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# EAA Chapter 569 Newsletter

Lincoln, NE



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## Meeting Announcement

**Date:** Saturday, December 7<sup>th</sup>

**Time:** 5:30pm

**Program:** Christmas Party

**Place:** SAC & Aerospace Museum

28210 W Park Hwy  
Ashland, NE 68003

*(Sorry, walk ins will not be permitted)*

*In case of inclement weather, check*

[www.eaa569.org](http://www.eaa569.org)



### President's Message Harold Bickford

Our meeting this month is the annual Christmas/Holiday party. We are again at the SAC museum on Saturday, December 7<sup>th</sup>. Social hour will start at 5:30pm followed by a catered dinner at 6:00pm. Weather is forecast to be dry if colder!

The evening program will be presented by Col. Charlie Daubs who was an SR-71 pilot. This will be quite an opportunity to appreciate what was arguably a stellar advance in aircraft design based on performance and technology. Certainly, the crews who flew and maintained it are the rest of the story!

This year we also have members from EAA chapter 80 Omaha/Millard, EAA chapter 1110 York and MAC80/IAC Seward joining us as part of our gathering. The venue at SACAM has

plenty of room and gives us an opportunity to be with fellow aviation enthusiasts from a varied background of experience and interest. We will also have a museum tour and door prize awards to fill out the evening.

At our November meeting we elected Tom Winter as President, Tom Trumble as Vice-President, Jerry Milliken as Secretary and Cristi Higgins as Treasurer. Congratulations to them! The new President and Treasurer are due to Harold Bickford stepping back after five years and Keal Bockelman taking a new flying assignment with the NE Army National Guard at Grand Island, NE. We will have officer installations and the year end awards at the January meeting as was voted during the November meeting.

The November program presented by the University of Nebraska Lincoln SAE Formula race team was an interesting program regarding design and construction of single seat open wheel race cars. Many of the design, build and performance aspects of the program certainly carry over to aircraft building. A key part of the program is how participants go about the evaluation and planning regarding what is done in house as opposed to using outside vendors. Whether built from a kit or plans an aircraft project follows the same decision tree with items such as engines, welding, electrical or specialized parts which often go beyond the contents of the kit or plans.

Sadly, Yvonne Shoemaker died on November 2. She along with her husband Don, who died in April this year, were an integral part of EAA 569 from the

*(continued on page 2)*

beginning. Especially well remembered was their hosting of the annual chapter picnic at Shoemaker Field. EAA founder Paul Poberezny always said we gathered once for the airplanes and came back for the people. That was certainly true with the Shoemakers. They will be remembered. We offer our condolences to the Shoemaker family, especially Holly, Randy and their families. In lieu of flowers donations may be made to Nebraska Friends of Foster Children, PO Box 541034, Omaha, NE 68154.

This month marks the last newsletter article as President. It has been a privilege to serve chapter 569 in this capacity. During that time many moments and people in aviation have been part of the journey which has made the opportunity all the more memorable. We offer heartfelt thanks and appreciation for the support and generosity you have shown to Edi and me these last five years.

Future plans include projects to finish and ratings to pursue and perhaps a few articles about those activities. There will also be the monthly fly-in breakfast with our great volunteers. As ever, where you have interests in aviation, just do it!

We look forward to seeing everybody at the December 7 gathering as we close out 2019.

Harold Bickford,  
Chapter President

## Book Review –

### How To Fly a Piper Cub



By Dennis Crispin

In 1947 I was nine years old and had the great advantage that my home was the first stop on the school bus route. That meant that I got home in time for the afternoon kids shows on the radio. The fifteen-minute adventures would be considered politically incorrect, overly violent, sexist and maybe even racist in the modern world, but they were great entertainment at the time.

One of the shows was Jack Armstrong – All American Boy. In a series of episodes that went on for many weeks, Jack was learning to fly in a Piper Cub.

Advertised on the show was the “Jack Armstrong Cub Pilot Trainer Kit”. So, for the investment of 35 cents and two Wheaties box tops, I came to possess something that would have a lifetime influence. Within the kit was a copy of the pamphlet How to Fly a Piper Cub.

The publication – only 32 pages – was a sales hand out tool of Piper Aircraft, Inc. Full-page ads in national magazines like Life gave the address to order a free copy and a copy was included in each new plane.

That winter, when blizzards closed the school, I read and reread it

dozens of times. I faithfully practiced the hand signals that an instructor would use to communicate with the student sitting behind in the noisy cockpit.

Seventy years went by and then the EAA’s merchandise catalog offered a reprint – I just had to order it.

How to Fly a Piper Cub begins with pictures and descriptions of the then current Piper aircraft. The Piper Cub Super Cruiser was claimed to be “the safest, most economical three place plane ever built”. It was obviously a deluxe aircraft because standard equipment included “deep, luxurious, comfortable upholstery, dual hydraulic brakes, steerable tail wheel and compass.” Optional was “blind flying equipment”, battery and lights.

The Piper Cub Trainer was described as “designed with flight characteristics which make for safe handling for beginners.” It was available with the purchaser’s choice of 65 horsepower Continental, Lycoming or Franklin engines. Nowhere in the material do they use the model designation J-3, for which the plane would always be known.

Most interesting to a modern observer is the plane called the Piper Cub Sea Scout. Basically, it is the Trainer with plywood or aluminum floats. The craft came with conventional wheels so that it could be quickly converted for land use. It was described as “completely metalized to protect all parts from saltwater corrosion.” Sea Scouts must be quite rare – in the hundreds

*(continued on page 3)*

of Cubs that I have looked at over the years, I have yet to see one with a metal covering. A Piper Cub Super Sea Scout, based on the Super Cruiser, was also available.

The booklet proceeds with diagrams of the aircraft parts nomenclature and instrument panel. Descriptions of the control functions show how the plane reacts to control inputs.

The key part of the pamphlet is a photo story sequence that shows preflight, taxi, takeoff, climb, turns, descent and landing. The photos show the control input and aircraft attitude for each step in the flight. The last of the 53 frames shows the Cub in front of a hangar and has the caption "Turn off switch, advance throttle full forward, then close throttle. Get out of plane and push it into hanger."

Under the heading "Some maneuvers that only experienced flyers can do" are diagrams of the chandelle, lazy 8, pylon 8 and loop. How to Fly a Piper Cub presents flying in a rather simplistic manner, but it inspired many thousands of people to go out to the airport and give private aviation a try.

The work concludes with:

#### A WORD OF ADVICE FROM THE INSTRUCTOR

FLYING is fun; but to do it well, you have to make it a practice to form good habits right from the beginning. Take each maneuver as it comes along and do your best to master it. Ask questions of your instructor. Practice when you are up solo. Always remember that the "hot pilot" of today isn't a death-defying daredevil. He is the commonsense fellow who has learned his lesson well, takes pride

in precision flying and follows the rules. Now go to it – and take real flying lessons from your Piper dealer.

*Postscript: As a reward for my diligent study of the Piper pamphlet, Dad took me out to the local airport and bought me a 15-minute ride in an Aeronca Champion. It started something that that has lasted to this day.*

#### SCIENTIFIC POLL SHOWS RETIRED PILOTS FLY MORE

*By Tom Winter*

Yes, it's true that a pilot is less motivated to stay healthy to stay alive than he is to pass the next medical so he can keep on flying, but here is another reason to take good care of your health: live long enough to retire!

This scientific poll shows that a retired pilot flies almost twice as much as a working stiff pilot.

Look at these sample numbers:  
Pre-retirement: 538 hours in 14 years. Average 38.6 hours per year.  
Post retirement: 462.6 flying hours in 7 years, an average of 66 hours of flying per year.

So by the actual numbers, for every single pre-retirement flying hour, the post-retirement pilot gets in 1.74 flying hours.

Of course, this poll is a crock, because it is all built on a data-base of one bad pilot. But now just for fun, add

538  
462  
???

Yes, same answer I get. Yup. I have just passed 1000 hours in the logbook.

Oh, and what those hours aloft mean! A thousand hours of admiring the landscape: the checkerboard fields that vary in their colors by the season, the emerald green of spring to hues of gold to burnt sienna, and blue-white with snow in winter. A thousand hours of landscapes with their meandering streams and creeks, and yes, the sorrow of floods, and recently even towns battered by floating icebergs in spring. All witnessed from above.

And on the ground, the comradeship of fellow pilots in hangars and breakfasts. Flights from short Young Eagles circuits to cross-country flights to show up at family events, reunions weddings, and yes, funerals. In sum, such a privilege to fly. Such a privilege to live in a country where you can.

#### Minutes of the Club Meeting

President Bickford brought the meeting to order at 7:30 PM, and noted that a new president will relieve his post at the next meeting.

A sympathy card was passed for Don and Yvonne Shoemaker's family to provide condolences for the recent passing of Yvonne Shoemaker.

New members Ben Rathke and Sheryl Crispin were welcomed. Ben learned about 569 on the tour of Duncan Aviation by the recent Young Eagle participants. Sheryl

*(continued on page 4)*

learned about us from her father, Dennis Crispin.

The program was presented by Dalton and Logan representing the Husker Motorsports Formula SAE Racecar mechanical engineering students.

The SAE group holds competitions worldwide, and includes over 600 groups. The Huskers will be competing next season in Michigan and California. Competitions include static and dynamic events. The static events include presentations by the teams for the business case, costs, design, and a technical inspection.

Dynamic events include an acceleration event, a skid pad, an Autocross, and an endurance event.

The Motorsports team designs their car, and have considerable in-house building capability. The current model is a complete redesign. Teams are assigned with team leaders to pull together the various efforts needed to execute a design.

The wheelbase and body size including wings are constrained to a size by the governing body. The engine must be internal combustion of less than 710 cc displacement. The current budget for the effort is \$61,500.

The program has been active for about 9 years, and boasts 100% employment or grad school placement on graduation by its members. The activity creates hands-on experience in mechanical engineering, as well as practice with problem-solving and work in the commercial world.

After a break, the meeting resumed at 8:40 with a discussion of

the Christmas Party, which will be held December 7 at the SAC Museum near Ashland. Reservations are required by November 15, along with payment of \$36 per person. The menu and table decorations were discussed. Cristi Higgins will print programs. The museum will provide security. Harold Bickford will be master of ceremonies.

Tom Winter moved the chapter reimburse Tom Trumble \$24.36 for a sign printed for the party. Motion was approved.

Officers will be installed at the January 569 meeting instead of at the Christmas party, since other chapters will be joining ours at the party.

Harold Bickford nominated Tom Winter as president and Cristi Higgins as secretary for 2020. Dennis Crispin moved the nominated officers be elected, and the remaining current officers be reelected. The members present all voted aye.

Dennis Crispin showed photos of the Blue Angels and B-29 (piloted by Mark Novak) formation flight that appeared in the Humboldt paper.

An article about the Seward Aerobatics competition by Dennis Crispin appeared in Sport Aerobatics.

EAA calendars for 2020 are available.

The 2019 EAA One-Week Wonder is available for appearances and Young Eagle rides. Arrangements are pending for an event at a Crete Breakfast.

The calendar of events did not appear in the latest PIREPS, which

has been recently reformatted. Tom Trumble will inquire.

The Aerosport hanging in the KLNK airline terminal was placed there by EAA 569 many years ago. The aircraft needs a dusting. Discussion was held as to how that can be accomplished. Tom Trumble will investigate.

The Aerobatics Competition board meets November 17 at the Trackside in Waverly. Anyone interested is welcome to attend.

Respectfully submitted,  
Jerry Mulliken, Secretary

### Chapter Officers for 2020

The election for officers for 2020 took place at the November meeting. They are:

**President** – Tom Winter  
**Vice President** – Tom Trumble  
**Secretary** – Jerry Mulliken  
**Treasurer** – Cristi Higgins

The officer positions are on a volunteer basis and require a lot of time and work. Be sure to say “thank you” to our officers for volunteering their time to the chapter.

### Fly-in Breakfast Menu Addition

Those of you who attended our November fly-in may have noticed an addition to our menu. Biscuits and Gravy! That's always good on a chilly morning. If you missed it, we're planning to serve it again at our next fly-in breakfast on December 21<sup>st</sup>.

**Past Chapter 569 Presidents**

2015-19 Harold Bickford  
 2013-14 Cristi Higgins  
 2012 Tom Johnson/Cristi Higgins  
 2011 Erick Corbridge  
 2009-10 Tom Henry  
 2008 Don Shoemaker  
 2006-07 Dennis Crispin  
 2005 Andy Lahr  
 2003-04 Ray Supalla  
 2001-02 Tom Winter  
 1999-00 Russ Kelsea  
 1997-98 Doug Hill  
 1995-96 Roger Aspegren  
 1993-94 Ken Mueller  
 1992 Ken Dahl  
 1991 Tom Werner  
 1989-90 Clay Champoux  
 1988 Bob Dinkel  
 1986-87 Lonnie Davis  
 1984-85 Jim Fix  
 1982-83 Jeff Clausen  
 1981 Jim Stephens  
 1980 John Camden  
 1979 Bill Sheahan  
 1978 Postalwaite/Murray/Satterlee  
 1977 Lowell Satterlee  
 1976 Rollie Woodruff (*first President, organizer of Chapter 569*)

**Spark Plug Award Recipients**

2018 Harold Bickford  
 2013 Keith Gomon  
 2012 Doug Elting  
 2011 Cristi Higgins  
 2010 Kerm Wenger  
 2009 Andy Lahr  
 2008 Tom Trumble  
 2007 Doug Volkmer  
 2006 Tom Henry  
 2005 Dennis Crispin  
 2004 John Tenopir  
 2003 Russ Kelsea  
 2002 Norm Sell  
 2001 Ray Supalla  
 2000 Roger Aspegren  
 1999 Dana Dienstbier  
 1998 Don Shoemaker  
 1997 Steve Lukehart  
 1996 George Myers  
 1995 Doug Hill

**Chapter Dues for 2020**

Believe it or not, it's time that time of the year again to renew your Chapter dues. The amount remains at \$20.

Whether you are a new member or renewing your membership we are encouraging members to go to the Chapter website ([www.eaa569.org](http://www.eaa569.org)) and fill out the online form. To get to the form, select Join on the Chapter website home page and follow the instructions on the page. After submitting your form, you will be instructed on where to mail your \$20.

For those members who prefer to fill out the paper form, a copy is included on the last page of this newsletter.

Again, whether you are a new member or renewing your membership we ask that you fill out the form.

**Yvonne Shoemaker**

Sadly, the Chapter received word from the Shoemaker family that Yvonne passed away suddenly on November 2<sup>nd</sup>. A memorial service and reception were held on November 22<sup>nd</sup>. Don and Yvonne were two of the finer people you would ever meet and will be missed.



**Don and Yvonne were fixtures at Chapter events, including the Chapter picnic which they graciously hosted each year.**

**Accident Report**

Accident occurred 11/27/2017, 1520 MST, Louviers, CO  
 Aircraft: Zenith CH750 Cruiser,  
 Registration: N956GM  
 Injuries: 1 None

*Analysis*

The commercial pilot was conducting a flight in an experimental airplane to assess engine performance after installing a replacement engine control unit (ECU) with updated programming. During the flight, the engine monitor provided an alert regarding a high engine coolant temperature. Shortly afterward, the engine seized. The pilot attempted two engine restarts, including a complete reboot of the ECU, without success. The pilot made a forced landing in an open field. The airplane struck a barbed wire fence, causing damage to the nose landing gear, engine cowling, right wing strut, and right wing skin. Also, the pilot noticed that the coolant expansion tank had overfilled due to overheating.

A post accident examination revealed that the ECU had caused the engine fuel-air mixture to be too lean, resulting in excessive cylinder head temperatures, which caused the engine to seize. The excessive cylinder head temperatures also resulted in the unseating of the head gasket, which pressurized the coolant jacket and evacuated engine coolant overboard. Coolant was found in three of the four cylinders, and oil was mixed in the coolant under the thermostat, resulting in the rapid rise of coolant temperature.

*Probable Cause and Findings*

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The engine's excessive cylinder head temperatures and the subsequent seizing of the engine, which resulted from an engine control unit that caused the engine's fuel-air mixture to be too lean.

**EAA Chapter 569 Membership / 2020 Renewal Form**  
**Include your \$20 check made out to EAA Chapter 569**



**Mail to:** Cristi Higgins  
PO Box 335  
311 South West Ave  
Western, NE 68464

New Registration or Renewal: \_\_\_\_\_

Full Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip Code: \_\_\_\_\_

Phone: \_\_\_\_\_ Email: \_\_\_\_\_

EAA Number: \_\_\_\_\_

Would you like to receive the monthly Chapter Newsletter via email? Yes No

Experience With (wood, metal, welding, composite, fabric, electronics, paint)?

Flying and/or Building Information:

Other comments:

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2279 County Road 2425  
DeWitt, Nebraska 68541-2518

