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EAA Chapter 569 Newsletter

Lincoln, NE



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Meeting Announcement

Date: Tuesday, August 6th

Time: 7:30pm

Program: Rutan Aircraft Flight Experience

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



President's Message Harold Bickford

We will meet in August as the first Tuesday is August 6 which gives a bit of a breather after Oshkosh. Often that first Tuesday is two day after AirVenture but this year we get the breather. The time and place are our norm at the Duncan MPI shop, 7:30pm.

The program presentation will be on the Rutan Aircraft Flight Experience. The RAFF is a non-profit entity similar in structure to the Commemorative Air Force with the focus on Rutan aircraft homebuilt designs.

Oshkosh 2019 has come and gone; what a week of activity! From our small station with the One Week Wonder (an RV-12 is built during AirVenture 2018) we had a front row seat to show center. Between

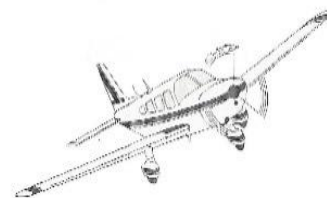
being the unofficial “information booth” and showcasing the RV-12 it was a continual stream of people with questions and comments. We even had some answers! No question, volunteering certainly brings a dimension to Oshkosh that is to be savored.

On Tuesday, Thursday and Saturday Team Oracle with Sean D. Tucker and Jessy Panzer flew right over our booth along Celebration Way to show center as the opening act for the daily airshow. The Challenger III and Extra 300L make an unmistakable sound as they fly overhead. You know the show is about to begin; smoke on!

On Sunday July 28 we went to the memorial wall service where Don Shoemaker was honored. It was a fitting memory to Don and all those who put so much of their life into flying, building and the EAA. They may have gone west while their memory remains with us. It is with thankfulness that we can say we have slipped the surly bonds of earth in this world of flight.

Looking forward to seeing everyone on August 6!

Harold Bickford,
Chapter President



Do-Si-Do with the Big Boys

By Glen Witte

My job is to fly us there. My wife's job is to get us around when we get there. I had neglected to make much of any kind of preparation for attending the once every three or four years family reunion, this time in Estes Park, west of Denver. I like my family, but I don't like all the planning and preparation and reservations you must make to enjoy it fully. Jane is much better at that sort of thing than me.

This time, I blindly agreed to help with the preparations, but at the last minute of course. I planned a direct route to Denver, KBJC Jeffco. Easy flight, maybe a little more than two hours even if the wind blew the wrong way.

Jane said, "Ok, now rent a car. Have the car available when we land Sunday."

Turns out, none of the car rentals would reserve a car on-line for delivery to any airport in Denver on a Sunday. I even called Hertz to verify the total lack of cooperation. The best they would offer is a 45 minute Uber ride to the rental office by the main airport. DIA. KDEN. Class B airspace. 20 miles out of town, east. The other side of town.

I didn't want a 45 minute Uber ride, especially when the reunion was the other direction, west, not east.

I puffed up my chest and told Jane, "We will just land at KDEN. I can handle it. I can even find arrival procedures on the Garmin 750. I can do-si-do with the big boys. No problem!"

She might have felt a little unsure, but she had flown with me at least

once into Dulles and a couple of times into Phoenix. Ok, Deer Valley, near Phoenix. But the controller had me fly a sophisticated Arrival Procedure anyway. So, what is the big deal?

I checked the airport map and spotted a tiny little grayed out blot labeled GA Parking for planes like mine. But the nearest runway was under construction and closed. It had a parallel runway a mile farther away, which was two miles long, 17Left. But it would be an easy left-

hand turn for a quick landing and a relatively short taxi around the end of the closed runway to parking. Just in case the wind was not favorable, I found Runway 8/26 just north which would

likely work for an arrival from the northeast. But I noticed, across the field and good for a south west arrival, a Runway 7/25. There was also a couple of parallel runways 16/34. The map looked like checkerboard or an X and O puzzle, or like this number symbol #.

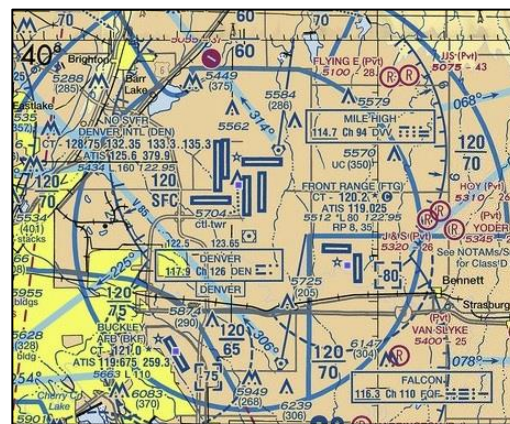
Contrary to my usual luck the wind was favorable for Runway 26. Jets and everybody were landing on 26. I touched down on the numbers. Tower said, "Take the high-speed turnoff at Papa Six taxiway and get directions." I speeded up, thought

about flying that mile and half to the exit, and maybe should have. I think I hit a lull in the airline arrivals so no one pushed me too hard.

I stopped at Taxiway P6 and called ground. He rattled off a bunch of taxiways and I tried repeating them. He patiently repeated the plan a few times and finally said, "Taxi ahead to the first corner and call me."

I could see on the map a taxiway EC, but he told me to go farther, up to ED. That was the far end of the taxiway, as far from GA Parking as I could go. Ground control said,

"Cleared to Parking via Echo Delta, Lima, Alpha Alpha, Mike, Mike One. Cross Runway 35 Left." I hesitated. He said, "Taxi left on Lima and stop at Alpha Alpha."



Denver International Airport

Remember? The Runway was under construction and so were parts of Taxiway Mike and its exits.

Finally, after more progressive taxi assistance we found Signature Aviation and a car ready to lead us to parking. We unloaded and the Signature shuttle drove us to the car rental place about five minutes away. Very nice service. Pricy gas. They waived a few fees, but not all of them.

I enjoyed my family reunion and Jane enjoyed time with our old friends in Denver. During her

(continued on page 3)

conversations Jane offered a quick ride around the patch to their adult daughter Sarah who had expressed some interest in becoming a pilot someday. (Jane is a real Young Eagles Advocate.)

On our last day in town, Sarah hopped into the plane with us. Sarah was thrilled with the plane, with the dash, with all the big planes so close. I asked Clearance for the nearest Practice Area and learned that there was none. Or rather, NONE! So, I plotted a course to Akron, Colorado, just outside the 30-mile Class B ring that circles the big Denver airport and requires more stringent flight controls, then back to Brush, a Class G airport, and on to Denver. Hopefully a 30-minute trip, no big deal. Maybe Sarah could handle the controls for a few minutes, do some turns and dips.

The clearance said, "Cleared to Denver as filed, fly 9000 feet, depart Runway 8, Plains9 Departure Transition Akron." He also gave me a Departure frequency but it turned out to be wrong. I rattled back the clearance and took a full five minutes to get it plugged into the Garmin 750 and called ground. We taxied back through the same spaghetti bowl but further into the maze with the heavies (big jets). We got in line behind six airliners, no, seven. They added one. And that was just the bunch for Runway 8. The other half was lining up for 34 Right. That taxi, then wait, then taxi, then wait took about half of my planned flight time. Of course, that high altitude sunshine overpowered our air conditioner about two minutes after we climbed in. The air conditioner is, of course, the pilot's

hand stuck out the little window into the slip stream.

Finally, it was our turn and we took off, got the corrected Departure frequency and had a very nice assistant guiding us out of harm's way. We got on course to Akron and let the autopilot do the driving. Sarah didn't ask to take the controls, even outside of the Class B space, a fact for which I was glad. We would be returning soon and I needed to hear the Approach ATIS weather, not the Departure ATIS. So, I wanted the autopilot to remain in control for a few more minutes. But she expressed pleasure at seeing the town of Akron and the runway at Brush (a tiny looking strip beside the highway) and stayed alert for other traffic and our proximity to KDEN.

On my call, my Center Control sort of smiled at my short trip and professionally and not impatiently guided me back to the airport and switched me to Approach for a visual to Runway 35R. We had to fly south past the airport. About five miles past the end of the runway, the controller told us to make a sharp right turn to fly toward the line leading to the runway, the localizer. He dropped us down to 8000 feet, about 3000 higher than the runway. Sarah and I both saw the runway and had the localizer on the Garmin 750, but no glide slope appeared as an aid. (Not even an indication of the glide slope. I must have keyed in a VOR approach rather than a GPS or ILS. Didn't really have time to mess around. Other planes ahead of us and behind us. So, I hand flew the last five miles.)

When we were about three miles from the Approach end of the

runway, the controller cleared me to a sharp right turn to line up with the runway and said, "Cleared to land Runway 35R, 10 miles ahead."

I could see a runway, not 10 miles, but more like now two miles. I hesitated to dive for the one I could see when I worried there was another runway farther ahead that I just had not noticed and now couldn't see. Soon Tower told me to go around, make a right turn to 080 heading for another approach. This time I made a larger circle, got behind the herd of airliners and made a nice, normal approach and landing.

We dropped Sarah off at Signature, filed a new plan, called ground and taxied back to Runway 8 behind our usual seven airliners. When we lined up to wait, the Tower delayed our takeoff. In a moment we saw an airliner go missed on Runway 35, crossing our planned departure path from runway 8. As the pilot turned to the east in the Missed Approach procedure, he explained to the Controller that he had come in a little too high. The Tower thanked him for the info and sent him around.

After that little delay, we received clearance for radar vectors to Akron and then the Hayes Center transition on the Plains9 Departure and on to Lincoln, almost a straight shot for home.

It had seemed to me our approach controller had lined me up to turn final too close to the runway. The professional pilot's decision to go-around added support for my conclusion. But maybe I am just looking for excuses for my error. I probably should have been

(continued on page 4)

confident enough in my knowledge of the airport to know that the harried controller had merely verbalized the clearance a little too fast and slightly incorrectly. I could have landed as planned, just as the pilots in the big planes were doing routinely.

I must applaud our controllers at Denver for being kind and gentle with this country pilot, just as every other controller has done at every other Class B airport I have landed at. But I plan to seek the counsel of my friends who fly into Class B routinely. I hope to continue to learn something new every flight. My jig may yet turn into a do-si-do with the big boys.

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.

Meet an EAA 569 Member

Mary Shortridge

Back in 1997 I had never been in a GA airplane. My husband, Ron, was doing a lot of traveling, and Western Kansas is hours by car from where he needed to be. There were quite a few opportunities to rent an airplane and pilot, so he happened to meet a relatively new CFI named Kirk Dearden. Kirk had made a living in the feed yard industry, so he and Ron shared a common interest. He was interested in making flying his new career, and had developed a two week course to teach business

people to fly. Ron wasn't interested, but he did think it would be cool if he had his own personal pilot and encouraged me to try it. Kirk set me in a Piper Archer N9812C (Doesn't everyone remember the call number of their "first" airplane?) one hot summer evening. That panel was CRAZY complicated; what on earth were all those dials and switches? Learn to fly in two weeks? I had a nine year old and a home based desktop publishing business. "No problem", Kirk said. He could accommodate my schedule. (3

those kind men I met that night. Much of what I learned about airplanes came about because of their kindness, and the monthly fly-ins they hosted. My desktop publishing and marketing skills breathed new life into their club, and they responded by nominating me for multiple McKillop Newsletter awards, and the EAA Major Achievement Award.

Besides the monthly fly-ins, our family used our Cherokee, then Comanche, to fly back and forth to



Patty Wagstaff, Mary, Skip Stewart-The Liberal Air Fair is such fun, and I got to meet and hang out with my hero Patty Wagstaff. Skip Stewart was another big name that put on a great show that day.

weeks, with Thanksgiving and a bout of flu mixed in)

Little did anyone know what a life changer that PPL would be. My first EAA Chapter 377 meeting was April 1998 and the rest is history. My dearest friends became many of

visit family in Lincoln, NE from our home in Garden City, KS (KGCK). In November 2016 we moved to Lincoln to be close enough to our parents to help with their needs. Ron continues to work in the feed yard and farm industry as a consultant,

(continued on page 5)

and I continue to produce the EAA 377 newsletter [FLY PAPER](#). Unfortunately, weather gets in the way of attending many of the monthly fly-ins, and parental responsibilities are letting too much time is going by without getting “blue sky” therapy. I certainly hope to remedy the problem in the next year.

Many of my best life moments have been at the airport, whether it is helping host the Kansas Air Tour stop, the 99s Air Race Classic, the many bombers on tour, or just hanging out with the mechanics at Aircraft Services.

Aviation always seem to become entangled with my other interests. I have a workshop where I like to refinish furniture (I made a desk out of a Mooney wing) or beadblast. (My aircraft mechanic taught me) The world of aviation opened up amazing opportunities, but best of all were the people I have met on the ramp. I would love the opportunity to meet up with some likewise “Plane Crazy” people here in the Lincoln area. Let’s grab a cup of coffee and get acquainted!

P.S. By the way, I am still in contact with Kirk Dearden, and his dream came true. He now is based at PWA (Oklahoma City), and flies a Challenger 605 for a private company.



Thumper and Buttercup-Buttercup belonged to my brother and has an AMAZING restoration story I love to share.



Ron and Mary on a cross country to Cleveland, OH for his annual checkup. Ron is a liver transplant recipient, and a walking miracle.

Minutes of the Club Meeting

The meeting was called to order at 1930 by President Harold Bickford. A discussion concerning member experience with ADSB installations ensued.

The wingtip SkyBeacon is a relatively simple install, but the configuration is somewhat challenging. A placard must be used stating that nav lights must always be on.

Another system discussed was the Garmin 335 transponder. This does have its own WAAS GPS, but will also take position information from an existing Garmin GPS navigator.

Two young eagle alumni of the EAA Air Academy sponsored by chapter 569 shared their recent education experience. Nick Shulz is currently enrolled in flight school at UNO, as well as the Air Force ROTC program. Angela Kapp has 150 hours of flight time and is a student at Southern Illinois University studying engineering and on track for her Airframe and Powerplant license. Both were appreciative of their introduction to the aviation world through EAA.

Tom Trumble moved to approve a budget of \$2200 for a scholarship to the EAA Air Academy. The scholarship would cover transportation and fees. Dennis Crispin seconded the motion. The member vote was in favor of the motion.

Treasurer Keal Bockleman reported \$3581 balance in the main account, \$3300 in the breakfast account, and a Certificate of Deposit of around \$7000.

President Bickford reported \$308 in donations have been collected for the

Don Shoemaker memorial. \$192 is needed to complete the memorial.

The 4th of July Seward airplane rides have been canceled due to the heat.

Keal Bockleman will be helping exhibit a UH-72 at the Oshkosh Air Show.

A deposit has been made to the SAC museum for the 2019 Chapter 569 Christmas program. Attendance of around 100 is expected.

The September potluck will be at the Crete airport.

Meeting was adjourned at 2030.

Respectfully submitted,
Jerry Mulliken, Secretary

150 Heaven Diary

By Tom Winter

Played "How to Handle a Woman" on cello before driving off to the airport — a musical "Kiss goodbye" to the Boss before flitting off to Cessna 150 heaven at Clinton, Iowa. Flew at 5500' most of the way. Clouds halfway through Iowa had bases at 5000' so I descended. Landing at Boone was with a 15-20 mph wind 15 ° off the runway. Crosswind practice! Fueled up with mogas. Landed at Clinton at 3 p.m. Added up the hours for the log before even getting out of the plane. 4.7 from Lincoln, making 29.5 on the year, and 967.5 life.

Newcomer to the gathering, Mark Stevens from Claremore, OK stepped up and introduced himself. Mike Brennan and his grandson, from New Bedford, Mass, helped me set up my tent. The sleeve case for the tent blew away! Looked for it, but decided it was somewhere out in a cornfield! CWI is surrounded by cornfields, explaining why 150 heaven is called

The Confab in the Corn, or even Cornkosh.

Toward evening I joined a group sitting in the shade of a hangar. Ron Stewart offered me a beer and a chair, so I joined in instead of flying around. Dave Monskey from Minnetonka sat next to me. We had a great chat about retirement and musical instruments with no frets. He is a hoot, ready with a pun on the spur. The group went off to dinner in town. They invited me along, but I was too content where I was, so I stayed and just enjoyed being here; the clouds have thinned out, and have lost their high tops; the weather is getting nicer, except for the rising wind. It whistles across the top of my empty beer bottle. Finished the evening gazing over the acres of Cessna 150s amid the cornfields. (125 registrants, 77 airplanes) Life is good.

July 23 Tuesday
Cold overnight — 55°. Put on the sweatshirt. Up before 6. At CWI I fly at sunrise when I have the sky to myself: the flights at dusk, though beautiful in the golden light, are crowded enough to be scary. So, I took advantage of this morning's lovely weather and empty sky to go up for a pleasure cruise north along the Mississippi to Dubuque and back. Admired the story book landscape highlighted by the morning sun: streams (we'd call them rivers here in Nebraska!) meandering around green rolling hills, patiently waiting their turn to meld with the Mississippi. Landed. Used the folding bike to ride to Low Moor, IA (population 288) for a breakfast. The gas station is also a coffee shop, and across the street is Hunter's Sports Bar. Today's special: "Chipped Beef on Toast, \$5.00" Nostalgia. You know what we used to call it!



July 31 – August 4, 2019

**Silverhawk Aviation
1751 W Kearney Ave.
Lincoln, NE 68524**

Wednesday, July 31, 9:00 a.m. to 5:00 p.m.

Aircraft tours available starting at 9:00 a.m.
Supporting aircraft available for rides all day

Thursday, August 1, 9:00 a.m. to 5:00 p.m.

Aircraft tours available starting at 9:00 a.m.
Supporting aircraft available for rides all day

Friday, August 2, 9:00 a.m. to 5:00 p.m.

Aircraft tours available starting at 9:00 a.m.
Supporting aircraft available for rides all day

Saturday, August 3, 9:00 a.m. to 5:00 p.m.

B-29 flies at 9:00 a.m. and 10:30 a.m.
B-24 flies at 9:30 a.m. and 11:00 a.m.
Aircraft tours available after 12:00 p.m.
Supporting aircraft available for rides all day

Sunday, August 4, 9:00 a.m. to 5:00 p.m.

B-29 flies at 9:00 a.m. and 10:30 a.m.
B-24 flies at 9:30 a.m. and 11:00 a.m.
Aircraft tours available after 12:00 p.m.
Supporting aircraft available for rides all day

Attending Aircraft:

- | | |
|------------------------------|---------------------------|
| ○ B-29 Superfortress FIFI | ○ P-51 Mustang Gunfighter |
| ○ B-24 Liberator Diamond Lil | ○ T-6 Texan |
| | ○ Boeing Stearman |

To pre-register a ride on an aircraft, [click here](#).

Cost:

\$15 Adults
\$8 Children (Age 10 thru 17)

Free Children (Age 9 & Under)

Price includes free B-29 and B-24 cockpit tour when the aircraft is available.

Attending aircraft subject to change due to weather or maintenance.

News from

EAA Headquarters



**Soggy Start Fails to Derail EAA
AirVenture Oshkosh 2019**

July 28, 2019 - EAA CEO and Chairman of the Board Jack J. Pelton began his closing remarks on Sunday by thanking EAA AirVenture Oshkosh 2019 attendees, volunteers, air traffic controllers, the FAA, and Wittman Regional Airport, as well as the people of Oshkosh and the surrounding local area.

Soon after, Jack transitioned to talking about what dominated the conversation early on — the rainy weather that created what he called a “tremendous challenge” to the fly-in convention. Fortunately, EAAers were ready to step up and address this challenge.

“I cannot believe the efforts of our 5,500 volunteers that turned what could have been a very challenging week into one that was successful,” Jack said.

Thanks to the work of everyone involved, Jack noted, AirVenture 2019 still had more than 2,700 showplanes as part of the more than 10,000 total airplanes. Warbirds saw growth of 6 percent to a total of 400. There were more than 100 seaplanes in attendance, which is 30 more than last year. Homebuilt camping actually set a record, as Oshkosh welcomed 592 homebuilt aircraft campers as part of more than 1,000 total homebuilt aircraft during the week.

A grand total of 863 exhibitors made Oshkosh home during the week, and according to Jack most of them experienced fantastic sales numbers.

Jack also covered some of the momentous events that took place across AirVenture 2019, including Michael Collins’ Theater in the Woods presentation, welcoming Burt Rutan back to Oshkosh, and The Gathering, which raised \$2.8 million to advance EAA’s programs this year.

“Overall, I am very proud of the efforts of our volunteers, staff, and everyone involved put forth this year,” Jack said. “Our 50th consecutive year in Oshkosh was one to remember for us, and for everyone who attended.”

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.

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

Jul 31 – Aug 4, CAF AirPower History Tour, Lincoln, NE, Silverhawk Aviation, 0900 – 1700, [Click here for more information.](#)

Aug 25, Fremont, NE (KFET), Rotary Club Fly-in breakfast, 0700 – 1300. More info: 765.894.6845.

**You say it's your
birthday?**

Aug 13 – Wayne Woldt



Burt Rutan and a few friends at AirVenture.

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

