

April, 2016

Volume 41, Issue 4

www.eaa569.org

[facebook.com/ea569](https://www.facebook.com/ea569)

EAA Chapter 569 Newsletter

Lincoln, NE



EAA 569 Contact Information

President

Harold Bickford
H: 402-274-8038

habickford@gmail.com

72544 638 Ave.
Auburn, NE 68305

Vice President

Dave Fritz
H: 308-340-8433

arapair@atcjet.net

425 NW 15th St.
Lincoln, NE 68528

Secretary

Doug Elting
H: 402-423-3916

W: 402-450-9881

doug@transhc.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

Young Eagles Coordinator

Cristi Higgins

H: 402-476-1841

higginschristi@msn.com

Newsletter and Web Editor

Doug Volkmer

C: 402-560-1625

rv7doug@gmail.com

3720 Stockwell Circle
Lincoln, NE 68506



Meeting Announcement

Date: Tuesday, April, 5th

Time: 7:30pm

Program: More Guardians of Freedom Airshow planning.

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



**President's
Message
Harold Bickford**

I trust everyone had a good Easter weekend. It seems the time change and relatively early full moon truncated everything into a short window. Spring of course is officially on though those in farming might say wait a bit.

Our next chapter meeting is coming up on April 5th. The main topic of discussion will be our participation in the Guardians of Freedom Lincoln Air Show. We have a good list of

volunteers from last month's meeting so with various aviation related displays we should be able to showcase EAA Chapter 569 to a wide ranging audience.

Even with a bit of shared activity with the airshow at Hebron, we had a good fly-in breakfast. Good attendance and good conversation. Thanks again to our volunteers Dave, Lori, Doug, Kerm, Ed, Marge, Edi, Buddy and Mark. It is always the people who make these events work.

Next month we have Jessy Panzer scheduled to talk about her air racing activity last September at Reno. It is a different activity and certainly demands skill and attention to detail. It should be a really interesting look at something a lot of folks have yet to experience either as spectators or perhaps participants.

We look forward to seeing everyone April 5, 7:30 pm at the Duncan Aviation Engine Shop.

Harold Bickford,
Chapter President



Jessy, Doug and Harry dropped in for the March breakfast before hopping in their aerobatic machines and heading to Hebron for a day of flying fun.

Part II - Wally, Bonnie and the Cub

(Here is part 2 of Wally and Bonnie's adventure in their Piper Cub. Part 1 was covered in the February, 2016 newsletter. Don Walton described their tour of the eastern half of the U.S. in this October, 1993 Lincoln Journal Star column.) – Ed

By Don Walton

The Odyssey: Part II.

Wally and Bonnie Peterson are back from a trip to 18 state capital cities in the eastern half of the United States.

In their Piper J-3 Cub.

They flew 3,682 miles.

They took off and landed 128 times.

They flew at an average ground speed of 56.86 mph.

They are sitting in a corner booth at The Mill on Monday.

They are glad to be home.

Real glad.

Part II took a month.

Wally and Bonnie were grounded for 12 days by bad weather. High winds, excessive turbulence, low ceilings, poor visibility, rain.

They thought about quitting a couple of times.

But here they are, a bit weary, but satisfied, with 35 state capital cities, plus the nation's capital, now under their seat belts.

They have gone where no man or woman, has ever gone before - in a Piper J-3 Cub.

This odyssey is fulfilling Wally's dream of flying in his little Cub to the capital cities of all 48 contiguous states.

Part I took them on a 44-day journey through the western half of

the United States in the spring of 1989.

In 37 flying days, they racked up 7,857 miles and bagged 17 capitals.

Just 13 capitals to go now, essentially in the southeastern states.

OK, Wally and Bonnie, when?

Groans fill the corner booth at The Mill.

"Later," Wally says.

"I'm still not sure why I'm doing this," he says. "It's a challenge, I guess.

"I like being able to do this with no electronic stuff. You plot your course; you fly with a map. And it's a good thing that Bonnie's a great navigator."

She relies a lot on the three Rs, she says: rivers, railroads and roads.

Plus power lines - although there were times when they hopelessly converged into "a meadow of power lines" in the more populous areas of the East.

People have flown the little Cubs across the country but Wally and Bonnie are up to something unique.

They've totaled 11,539 miles thus far on their quest in an aircraft that does not keep up with the traffic on the ground.

On one segment of their eastern trip, severe head winds cut their ground speed well below 40 mph. They made 17 miles in 31 minutes in Ohio on that jaunt, while traffic sped by them on the highway below.

But hey, there were spectacular moments too.

Like flying down the narrow corridor reserved for small private aircraft about 800 feet above the Hudson River with all of Manhattan directly on their left on a sunny day.

With the river as their highway, Bonnie took pictures as Wally drove.

Or the flight into Kelley's Island on Lake Erie for a fly-in bed-and-breakfast.

Or the flight up Lake Champlain between New York and Vermont with heavily wooded mountains on both sides spotted with the first bright colors of autumn.



Wally Peterson and his J-3 Cub.

Or the beautiful, smooth ride over the Appalachians.

Of course, there also was the day they got lost in the fog outside Schenectady.

And the rough turbulence in the wake of a DC-10.

And the unexpected "ground loop" when they landed at Springfield. Try to picture doing a "wheelie" in a Piper Cub.

And, worst of all, the loss of power on takeoff at Aurora, Ill.

It turned out to be a stuck valve.

"I'm just glad we lost the power on the ground," Bonnie says.

Most of the time the view from the air was gorgeous, Wally and Bonnie say.

"The country is beautiful except where man messes it up," says he.

"The East is much more heavily wooded than one realizes," says

she.

This trip was easier for the two of them than the western journey in one important respect. This time they had an intercom system that allowed them to talk to one another in the air. No more unanswered questions and hand signals and passing notes.

Now, Part II of the odyssey is complete.

And Wally's new book, 'Silent Depression: The Fate of the American Dream,' which delayed Part II after one aborted start in 1990, is ready for publication in January.

So will it then be in the air again; just can't wait to get in the air again?

Unlike Willie Nelson, for at least awhile Wally and Bonnie Peterson can wait.

Nicole Tinius accepted to EAA Air Academy

EAA AVIATION CENTER, OSHKOSH, WISCONSIN. The Experimental Aircraft Association, Inc. proudly announces that Nicole Tinius of Lincoln, NE has been accepted to attend the EAA Young Eagles Camp 2016 in Oshkosh, Wisconsin.

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.

They join many other young people, ages 12-13, 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

Fact Sheet, Northeastern Part the United States (18 state capitals and Washington, D.C.)

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: 2,696 (approximately 162,000 miles)

Trip Statistics (31 days, September 1 through October 1, 1993)

20 Flying days (12 days lost to bad weather)

Hours flown: 64.75

Miles flown: 3,682

Average ground speed: 56.86 mph.

Take-offs and landings: 128

Gasoline consumed: 303 gallons

Gasoline avg. cost per gallon: \$2.03

Gasoline cost per mile: 16.72 cents

Oil consumption: 10 quarts

(includes 1 oil change (4 quarts))

Total operating costs per mile: 27.15 cents (includes repairs, tie-downs, etc.)

EAA's Air Academy Programs, should write to: Experimental Aircraft Association, Inc., Resident Education Office, PO Box 3086, Oshkosh, Wisconsin 54903-3086. Applicants need not be EAA members. The prime consideration is an interest and enthusiasm for aviation."

In the Cub, with Wally

By Tom Winter

In the 50's Wally Peterson got flying lessons, and a Piper Cub. His flying adventures would fill books. A few of the flights — all too few — were with me in the front seat. They were delightful surprises. Early in the morning, the phone would ring. Wally's voice: "I'm flying to _____. Want to go?"

Yes! "Want to go?" I can still hear him say it.

In 1970, my first year here, he ran for the Democratic Senate nomination, having first gotten a promise from Frank Morrison that Frank was not going to run. Frank ran anyway, won the nomination, and lost to Roman Hruska, the "mediocrity deserves representation" guy. We could have had Wally! This of course was the "prequel" to the Democratic Party's latest Senate misadventures here in Nebraska! But I digress. Wally and I knew each other from the University of Nebraska's *Faculty Senate*.

My front seat time in the Cub started in the 80s, or late 70's when he offered a flight in the Cub at a church auction. I won the bid, and one fine summer day — decades before I myself became a pilot — we met at the Pester Airstrip southwest corner of 112th and Holdrege. We unchained it from the concrete pad in the shade hangar and pulled it out onto the grass. Wally filled the gas tank from the elevated barrel, and entered the amount in the clipboard there. Getting into the front seat was not the easiest thing I ever did! The back seat? I'll get back to that. I asked if we could overfly Eastridge neighborhood, and he got permission from Lincoln Approach (remember Lincoln Approach! Nostalgia) to do that. I got a picture of my house from the air. Not so keen:

the picture was mostly a forest canopy, so I didn't keep it. It was my first air tour over Eastern Nebraska. I got a memorable photograph though, of the sand-braiding Platte, with the Cub wheel included in the picture, and I kept that one.

We landed at the Millard Airport, and took a short hop to land also at Bill Durand's grass strip atop a ridge just west of North Omaha airport, and walked down the hill to visit the Durands. Bill had the prototype Durand Mark V there in a hangar: negative stagger biplane, trigear. That was the first of several visits to Durand's. You avoid the tall towers, do a pattern, land, on the grass, and walk down the hill, have a nice visit. Bill is gone now. He's in the Nebraska Aviation Hall of Fame. You can look him up. You could even buy his place. NP Dodge lists it. 31 acres.

Another time to a fly-out lunch at Fairfax Municipal Airport on an island in the Missouri River was memorable: you can't fly there now either! They closed it in 1985!

Another flight to Amelia Earhart Airport for an Antique Airplane gathering was a memorable day. Little over a hundred miles. At one point, we actually descended to read a water tower to check our course! I was mentored by a pilot who simply flew by pilotage. No LORAN, and certainly no GPS! Of all the planes there, one strangely took my heart: not an antique but a beat-up sun faded 150, whose pilot was there with his wife. How I envied that guy! Own your own plane, fly around in it with your Mrs. What a dream! Thanks to Wally, my dream came true...

I shared the fill up, and got a real treat the way back: Wally stayed in the Missouri Valley all the way to Nebraska City! All flat rich farmland.

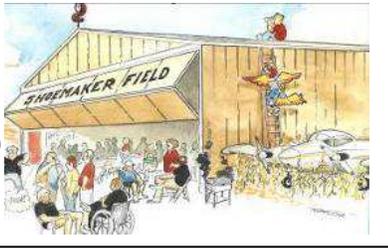
We turned west out of the valley into the lengthening shadows into a low sun.

Another front seat in the Cub: our flight to Blakesburg for the Antique Airplane fly-in. Among the memorable birds, a Culver Cadet, and indoors at the Museum, a Jerry Ritz ultralight: special for me because in the 80s I actually met Mr. Ritz. He was famous among modelers for his invention of a machine to make wooden model airplane propellers, and for the simple construction of "the Ritz Wing." Ask me.

Now, because of insurance, you must be a member of the Antique Airplane Association to attend. Another instance of times with Wally being simpler times. We got there the last day, landed on the grass. (Grass is all there is!) On the way back, Wally did a wheel landing at a fuel stop. Only time I knew him to do that. Always a full flare otherwise, with final approach nailed at 60. Also on the way back, I noted a tall obstruction. Thinking I should make myself useful from the front seat, I called attention to the tall Nebraska City powerplant smokestack. Wally must have been amused! But it was the first time I ever used the best landmark in Eastern Nebraska!

Later, in 1998, Wally made the start-up of the new University Flying Club possible by buying the 150 that Jack Clausen learned to fly in, taught by his father Jeff. As you know, when the club migrated to Wayne Fischer's Cherokee, I partnered with Wally in the 150. We took turns in the left seat. When he was PIC, I practiced pilotage; when I was left seat, Wally just enjoyed the flight. We showed up together so often that Roger Aspegren greeted us as "The Bobbsey Twins." Proud to be twins with Wally. I owe him so much.

Hangar Chatter



By the time you read this, the 2016 Chapter 569 Membership Directory will have been printed. Contact Doug Volkmer if you would like a copy. A big thanks to Kevin Rock for printing it for us.

* * *

Welcome new members Don Osborne of Fairbury, Jerry Mulliken of Omaha and Chris Chambers of Lincoln.

Don is an instrument rated pilot with a tail wheel endorsement. He's also an experienced welder.

Jerry is building a Sequoia Falco F.8L.

Chris is taking flying lessons.

Welcome aboard Don, Jerry and Chris.

Minutes of the Club Meeting March 1st, 2016

The meeting was called to order promptly at 7:36 PM CST by President Bickford using a right proper gavel.

There being no program for the evening, the membership proceeded with a recounting of current issues and events at hand.

President Bickford brought a well-made wing tip from his project aircraft for "show and tell". He also brought a "Flipout" electric screwdriver that is manufactured in Boone, IA. It is a fine looking tool and would be quite handy for the home builder.

It was mentioned that Lincoln will be hosting the Guardians of Freedom Air Show this coming May 7th and 8th. Several planes were discussed as being examples of local aircraft belonging to Chapter 569 membership.

Ms Cristi Higgins related her experience being Young Eagles coordinator. Cristi handed out the new Youth Protection Policy. This will entail training and background checks and insure that no improper

activity, whether real or perceived, occurs at these events.

Over 784 Young Eagles were flown by Chapter 569 in the most recent time period. This is an achievement that the chapter and particularly the participating pilots should be rightfully proud of.

It was mentioned that Nicole will be attending Young Eagles camp at Oshkosh through the sponsorship of Chapter 569.

As further evidence of the membership's attention to detail and prompt action, December 4th, 2016 was chosen for this year's Christmas party.

The meeting was adjourned at 8:42 PM.

Respectfully Submitted
Doug Elting, Secretary, Chapter 569

Classifieds

LEARN TO FLY!

Clean Modern Airplanes - Peaceful, Relaxing Airport
Quality, Patient Instruction - Free Digital Video Of Each Lesson

John Cox - Certified Flight Instructor
Light Sport - Private - Instrument

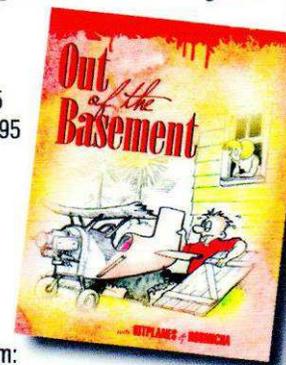
johncoxfi.com

402-239-3953

Out of the Basement

A collection of more than 200 of your favorite cartoons by Robrucha, most from the back pages of KITPLANES® Magazine.

Price:
Book \$19.95
E-book \$16.95



Books are
available from:

www.Kitplanesbooks.com

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.

Apr 5 - 10, Sun 'n Fun, Lakeland, FL <http://www.sun-n-fun.org/>

May 1, Nebraska City (KAFK) Nebraska City Jaycees Arbor Day Fly-In/Breakfast, 0800 - 1200. Pilots eat free. For more information, contact James Allen at 402.209.0884.

May 7 - 8, Guardians of Freedom Airshow featuring the U.S. Navy Blue Angels, Lincoln, NE <http://www.lincolnairshow.com/>

Jun 11, Nebraska State Fly-in, Cozad, NE (KCZD). For information on sponsorship, exhibitor and vendor opportunities call 308.784.3868 or email info@mid-stateaviation.com.

Jul 4, Seward Airport (SWT), Free 4th of July Airshow, 1100 - 1230. Fly-in's welcome, airport/runway closes promptly at 11 a.m. For more information contact Greg or Terri Whisler at 402.643.2125.

Jul 25 - 31, AirVenture, Oshkosh, WI <http://www.airventure.org/>



Young Eagle News

Upcoming Young Eagle Events

April 15th – Lincoln (Dept of Aeronautics)

April 22nd – Lincoln (Dept of Aeronautics)

June 18th – Beatrice (Homestead Days)

If you can help with any of these events, please contact Cristi Higgins, Young Eagles Coordinator @ 402-405-8238.

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

