

February, 2015

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# EAA Chapter 569 Newsletter

Lincoln, NE



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## Meeting Announcement

**Date:** Tuesday, February 3rd

**Time:** 7:30pm

**Program:** Jessy Panzer

Jessy is a corporate pilot and a member of the U.S. Advanced Aerobatic Team. She was mentored by the likes of Bill Stein and Sean D. Tucker and has been on the airshow circuit for several years. She has performed all over, including Oshkosh.

**Place:** Duncan Aviation Engine Shop  
5000 NW 44<sup>th</sup> St – Lincoln, NE



**President's  
Message  
Harold Bickford**

February greetings! 2015 is off to a running start as shown by our chapter fly-in at Crete. Our best count indicated 74 folks attending; aside from staple items we really didn't have any leftovers. Given that weather wasn't really conducive to flying it worked well. Thanks to our volunteers for a great effort!

Our meeting for February will feature Jessy Panzer aka "The Pink Panzer". She will regail us with moments of her life in the air flying aerobatics and other flying endeavors. A graduate of Embry-Riddle, Jessy brings a you-can-do-this approach to flying. Come and have an enjoyable evening listening

to a skilled lady of the air who laughs easily. If you see her Pitts biplane (or pictures of same) notice the N number 616LY, which with the right letter style easily spells out "gigly"!

The latter part of our meeting after break and snacks will quickly deal with chapter business matters. Also, on the housekeeping side please remember that it is time for 2015 dues if you've not already paid.

On the personal side we finally have heat in our shop so working on the Pietenpol project is a lot easier. Try gluing when it is 35 or 40 degrees inside; doesn't work. Even basic cutting is really uncomfortable. Having heat (duh!) makes the difference between work and no work when it is cold. On February 5 and 6 Edi and I will go to Mexico, MO for a Zenith rudder workshop. That project will be a story for another time, perhaps by the time we do the builders' tours in the spring.

Looking forward to Oshkosh. (It's never too early.) It would be fun to have a Chapter 569 gathering for dinner during AirVenture. We've done this on an ad hoc basis the last couple of years and it is fun to compare notes. Bottom line, the more the merrier.

I look forward to seeing everybody on Feb 3 at 7:30 to share more adventures in learning, building and flying.

Harold Bickford,  
Chapter President

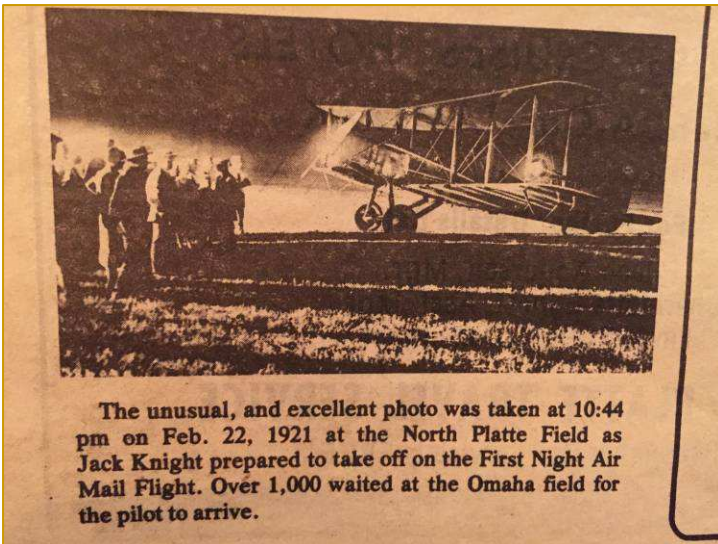


Jerry Clinch spoke about the history surrounding Lee Bird Field (the North Platte airport) at the January meeting. It was the first lighted airport in the U.S. and was visited by aviator icons Amelia Earhart and Charles Lindbergh. At the end of his wonderful presentation, Jerry shared a couple pictures of his basement. In 2008-2009, when he finished his basement, he added an

Jerry earned his Private Pilot license in 1962 at the age of 18. He then went almost 43 years without flying before picking it up again in June, 2010. He now owns a Cessna 172 and has logged over 350 hours since resuming his flying.



airport themed bar. Under the glass top bar is everything you'd see at an airport. Snow removal equipment, fire and fuel trucks and of course, lots of airplanes.



The unusual, and excellent photo was taken at 10:44 pm on Feb. 22, 1921 at the North Platte Field as Jack Knight prepared to take off on the First Night Air Mail Flight. Over 1,000 waited at the Omaha field for the pilot to arrive.



### Flying into the New Year!

By Walter Lueke, Wayne Woldt, Tom Winter

What does a general aviation pilot do, who wakes up on New Year's Day completely sober and clear-headed, and sees that a beautiful cold calm VFR winter day is forecast for eastern Nebraska? Go flying of course! And January 2 soon follows, with VFR skies again, inviting the pilot to "slip the surly bonds of Earth" and fly on the second day of the New Year 2015!

On New Year's Day afternoon, Thursday, January 1, 2015, Wayne Woldt "General Lightfoot" of the General Aviation Air Force\*, flew his Cessna A152 Aerobat (N7187C) solo from the Lincoln Airport (KLNK) to the Columbus Municipal Airport (KOLU) where he did several T&Gs. This constituted a "recon" mission for the two top-secret missions scheduled for the



**General Lightfoot at David City Airport on January 1, 2015.**

following day. Returning to Lincoln, Lightfoot stopped at the David City Municipal Airport (93Y on the OMAHA Sectional) where Walt Lueke "General Hard Drive" photographed Lightfoot's landing and departure (above). Meanwhile a third intrepid pilot, Tom Winter

"Major Tom," shoveled snow from the hangar door, and, ably assisted by Tom Trumble and Jerry Alder, installed a winch at the back of the hangar, so that putting the mighty 150 away would never again strain muscles, or be a slippery deal if the apron paving wasn't perfect and clear.

The next day, Friday, January 2, 2015 three EAA 569 General Aviation Air Force pilots took to the VFR skies over the snow-dusted fields of Nebraska! General Lightfoot, General Hard Drive, and Major Tom! Two top-secret missions were on tap: 1) surveillance of snow depth at north-country airports, and 2) counting cows near York, NE. An initial pre-flight briefing from a local FBO instructor pilot included the following: "There have only been two decent days to fly in the last month, Christmas and New Year's Day, and today is shaping up to be a third." We deployed under a clear calm sky; the snow on the ground, looking out toward the horizon seemed blue, shades paler and near-white closer in. An overcast and ceiling was moving into Nebraska from the south. General Lightfoot (aka Wayne Woldt) operating as Pilot in Command, flew his A152 Aerobat from Lincoln to Columbus, with General Hard Drive (aka Walt Lueke) as a passenger, with a coordinate departure of 11:00.

Once in Columbus, General Walt rented a Cessna 150F (N8334G) from the FBO AVCRAFT Aviation. With Hard Drive now acting as Pilot in Command and Lightfoot as passenger, they departed Columbus at 13:00 sharp, in the C-150F for a

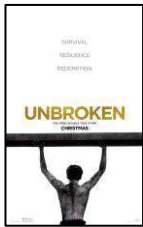
cross-country, overflying the airports at Neligh, Albion, and Genoa and finally landing back at Columbus to complete the north-country mission. The last leg of the mission involved Lightfoot and Hard Drive aviating from Columbus back to Lincoln in General Lightfoot's A152. The ceiling had arrived, and Lightfoot had to maintain VFR clearance by descending a couple of feet. Upon Lightfoot's contact with the Lincoln Tower, a familiar voice was heard on the frequency, and the two Generals realized... "hey, it's Major Tom", and the exchange with the tower went something like "Ground control to Major Tom"! The Major had just landed his Cessna 150G (N2885S) in Lincoln returning from an afternoon cross-country to York, reporting a mission success and current count of cows. Back at the hangars in Lincoln (below), the three pilots met, compared notes and realize that they had each logged exactly 1.6 hours, and shared their flying experiences of the first two beautiful VFR days of the New Year 2015!



**With the two top-secret missions completed, the three aviators enjoy a bit of camaraderie.**

\* Note: any reference to the Air Force, personnel rank, and "flight mission" are purely fictional, and not meant as any disrespect to real U.S. Air Force aviators.

## Unbroken



*Movie  
Review  
By  
Dennis  
Crispin*

In the December 2012 EAA 569 Newsletter, I wrote a review of Laura Hillenbrand's fine book Unbroken. (Go to the newsletter archive at [www.eaa569.org](http://www.eaa569.org).) At the time, I offered the opinion that this book would be considered one of the great biographies to come out of World War Two.

So it was with great expectations that I awaited the movie, which was hyped about every hour on TV all through December before its Christmas day debut.

I was severely disappointed.

The movie opens to a scene of Louis Zamperini's B-24 bomber in combat that could have been lifted from any of a dozen grade B war movies. The computer generated aircraft have a rather fake look and the crippled-airplane-makes-a-miraculous-landing sequence uses every cliché ever used in airplane movies.

After the crash at sea – again a rather unrealistic computer generated sequence – the movie moves on to Zamperini and two other officers adrift in their rubber raft on a Pacific Ocean as calm and tranquil as a Minnesota lake. When the storm scene comes there are suddenly only two men in the raft. When the storm is over the third

man magically returns to the raft. Included is a shark attack scene that could have been made from left over footage from Jaws.

As the movie moves into the prison camp story the production values get better with some excellent sets and scenery, but the story line departs somewhat from the book.

The acting is never terribly strong and the presentation of the Japanese camp commandant – known to the prisoners as “the Bird” – is rather two dimensional.

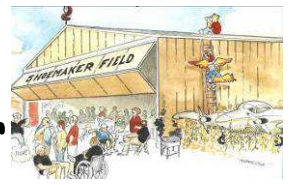
The movie's big shortcoming is its failure to cover Louis Zamperini's descent into PTS and alcoholism and his recovery by the strength of his own personality. Without this wonderful story of personal survival the movie becomes just another war story. The movie devotes only a few lines of type to Zamperini's life after the war as the closing credits come on.

I am not saying that you shouldn't see the movie Unbroken, taken by itself it is an OK war movie. Just don't expect to see a good representation of the extraordinary life of Louis Zamperini. Don't spend your money on first run theater tickets – wait for it to come out at Red Box or on Netflix.

Shortly after seeing Unbroken, I watched the movie The Railway Man. It is another based-on-a-true-story film set in a WW2 Japanese prisoner of war camp. This one is excellent.

Dennis Crispin

## Hangar Chatter



The State Fly-in this year will be at Hebron, Nebraska on June 6.

\* \* \*

The Guardians of Freedom Air Show will return in 2016 with an appearance by the U.S. Navy Blue Angels. The two-day event will take place at the Lincoln Airport on May 7 and 8 of next year.

\* \* \*



As President Bickford pointed out in his message, a great turnout at the January breakfast including Mike Howard and his new RV-12 he recently completed. Eight months from parts to plane.

\* \* \*

If you haven't done so yet, please pay your 2015 Chapter dues. You can 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, we have included a copy of the form on page 6.

\* \* \*

The IAC West Open Championship will be held at the Seward Airport June 25th thru June 28th. Volunteers may be needed for this huge event. It is one of two super regionals held prior to U.S. Nationals. More information will follow in the next few months.

\* \* \*

Best wishes to Keith Gomon for a speedy recovery. Keith will be having knee surgery in late January.

**New! Chapter 569 Shirts Now Available!**

T-SHIRT ORDER FORM									
QTY	SIZE				NEED IT LONG? ADD \$2 PER SHIRT		COLOR (please circle)	PRICE PER SHIRT	TOTAL
		S	M	L	XL	YES	NO	GRAY or WHITE	\$7.46 ea
	S	M	L	XL	YES	NO	GRAY or WHITE	\$7.46 ea	
	2X	3X	4X	5X	YES	NO	GRAY or WHITE	\$9.56 ea	
	2X	3X	4X	5X	YES	NO	GRAY or WHITE	\$9.56 ea	

LONG SLEEVE SHIRT ORDER FORM									
QTY	SIZE				NEED IT LONG? ADD \$2 PER SHIRT		COLOR (please circle)	PRICE PER SHIRT	TOTAL
		S	M	L	XL	YES	NO	GRAY or WHITE	\$12.78 ea
	S	M	L	XL	YES	NO	GRAY or WHITE	\$12.78 ea	
	2X	3X	4X	5X	YES	NO	GRAY or WHITE	\$12.91 ea	
	2X	3X	4X	5X	YES	NO	GRAY or WHITE	\$12.91 ea	

SWEAT SHIRT ORDER FORM									
QTY	SIZE				NEED IT LONG? ADD \$2 PER SHIRT		COLOR (please circle)	PRICE PER SHIRT	TOTAL
		S	M	L	XL	YES	NO	GRAY or WHITE	\$12.78 ea
	S	M	L	XL	YES	NO	GRAY or WHITE	\$12.78 ea	
	2X	3X	4X	5X	YES	NO	GRAY or WHITE	\$12.91 ea	
	2X	3X	4X	5X	YES	NO	GRAY or WHITE	\$12.91 ea	

(price includes tax)  
**Grand Total: \$**


Name: \_\_\_\_\_ Want a name on your shirt?  
If yes, spell it out below.  
There is no charge for this.

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


City: \_\_\_\_\_ ST: \_\_\_\_\_ Zip: \_\_\_\_\_ Name on shirt

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

**Make check payable to: StateLine Promotions**  
**Mail the above form and payment to:** Keith Gomon  
207 John St  
PO Box 132  
Odell, NE 68415



Front



Back

**Want to own a 1/4 share of a 2007 Van's RV-9A?**



Meticulously built by the late Roger Aspegren, this is a strong running airplane that can go anywhere right now. Recent panel upgrade, now IFR equipped. Runs on auto gas with a very economical burn rate. Cruise speed is 170mph and the prop and engine combination is smooth as silk. Please contact Andy Lahr at 402-840-5235.

**Minutes of the Club Meeting  
January 6th, 2015**

The meeting was called to order promptly at 7:29 PM CST by President Bickford.

The chapter treasurer reported that the checkbook is in balance.

The program for the evening was titled "North Platte's Romance with Aviation." Numerous photographs and news articles outlined the history and prominent people associated with the airport at North Platte. North Platte was a vital stopover for the U. S. mail service. One of the earliest planes used was a De Havilland DH-4 carrying 500 lbs of mail in an open cockpit. The airport at North Platte was the first airport with a lighted runway in the U.S.. Charles Lindbergh flew into the airport in 1928. As the story goes, his check was refused at the local restaurant because he was from out of town. Someone vouched for him and his check was finally accepted.

Andy Riser taught over 1,000 pilots to fly at the North Platte airport. John Clinch was the owner of Clinch's Flying Service at the North Platte airport. The Clinches taught over 700 cadets to fly during the 1940's. John then managed the Arrow Airport for a period of time before returning to North Platte. The airport was renamed Lee Bird Field in 1941. Numerous artifacts were shown and presented following the program.

An aerobatic competition will be held at the airport at Seward on June 27<sup>th</sup> and 28<sup>th</sup> this summer. Tom Trumble made a motion to have the chapter donate \$300.00 to the program. The motion was seconded by Cristi Higgins and the motion was carried

The state fly-in will be in Hebron, Nebraska this year on June 6<sup>th</sup>.

Last year's officers were presented pins for their service.

The meeting was adjourned at 9:04 PM.

Respectfully Submitted  
Doug Elting,

## Events

**York Airport (JYR)**, EAA Chapter 1055 Fly-in breakfast on the 1<sup>st</sup> Saturday of every month. 0800-1000. Free will donation.  
**Crete Airport (CEK)**, EAA Chapter 569 Fly-in breakfast on the 3<sup>rd</sup> Saturday of every month. 0800-1000.

**July 20 - 26**, AirVenture, Oshkosh, WI, <http://www.airventure.org/>

### EAA Chapter 569 Membership / 2015 Renewal Form

**Include your \$20 check made out to EAA Chapter 569**

Mail to: Mark Werth, 2110 Spring Meadow Circle, Lincoln, NE 68521

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Name

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John Cox  
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DeWitt, Nebraska 68541-2518

