick recalls. It did enough damage to Dick's plane forcing him to make an emergency landing. "We got the bombs on the target. I called the deputy (alternate lead) to come take over 'cause I was going to try to make it to Russia. By the time I found a place to land I was on one engine at full power and one at 1/2 power, both on the same side." Dick was able to successfully land the plane in a plowed field. After spending a few nights in a hay stack and a couple weeks in Russia, Dick and his crew were eventually flown back to England where they flew a few more missions.

"That airplane was one tough machine," was how Dick described the B-17. "I don't think I ever brought a plane back without holes in it."

Upon completion of his WWII duty, Dick returned to Lincoln to finish his degree in Architecture. But that would have to be put on hold again. The Korean War came along and he was called to active duty again, this time flying fighters.

(continued on page 3)



Dick logged 13 B-17 missions during World War II. Some missions were as long as 10 hours.

Although the B-17 was the only plane Dick saw combat in, he logged time in several other planes including the A-24 SBD Dauntless dive bomber, the A-25 SB2C Helldiver, P-51 Mustang, B-18, B-24, F-80 and F-84.

After finally earning his degree in Architecture, Dick went to work for Davis & Wilson in Lincoln. While there he designed several buildings in Lincoln as well as outside of Lincoln. Some of his work includes Meadowlane Elementary, the Union Bank building at 68th and "O", some buildings on the Hastings College campus as well as an addition to the courthouse in Columbus.

When Dick wasn't designing buildings, he was either working on an airplane or flying one. He bought a Staggerwing project at Offutt. "It took me 13 years to rebuild 'cause nobody wanted to work on a stick and rag airplane. They only work on metal airplanes. I had to do it all myself."

While working on the Staggerwing project, he bought a Luscombe "to mess around with". He would also later own a Mooney M20E and a few Swifts. But listening to Dick and his wife Kaye, they talk about the Staggerwing the most.

"It didn't make any difference where you flew the Staggerwing, you always drew attention," Kaye said.

Dick recalls a time coming back from the Beechcraft Staggerwing fly-in in Tullahoma, Tennessee.



Dick and his Staggerwing. He sold the plane a few years ago. It now resides in Midlothian, Texas which is just outside of Dallas.

Dick was refueling the plane when a priest came running up to him. Trying to catch his breath, the priest asked Dick, "Is that a real Staggerwing?" Dick laughed and said, "Yes it is."

A job opportunity took Dick, his wife and his planes to Brighton, Colorado. There they lived on a

private airport called Van Aire Airport.

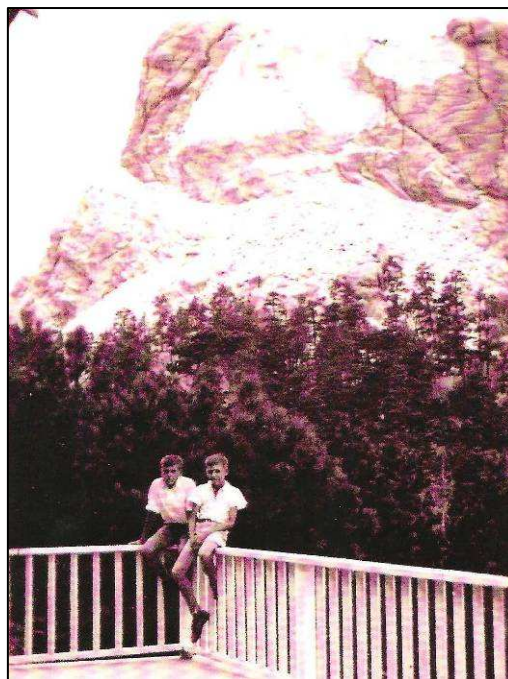
"I built a 40 ft by 40 ft hangar (at Van Aire). I had the Staggerwing and the Swift and the Mooney in there and believe me that was one tight fit with that Swift with its long wings," Dick says with a laugh.

They shared a 3,700 asphalt runway with around 80 other residents. Dick and Kaye really liked the layout of the airport. While touring other air parks in California and Florida, they did not find one as nice as Van Aire. Almost every Saturday morning they and several others would fly out to Cheyenne, Colorado Springs or even Pueblo for breakfast.

Dick, now 93 and his wife have since moved back to Lincoln. He still thinks about building an airplane. He has plans for the original Mooney Mite. He has a place to build one.

Ok, Dick. Why haven't you started?

"Too busy doing honey do's", he says.



As youngsters, Dick and his brother Perry met Gutzon Borglum, the sculptor of Mount Rushmore. Notice, only 1 President in the background. Perry was also a Staggerwing owner/flyer.

Builder's Report

By Harold Bickford

Our "air tour" for the summer took us to Brodhead, WI and Oshkosh for the Pietenpol reunion and Airventure. Meeting up with friends and making new ones is the stuff these trips are made of. Two weeks on the road went fast.

At Brodhead we bought a set of ribs built to the Riblett 612 section. For some time there has been debate about whether the Riblett or the standard Pietenpol (see photo) was the better airfoil. A real world test using two essentially identical Pietenpol Air Campers, save the airfoil, was conducted. The end result showed virtually the same rate of climb and speed with only a 1 knot variation at various throttle settings. That one knot variation differed from plane to plane depending on which RPM range was being checked. At the end of the day the Pietenpol is mainly a 70-75 mph airplane with a lot of

possible variations. Of interest was that Bernard Pietenpol felt that the plane would also work well with a Clark Y.

The advantages the Riblett does offer are a deeper section (12% of chord) allowing about two additional gallons of gas in a wing tank or bigger luggage area. Also the spars can be deeper at 5 1/8" front and 4 7/8" rear compared to the standard 4 3/4" spar front and rear. The additional depth equates to about 5 lbs in spruce. The cg range runs from 13.5" to 20" aft of the leading edge with either airfoil as verified by test though striving to keep the aft cg under 20" is a norm for Pietenpol flight ops.

Over the next month the fuselage will begin taking shape. Another destination in September is Corvair College #26 in Mexico, MO at the Zenith plant. Stay tuned for more text and pictures next time.

Notes on AirVenture 2013

By Dennis Crispin

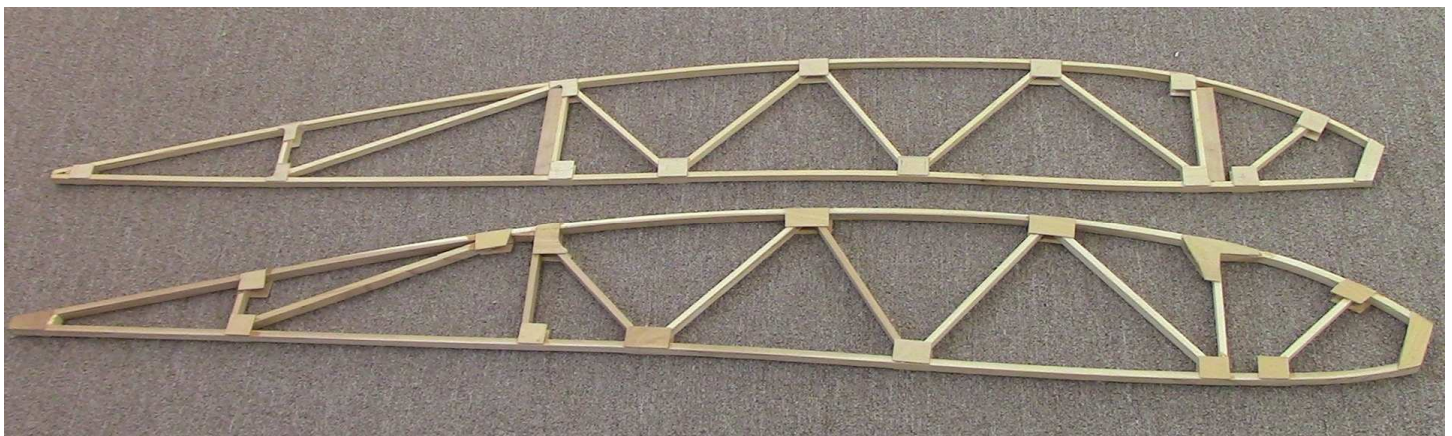
It was a great year – the weather was the best ever – comfortable temperatures during the day and two-blanket conditions at night. One morning I even started the furnace in my camper – I had never done that before.

The crowds seemed to be as big as ever. In the campground we had campers all the way to the south fence. It looked like there were slightly fewer planes in the lagoon at the seaplane base – but I might be wrong on that.

On the campground registration ramp (where I volunteer), things worked very smoothly. The bugs were finally worked out of the online prepay system. We put an awful lot of campers through without any of the problems or backups that were traditional.

There were no major exhibits this

(continued on page 5)



The Riblett (bottom) as compared to the standard Pietenpol rib.

year, no Rutan development or major aircraft like a Dreamlifter, Concorde or Guppy.

The big thing was to be Jetman. He flies with a five foot fiberglass wing strapped to his back powered by four tiny jet engines. But he does his act 5,000 feet above the ground and the small man looks like a gnat at that distance. Those that flunked their last flight physical probably couldn't even see him at all. You don't really get to see him until after his "flight" when he is coming down on his parachute. It was about as exciting as watching paint dry.

Disney premiered their new cartoon movie *Planes* at AirVenture a week before it opened in theaters. About 3000 people tried to get into the fly-in-theater – far more than could possibly find a place to sit. I got there about an hour before it was to start and there

wasn't a chance of getting close enough to see the screen. (I did see the movie after I got home – It isn't a bad kid's movie.)

They repainted an Air Tractor (sprayer plane) to look like Dusty, the hero of the movie. Probably hundreds of kids had their photo taken with it. They flew "Dusty" about a dozen passes each day in the air show, two or three would have been enough

The flying car (or roadable airplane) that has been there for the last few years in prototype form was finally flown for the crowd. I didn't get to see it.

The most impressive new thing was the Aviat Husky that had a bulbous tank on the belly for compressed natural gas. The plane was set up with a dual fuel carb so that it could run on 100LL as well. As the worlds only CNG aircraft it

would be rather hard to refuel with CNG when away from home. I think that they have something here. CNG is cheap, clean, and would increase the engines TBO significantly. Its equivalent to 130 octane gas so there would be no power penalty – or you could increase the compression and get a bunch more power from your engine. A fiberglass tank engineered into the structure of the airplane would get around the weight and aerodynamic penalties caused by the external steel tank.

The military didn't show up this year (due to the sequester budget cuts). I, for one, think that this was a big improvement.

The only real problem all week was the modern restrooms in the campgrounds. About four years ago they build additions onto the shower buildings that feature flush toilets. But they went cheap and the toilets are always plugging up and running over and making a general mess of the building. Portapotties still rule.

This was my twenty seventh year at the convention and I still found lots of things that I had not seen before, like the running OX-5 engine, the fantastic 1911 Wright Model B replica at Pioneer Airport, and the Batmobile at the Lincoln building.

This year there were two great night air shows which were followed by fine fireworks displays. The people that have done the pyrotechnics and fireworks for



Dusty, the repainted Air Tractor made a nice backdrop for a photo.

(continued on page 6)

years are retiring, so next year they will have to find a different contractor.

All in all it was a great year. Once again I camped in the woods among the great bunch of friends that I have camped near for years.

(continued from page 1)

for proof of that. Acts like that take passion and lucky for us theirs was aviation. Let us continue their examples and run our chapter with opportunities for all. Where else are you gonna have the chance to have a spark plug mounted on the wall with your name on it?

Yes all this is leading somewhere I promise. We need people to step up and do acts of greatness. I know everyone enjoys the breakfasts and Andy Lahr really has made ours a class act. That being said he needs help because like all of us he likes to fly and build his airplane too. Events take I hate to say it like this but man power. The rewards are huge though. I get to say hello and talk to everyone at breakfast just for holding a spatula. Please help us continue breakfasts, B-17 tours, Tri-motor tours, Young Eagle flights, Meetings, Picnics, Christmas parties and our offices.

Elections are in November so be thinking now of nominations. We should change nominations of officers to opportunities of accomplishments because that my friends is really what they are.



The Aviat Husky with a bulbous tank on the belly for compressed natural gas.

Don't miss my personal favorite event our annual picnic at Shoemaker Field September 8th 5:00pm.

Thank you,
Cristi Higgins

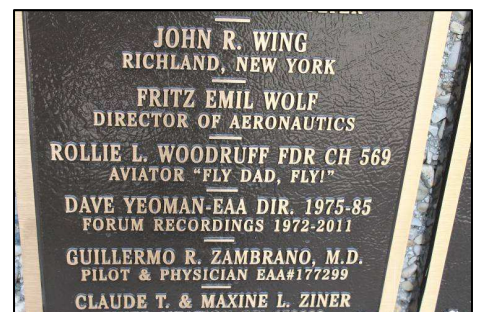


A FINAL GOOD BYE FOR ROLLIE

By Dennis Crispin

As the trumpeter plays taps, a plane leaves the over flight formation to form the missing man salute.

This concluded the ceremony where Rollie Woodruff and fifty seven other names were added to EAA's Memorial Wall. Rollie founded EAA Chapter 569 and was the first president in 1976.



**Minutes of the Club Meeting
August 6th, 2013**

The meeting was called to order promptly at 7:30 PM CST by President Cristi Higgins. Vice President Keith Gomon introduced our guest speaker Don McPherson. Don, 91 years young and a World War II ace talked about his experience as a WWII pilot. Flying a F6F Hellcat, he recounted several different incidents during the war.

The Christmas Party was discussed. A committee will be needed to help prepare for the event.

The Chapter picnic will be Sunday, September 8th at Don Shoemaker's.

Mark Gaffney, John Cox, Tom Trumble and Tom Winter flew 26 and 19 Math Camp kids on July 17th and 24th, respectively.

Andy Lahr is doing a great job with the breakfast but always could use help. If anyone could help out (even occasionally), they should get in touch with Andy.

Cristi Higgins proposed the Chapter donate \$200 to the 2014 Nebraska Aviation Symposium. The symposium is put on by the Nebraska Aviation Council and relies primarily on sponsors. The sponsors are recognized throughout the symposium. Lyle Eisenhower motioned and Jerry Carlson seconded that the Chapter proceed with the \$200 donation. The motion was carried by a vote of the membership.

Vice President Gomon announced the speaker for our October meeting will be former Adjutant General Roger Lempke.

Members shared their AirVenture 2013 stories before the meeting was adjourned by the Vice President at 9:41pm.

Respectfully Submitted by
Doug Volkmer for
Doug Elting, Secretary, Chapter 569

**Classifieds
FOR SALE
2002 Velocity XL**



318TT, New Continental IO-550 N2B, 310hp, cruise speed 175 knots, always hangared, built in Sebastian, FL under Velocity supervision, \$150,000. Contact Dean Hoy, 402.489.7171.

Hangar Available in Aurora

Aurora Airport (KAUH) has a 6 year old, 3,900 sq. ft paint hangar available. It could also be used as a maintenance hangar. Contact Jerry Brown, 402.694.3633 or fly2pieces@hamilton.net

FOR SALE

1994 Sorrell Hiperlight

Model: SNS-9 (Light-Sport – 2 seats)

Engine: Rotax 503 DCI (dual carb & dual ignition), 50hp, electric start, Dual mag, electric fuel pump for prime & backup, Approx 60hrs since overhaul (TBO 300 hrs)

Cruise: 70 - 75mph @ 3 gal/hr

Fuel: 50/1 mix auto gas, 10 gallon capacity

Useful Load: 400 lbs

Avionics: Microair dual chnl radio, Microair transponder, ELT, Stratomaster Enigma (GPS, engine monitoring, attitude, etc) with analog back ups (altimeter, airspeed, RPM, fuel pressure)

Additional Controls: Electric trim & electric prop pitch from cockpit

Always in fully enclosed hangar & recent annual - \$23,500

Location: Noah's Ark Airport – Kansas City (9 miles southwest of KCI) Contact: Brian Umbarger 913.638.7520



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.

Sep 14, Council Bluffs (KCBF) Fly-in breakfast from 8am until 11am featuring "The Pancake Man". Commemorative Air Force B-17 "Sentimental Journey" available Sept 9-16 for rides. P-51 Mustang "Gunfighter" and North American T6 available for rides Sept 14 & 15. More info: Dale 712.366.6631.

Sep 15, Yankton, SD (YKN: Chan Gurney Airport), Fly-in, Drive-in, Walk-in, Dragged-in airport breakfast (always the 3rd Sunday in September), 0800 -1300. PIC FREE, adults \$5.00; kids 5-10 \$2.00; under 5 free. Sponsored by YRAA, Crop Dusters LLC, and HyVee. More info: Steve 605.665.8448 or email skyhawk@iw.net

Sep 28, Grant (KGGF) is having an airport open house/Fly-in. The event will include a free lunch for from 0700 – 1300. More info: Dana Harris 308.352.6722



Planes watching the new Disney movie *Planes* at Oshkosh.

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

