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EAA Chapter 569 Newsletter

Lincoln, NE



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Meeting Announcement

Date: Sunday, September 8th

Time: 4:00pm (eat around 5:00pm)

Program: Chapter 569 Annual Picnic

(Potluck format like prior years)

Place: Crete Airport (KCEK)



President's Message Harold Bickford

Here we are a month past AirVenture 2019 already. Schools are in session again and fall is looming. Soon football will fill the airwaves and with some certain interest we can look forward to some good flying days!

Summer? Where did the time go, again? As ever, into the future while we start to close out the year and begin outlining plans for 2020.

It is almost September and that means time for our annual picnic after Labor Day. This year we will be gathering at the Crete airport in the hangar where we normally have our 3rd Saturday fly-in. The date is Sunday, September 8 from 4-8pm. Set-up will be from 4-5 and then we will eat at 5. This is a pot luck dinner. We'll have plenty of tables, chairs, plates and utensils. Cristi Higgins is making sure we'll have drinks. Our program will be presented

by Dennis Crispin sharing with us his photos and narration of AirVenture 2019 at Oshkosh.

We were fortunate to be able to use Shoemaker Field for so many years as our picnic site. We want to thank Yvonne and the Shoemaker family for their generosity and willingness to host all of those years. Even as Don is no longer with us, we honor his memory with a hearty thank-you and by continuing the picnic tradition for Chapter 569.

We will continue our normal schedule of meeting on the first Tuesday at the October meeting. The date is October 8, 7:30 pm at the Duncan MPI shop. The meeting will also give us an opportunity to consider chapter officers for 2020 and the subsequent election at the November meeting. During that time, I will be in Payson, AZ working on a glider rating with self-launch endorsement. Thus, Tom Trumble will be chairing the meeting.

To that end I have decided to not continue as chapter President beyond this year. After five enjoyable years it is simply time for someone else to serve as President. I plan to continue writing articles and attending the chapter meetings/activities along with more flying and building.

I'm looking forward to seeing everyone at the picnic where we can catch up on the activities of summer!

Harold Bickford,
Chapter President

Around the field at AirVenture 2019



Swift GC-1B



Thorp T-18



F.8L Falco



Bonanza

Thanks to Dennis Crispin for sharing these pictures from AirVenture 2019. More of Dennis's photos are in the Photo Gallery at www.eaa569.org.



C-53 D-Day Doll

IAC Aerobatic Meet at Seward

By Dennis Crispin

Things appeared to be off to a bad start—rain all night and thunderstorms predicted for the rest of the day. But then, about mid-morning, the event organizers opened the hangar doors to discover the rain had stopped, and patches of blue sky were appearing overhead. Then gentle breezes and comfortable temperatures allowed for a grand day of competition aerobatics.

IAC Chapter 80, also known as the Midwest Aerobatic Club (MAC80), holds the Midwestern Aerobatic Championships in Seward, Nebraska, each June. The club was organized in 1975 to support the aerobatic community in Nebraska and Iowa. They held annual get-togethers at several airports in Iowa before moving the contest to Seward in 1992 to take advantage of a great venue for aeronautical competition. The International Aerobatic Club (IAC) is a division of the Experimental Aircraft Association (EAA), the world-wide organization devoted to sport aviation. This year's contest was on June 21-22-23, 2019.

When Tom Trumble, Contest Director, asked me to take some photos and write a submission for PIREPS, I agreed, but with some trepidation. Although I have held a pilot's license for nearly 60 years and have been an active participant in the EAA for 35 years, I know almost nothing about aerobatics. In addition, photographing a fast-moving, small aircraft that's far away and backlit against a blank sky is nearly impossible.

Master Airmen and longtime MAC 80 officials, Doug Roth and Harry Barr lessened my aerobatic ignorance with a short but thorough tutorial on the sport.

Aerobatic competition is divided into five categories: primary, sportsman, intermediate, advanced and unlimited. Each step represents an increased level of difficulty, skill and pilot qualification.

The contestant first flies a known sequence, a series of maneuvers standardized for all the contests across the nation. The next flight (for all categories except primary) allows the pilot to fly a freestyle sequence, combining elements that he or she designs to demonstrate the

best the individual pilot and plane can do.

Then the upper level classes finish with an unknown sequence. A list of maneuvers is given to the contestant one

day ahead of time. The pilot has some time to mentally prepare for the flight but cannot practice the series. This first-time performance has to be done before the judges.

Judging is done by a panel of five experts, each with two assistants. Every element is graded according to a set standard on a scale from one to ten. The five grades are averaged, then multiplied by a "K factor" (a mathematical determination of the difficulty of the maneuver) to arrive at the points awarded.

The performance is contained strictly within a limited bit of airspace called "the box." The sides of the box are monitored by corner judges who deduct points for violating the space requirements. The floor of the box is set at 1,500 feet above the ground for the primary group and decreases in steps to 329 feet for the unlimited participants. The altitude is determined by the expertise of the judges.

The elements of the flight program are diagramed, for both the contestants and the judges, in a form of shorthand called the Aresti Key. The maneuvers have colorful names—

like Avalanche, English Brunt, Hammerhead, Humpty-Bump, Reverse Half Cuban Eight and Tailslide.



Jon Vanderhoof's Pitts S-2A enters the box to begin competition. Jon hails from Omaha, NE.

The pilots come from diverse backgrounds. Many are aviation professionals, but a good many are hobbyists who find the demands and rewards of aerobatic flight an exhilarating experience. Those who reach the higher levels of the sport spend years, hundreds of hours of practice and many competitions to perfect their skills.

Common aircraft do not have the inherent strength and maneuverability to perform competitive aerobatics. So, the

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planes used are designed and built expressly for the sport. Most have special fuel and oil systems that allow the engines to operate in inverted and high G-load situations.

The great majority of the competitors fly the Pitts Special. This small biplane, usually painted red, has become the iconic aerobatic airplane. Popular with the primary and sportsman categories is the Decathlon, a high wing, two-seat aircraft that allows an instructor to coach the beginning pilot. The participants in advanced and unlimited categories often fly aircraft like the Extra 300 and MX2, sleek and powerful monoplanes expressly suited for difficult aerobatics. A sprinkling of homebuilt aircraft is included in the lineup.

While aircraft can be engineered to withstand the forces developed within the violent maneuvers, the human body is stuck with the same old design and its inherent limits. A key part of the training and practice is acclimation of the body to the G-loads. The pilots learn to momentarily tense the abdominal and leg muscles to offset some of the negative physical effects of tight turns and sharp pullups. As a safety measure, parachutes are worn at all times while performing aerobatics.

A significant part of the competition is the collegiate aerobatic teams. Groups representing flying clubs and aviation programs of colleges and universities vie for nationwide ranking.

Two groups participated at the Seward meet. A team of ten competitors with three ground crew represented the Aviation and

Aerospace program at Metropolitan State University of Denver. They shared a Pitts S-2C. UND Aerospace at the University of North Dakota fielded a team of five with three support personnel. The UND group flew a bright green Super Decathlon.

I had the opportunity to talk to a few of these young people and found their stories fascinating.

Jenna Coffman was motivated toward an aviation career when she received

a Young Eagle ride at age 15. She started flight training shortly after she turned 17 and received her Certified Flight Instructor license (CFI) on her 19th birthday. She then began teaching a younger sister to fly. Jenna competes with the MSU team while pursuing a degree in aerospace engineering.

Roger Austin Belleau is a technician in the Colorado Air Guard. He's enrolled in the commercial aviation program at MSU as a route to a career in military aviation.

Daniel Wilmoth was a Business Administration major but found he had neither the interest nor skill set for accounting. Upon hearing there is a demand for airline pilots, he transferred to the flight program.

His short-term goal is to complete his CFI rating.

Leo Garzon's goal is simple. He wants a pilot's seat on the airlines.

As I talked with the MSU group, I was impressed with how fast they are working their way through the program. A couple of them are flying competition aerobatics only a



Michael Forney's Pitts Special represents the most popular group of aerobatic aircraft. Michael came from Aurora, CO.

little more than a year into their flying education and are bringing back first and second place trophies! Even more impressive is they are

doing it in the Pitts Special, a plane sometimes considered a handful for low-time pilots.

When Elizabeth Birch received an EAA Young Eagle ride at age 13, she knew she wanted to make flying airplanes her life work. She received the four-year degree in Commercial Aviation in just two and a half years and is now employed as an instructor in the UND flight program. Liz has been hired by Wisconsin Airlines, reports for training in September, and will be flying in the right seat of a regional jet airliner by Christmas!

Liz came to the MAC80 meet to compete in the Sportsman category and to serve as the safety pilot that rides the back seat of the Decathlon for the beginning competitors that

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are not yet qualified for solo aerobatics.

Meeting with these young people, I found them energetic, focused, dedicated, personable and motivated. With a new generation as fine as these, the future of aviation and American society is assured.

Unfortunately, the weather didn't hold. On Sunday, low ceilings canceled competition, so an awards ceremony was held before the contestants disbanded.

The Grass Roots Achievement Flight Medal acknowledges the IAC's commitment to grass roots development of the sport. The medallion is awarded to the highest scoring pilot in each category whose aircraft meets certain horsepower and speed limitations.

MINUTES OF THE MEETING

August 6th, 2019

The meeting was called to order at 7:34 PM by President Harold Bickford.

The chapter members were reminded that the annual picnic will be held at the Crete Airport from 4:30 pm to 8:00 pm on September 8th.

Shawn Lingren, newsletter editor for the Norfolk Airport, invited the members to participate in a fly-in breakfast at Norfolk also on September 8th to remember the dedication on the airport in 1944. Between 20 and 25 thousand people attended that ceremony.

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TRAGICOMEDY WITH A PUNCHLINE THAT ONLY PILOTS WILL GET

By Tom Winter

When a plane burns but everyone gets out safe, it's got to be a happy story. Tragic only for the plane itself and the financial loss.

This morning's (August 23) AVwebFlash brought me this news:

Ten Survive Fiery Citation Rejected Takeoff



Ten people—two pilots and eight passengers—survived a fiery runway overrun in Oroville, California, Wednesday morning local time. The aircraft, a Cessna Citation, was taking off from Oroville for a flight to Portland, Oregon.

The Citation had just taken on fuel at Oroville and evidently overran the runway on takeoff. Both main gear legs appear to have collapsed and the aircraft caught fire shortly after it came to rest.

But I had already read it yesterday in my Russian Federal News Agency news feed, where it looked like this:

Сан-Франциско, 22 августа. Полиция штата Калифорния сообщила, что на взлетно-посадочной полосе аэропорта в городе Оровилль сгорел самолет марки Cessna Citation.

This tragicomedy, though, has a visual punchline. Get a load of the picture the Russian Federal News Agency used to illustrate the story. Well, at least it IS a Cessna...



Events

York Airport (JYR), EAA Chapter 1055 Fly-in breakfast on the 1st Saturday of every month. 0800 - 1000.

Crete Airport (CEK), EAA Chapter 569 Fly-in breakfast on the 3rd Saturday of every month. 0800 - 1000.

Sep-Oct, EAA Webinars. [Click here for more information.](#)

Sep 8, Chapter 569 Picnic, Crete, NE (KCEK). 4:00pm – 8:00pm.

Sep 14, SAC Museum, Ashland, NE Aircraft Adventure, 10:00am – 2:00pm [Click here for more information](#)

Sep 15, Chan Gurney (YKN), Yankton, SD Fly-in, Drive-in, Walk-in, Dragged-in airport breakfast (always the 3rd Sunday in September) 8:00am-1:00pm. PIC FREE, adults \$5.00; kids 5-10 \$3.00; under 5 free. Sponsored by Yankton Regional Aviation Association and Crop Dusters LLC. Contact Steve @ 605.665.8448 or skyhawk@iw.net.

Dennis Crispin brought newspapers featuring an article that he had written featuring the IAC Aerobatic Meet at Seward. Dennis has a future in aviation journalism.

The program for the evening was presented by Harold Bickford and outlined his experience at AirVenture this year while participating in the celebration of Burt Rutan and his career designing unique aircraft.

Harold had been invited to bring his Rutan designed Solitaire glider as a representation of one of many

aircraft that Mr. Rutan had designed to the event. The presentation was titled “Rutan Flight Experience/OSH”. The aircraft owned by Harold is the only flyable example of this unique aircraft. A group photo of the current represented owners of Rutan designed aircraft was taken with Mr. Rutan. Members were encouraged to visit www.rutanaircraftflyingexperience.org for more information.

Harold also told of his experience sharing the announcer’s booth with

Burt Rutan during the fly-by of Rutan designed aircraft.

Young Eagles has a scheduled flight for the group from St. Patrick’s school on October 18th. This is the 8th grade class and 13 children are expected.

The chapter is actively looking for a young person to sponsor at next year’s Air Academy.

The membership took a break for snacks and adjourned thereafter.

Respectfully submitted,
Jerry Mulliken, Secretary

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