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EAA Chapter 569 Newsletter

Lincoln, NE



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Meeting Announcement

Date: Tuesday, August, 4th

Time: 7:30pm

Program: Light Sport Flying

With the 10 year anniversary of light sport flying (more or less), Chapter Treasurer Mark Werth will share with us his experience of light sport flying. He currently owns and flies a Flight Design CTSW.

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



President's Message Harold Bickford

Our trip to both Brodhead, WI and AirVenture has gone well. As ever a lot gets packed into a short time.

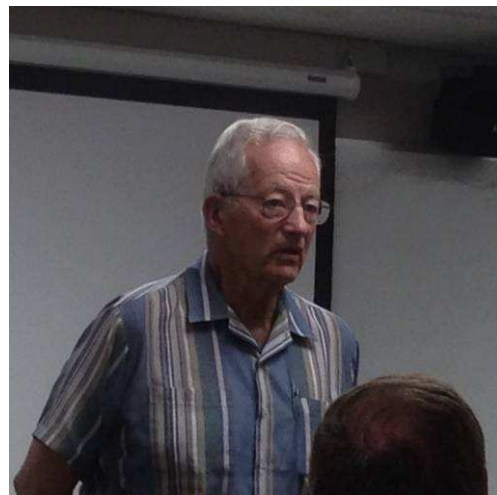
Edi and I volunteered to talk about the One Week Wonder on display in the EAA Welcome Center. Since we had worked with the program last year and have a Zenith kit it seemed a natural fit. Lots of folks came by and had a chance to see the finished aircraft, a Zenith 750 Cruiser, up close. Once again people are realizing they really can build an airplane.

Dennis will certainly have another great photo presentation at our September picnic. Pictures absolutely capture a thousand words.

Wednesday night several Ch. 569 members got together for dinner at T.J.'s Harbor Restaurant on Lake Winnebago by Fond Du Lac. We were treated to flight demos of the Ikon amphibian as customers were being shown how their aircraft will perform.

There will be lots to recap at our Aug 4 meeting, 7:30pm at the Duncan Maintenance shop. See you then!

Harold Bickford,
Chapter President



From the Taylorcraft to the Camair, Don Shoemaker shared with the Chapter his experience of 60+ years of being an aircraft owner and pilot at the July meeting. About the Camair, it was in poor condition when Don bought it in 1964. "I'd fly it for 30 minutes then I'd have to work on it for 30 days", he stated. In case you missed the meeting, Don shared some of the same stories he shared with us in the May, 2012 newsletter when he was a featured member.
<http://eaa569.org/newsletters/May-12.pdf>

A few random pictures from AirVenture 2015

By Doug Volkmer



I stumbled across the Fritz's in the Vintage Aircraft area. Supposedly the owner of the Fairchild behind them typically has cold beverages on hand.



Wayne Woldt's 1946 Ercoupe reunited with its siblings in the Vintage Aircraft area. More on Wayne's adventure elsewhere in this newsletter.



This RV-8 from Aurora, CO took home a Kit Built Champion trophy.



Lycoming IO-360 engine with a Whirlwind RV-74 propeller. 2600 RPM, 7500 FT, 100 ROP = 199 knots.



The builder / flyer of this RV-9A elected to wrap his plane in vinyl as opposed to painting it.



The Airbus A350 did a demonstration flight on opening day. The Sonex Jet also did a demonstration flight but it was too fast for me to get a good picture.

'Coupes over KOSH: More Adventures of the General Aviation Air Force

By Wayne Woldt

News break: Yes, all the global news reports are true. General Lightfoot (aka Wayne Woldt) was able to depart for AirVenture on July 17th, in his recently completed "Commemorative RATO Ercoupe finished in Nevada Silver with Pontiac Red accents". He departed from York Municipal Airport in the Ercoupe model 415-C (light sport qualified) at about 14:10 Zulu, and arrived in Sheboygan, WI at about 19:50 Zulu. Sheboygan served as the nexus for the Ercoupe Owners Club National Fly-In (recognizing



General Lightfoot preparing to depart. the 75th Anniversary of the Ercoupe aircraft), and served as a staging area for a 70 aircraft Mass Fly-In to AirVenture, located at the internationally famous KOSH.

Sheboygan also served as the base for a "once in lifetime" Ercoupe Rodeo. This mission of national security interests would not have been possible without the critical path support of General Hard Drive (aka Walter Lueke), 2nd Lt. Bean Pole (aka Franklin Lueke), and the essential ground crew of Randy and Justin Hall, based at York, NE. Mission details are being held in top secret files at this time, but should be approved for release by authorities at the highest level, and available for your perusal in the next issue of the EAA 569 Newsletter. Stay tuned.

Accident Report

Accident occurred Sunday, September 18, 2011 in Lancaster, TX
 Probable Cause Approval Date: 12/01/2011
 Aircraft: MARK DIVITA RV-8, registration: N98D
 Injuries: 1 Uninjured.

The pilot landed the tailwheel-equipped airplane with a crosswind, and during the landing rollout the airplane veered to the right. The pilot's attempts to correct the veer by applying left rudder pedal and left brake were unsuccessful. The airplane exited the right side of the runway, ground looped, and the left main landing gear collapsed resulting in substantial damage to the fuselage. A postaccident examination of the airplane revealed that the tailwheel assembly, tailwheel steering arm, and rudder stops were all in working condition. However, when combined together, the resulting configuration allowed the tailwheel to unlock and fully swivel 15 degrees prior to the rudder reaching full travel in either direction. Subsequently, when the airplane slowed to an airspeed at



The Rollie Woodruff family has been in touch with Dennis Crispin. The discussion was what to do with Rollie's Curtiss Wright Jr. replica pictured above. The plane is currently disassembled, stored at various locations and needs some TLC. One thought is, as a Chapter project, is to bring the plane to museum condition and possibly display it at the EAA AirVenture Museum. More on this topic in the next couple months.

which the rudder was no longer effective and rudder input was added to correct for the crosswind, the tailwheel disengaged, resulting in the runway excursion.

The National Transportation Safety

Board determines the probable cause(s) of this accident as follows:

The failure of the tailwheel to remain locked during a crosswind landing, which resulted in a loss of directional control.

Thank You from the Clinch Family

The entire Clinch family thanks you for the beautiful flowers you sent us on the loss of our son, Patrick. He lost his life to cancer at age 38. He leaves his wife Maggie and daughter, Iris (6) and Juniper (4 months). Also 3 brothers and one sister.

We appreciate your thoughts and prayers.

Jerry and Judy Clinch

Jer and Kathi Clinch

Brenda and Scott Perrea, Matthew and Sarah

Maggie, Iris, Juniper

Mike and Joanna Clinch

Father Craig Clinch



Pietenpol spotted at the EAA Repair Barn.

Minutes of the Club Meeting July 7th, 2015

The meeting was called to order promptly at 7:38 PM CST by President Bickford.

The program for the evening entailed the daring exploits of Don and Yvonne Shoemaker. The tail began in 1950 at the Mount Hawley Airport at Peoria, Illinois. There Don Shoemaker took his first flight in a rag wing tail dragger Luscombe. After having survived that experience the young Don Shoemaker enlisted in the Air Force to defend our country from the North Koreans. Following due consideration, the U.S. Air Force decided that the best place for Don during the conflict was in jet engine school where he was allowed to sit in an F86. He didn't say if he was allowed to touch anything. Subsequently he was assigned to Spokane, Washington to service a wing of B36s. He recounted a trip to Nellis, Air Force Base in a DC3 to repair a B36 that went down there. Don was back at Spokane in June of 1952 where he and Yvonne were married. Don took lessons in an Aeronca Champ. The lessons cost \$5.00 with an instructor and were worth every penny.

Somehow, Don was able to sweet talk the newly wed Yvonne out of her hard earned \$300.00 life savings to blow on a wrecked Taylor Craft. In spite of Don's workmanship, he and Yvonne took off on an excursion from Spokane, Washington to Wyoming, Illinois guided by the stars and the good grace of the Almighty. To their

surprise, they landed in Illinois only to tempt fate again by flying back to the west coast by a longer southern route. Don recounted the landing in Oklahoma where the Taylor Crafts tires were covered in sand burrs and on to Prescott where the challenge was to get the plane back to the hanger in a 50 mph wind. Don and Yvonne then raced two F86s to Ventura, (they lost) and then on to Spokane. Don logged 72 hours of flight time and eventually sold the Taylor Craft for \$700.00. He didn't say if he ever paid Yvonne back the \$300.00 that started this adventure.

Don then enthralled the audience with his experience with various other airplanes, but it wasn't as exciting as that cross country trip.

Everyone going to Oshkosh was invited to get together on Wednesday evening.

September 13th was selected to have the Chapter picnic at the Shoemaker International Airport at Denton, Nebraska.

We are still waiting on the EAA to bless the Chapters Bylaws.

December 6th was selected for the annual Christmas party to be held at Wilderness Ridge.

The meeting was adjourned at 9:18 PM.

Respectfully Submitted by
Doug Elting, Secretary, Chapter 569

Chapter 569 Shirt Order Form

| T-SHIRT ORDER FORM | | | | | | | | |
|-------------------------------------|------|----|----|----|--------------------|--------------------------|--------------------|-------|
| QTY | SIZE | | | | NEED IT LONG? | COLOR (please circle) | PRICE PER SHIRT | TOTAL |
| | S | M | L | XL | (add \$2 for long) | GREY or WHITE | \$7.50 ea | |
| | 2X | 3X | 4X | 5X | (add \$2 for long) | GREY or WHITE | \$9.50 ea | |
| LONG SLEEVE SHIRT ORDER FORM | | | | | | | | |
| | S | M | L | XL | (add \$2 for long) | GREY or WHITE | \$12.75 ea | |
| | 2X | 3X | 4X | 5X | (add \$2 for long) | GREY or WHITE | \$12.90 ea | |
| SWEAT SHIRT ORDER FORM | | | | | | | | |
| | S | M | L | XL | (add \$2 for long) | GREY or WHITE | \$12.75 ea | |
| | 2X | 3X | 4X | 5X | (add \$2 for long) | GREY or WHITE | \$12.90 ea | |
| HOODED SWEAT SHIRT ORDER FORM | | | | | | | | |
| | S | M | L | XL | (add \$4 for long) | GREY or WHITE | \$25.00 ea | |
| | 2X | 3X | 4X | 5X | (add \$4 for long) | GREY or WHITE | \$27.00 ea | |
| <small>(price includes tax)</small> | | | | | | | | |
| Grand Total: \$ | | | | | | | | |


Name: _____ Want a name on your shirt?
If yes, spell it out below.

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Phone: _____

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Prange Photography



Check out Doug Prange's Aerial Photography work at www.prangephotography.com.

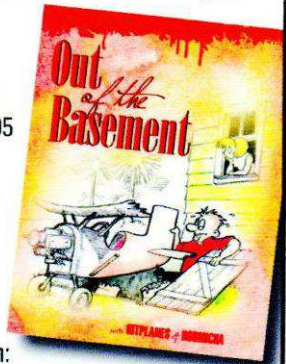
Help Wanted

I am needing to fabricate a compound curved "baggage door" on the airplane I'm building (Quad City Challenger) and could use some assistance on that as my sheet metal skills are very limited. Please contact Derek Schroeder at dschroeder83@yahoo.com.

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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.

Aug. 2 - Red Cloud (7V7), Fly-in breakfast, 0700 - 1000. Fly-ins eat free. More info: Jim: 402.746.4132

Aug. 28-30 - Seward (SWT), NE Chapter Antique Airplane Association Annual Fly-in. More info: Todd Harders: 308.380.5079

Sep. 13 - Shoemaker Field (NE40), Chapter 569 Picnic, 1700 - 2100. (hangar cleanup, Sep. 12, 1000 - 1100)



How to Become a Member...

Becoming an EAA Chapter 569 member is very easy to do! We 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 and select Join.

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