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# EAA Chapter 569 Newsletter

Lincoln, NE



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## Meeting Announcement

**Date:** Tuesday, July 5th

**Time:** 7:30pm

**Program:** No program at press time. If you have any future program ideas, please share them with our Vice President.

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



### President's Message Harold Bickford

July already and Oshkosh is coming up fast! For those of us in EAA it is the focal point of the year either as we head there or await stories from those who make the trip. I can tell you that for the folks who live in Oshkosh, EAA makes it Christmas in July at least as far as business and tourism go. EAA folks also have a reputation for being good guests. IN our modern world that translates as win-win. I think of it as old school and good manners.

The weekend of June 25-26 was the regional IAC championship at Seward. Aerobatic flight is precision flight; the folks involved are pretty passionate about that and it is fun to be around them. Like all EAA activities it really comes down to the people along with the joy of flying and aviation. If you have never been to an IAC event you might want to consider attending if for no other reason than getting a different perspective on flight.

This month we'll be headed to the outer

banks of North Carolina for a family vacation (youngest daughter figured this one up). We plan to stop at Kill Devil Hill and come back with a report for the September picnic meeting. The Wright brothers were homebuilders by definition. This month Dave Fritz will be leading the meeting on July 5 at the Duncan MPI shop, 7:30pm.

Last meeting we had decided to cancel the August meeting as it falls so quickly after Oshkosh. Then we will just catch everything up at the September picnic meeting over at Shoemaker Field.

Enjoy flying as you are able, work on those projects and for those going to Oshkosh we'll find a time to get together as has been the case the last couple of years. One possibility would be the Wednesday night air show at the FlyCorvaair/Panther booth in the homebuilders area. They have a bbq and gathering followed by the night air show. For a small fee to cover food it is a good time for all.

Harold Bickford,  
Chapter President

## Preflight Planning



**Jessy Panzer shared with us her Reno Racing experience at the June meeting. Whether it's before a race or an aerobatic performance, Jessy likes to close her eyes and spend about an hour mentally preparing herself for the show.**

## plane talk by Lauran Paine, Jr

AS J.P. APPROACHED MY HANGAR HE SAID,

"Ya know, you leave this hangar door open, and all sorts of airport rifferaff is bound to wander in."

"I know. But it's a chance I have to take," I say, and J.P. laughs. He knew what I was saying. I like airport rifferaff. They add color to what has become, in many instances, a fast-paced, crowded life of black and white. Give me color eight days a week. Airport rifferaff are honest, funny, helpful, fun-loving, real, unpretentious people with stories to tell. They are a large part of why I like to hang out at the hangar.

J.P. is a local boy made good. Got all his ratings at the home 'drome, instructed, and now flies a corporate Westwind that lives in a big hangar across the way. When he taxis by my hangar in his multimillion-dollar airplane, making all that jet noise, he always waves. I know where his heart is: He wants to build an airplane, too...someday. And someday he will. That's why he stops by my place when the door's open. He likes to watch the parts of my RV-8 go together.

Rifferaff continue to visit. One guy walks in saying, "Open door equals open invitation. I'm here for one of those peanut butter and jelly sandwiches."

Hey, this guy's been reading my stuff! He's repeating to me what I've written in previous "Plane Talk" articles. He puts out his hand and says, "Hi. I'm Smitty."

We exchange how-do-you-dos, and Smitty turns out to be exactly the type of person I'm writing about: a great guy.

Smitty drives a truck and takes his breaks at the airport. Often, when the hangar door is open, he eats his lunch on the bench in the hangar that's just for that purpose. In his barn at home, Smitty is restoring an Aeronca Chief. When he was in the military, he worked with sheet metal and has a colorful limerick about the size and color of Clecos. I can't repeat it here because, like I said, it's colorful. Stop by sometime, however, and he'll recite it for you.

You know you're dealing with rifferaff when a Chevy El Camino of unknown vintage pulls up in front of your hangar, and its license plate frame says, "Caution: Grampa Behind Wheel." Floyd piles out with, "What's going on in here?"

"An RV-8."

"Ah!" says Floyd, curiosity satisfied. Then he tells me of his Luscombe.

"Nice day for a Luscombe," I say. It's clear, blue, and calm.

"Yup," Floyd says. "Gonna go cut some da-dos in the sky in a minute." And with that he was off.

Rifferaff occasionally move with great speed and purpose. Not often, but occasionally. Twenty minutes later I see Floyd's beautiful Luscombe leap into the blue.

A while later Galen walks in. "I'm scroungin'," he says, holding out a cupped hand that cradles what appears to be a T-fitting of some sort. "Altimeter's been acting up." He has a 1956 straight-tail Cessna 172, all polished, spiffy, and proud.

I allow that my hangar is a little too new to have accumulated spare parts. Then I tell him about Vern.

Vern's a legend. His hangar has 30 years of accumulation. If he doesn't have it, it ain't been made. And only Vern can find it. Ask him where something is, and he starts pondering. Then he ponders some more, rocking slowly in his chair.

Now here's where you have to pay close attention: The faster Vern rocks in his chair, the closer he is to remembering where the part is. When he gets up to about 120 rpm (rocks per minute), the chair practically launches him into action. He stands, heads for some corner of the hangar, moves stuff, clanks things, blows dust away, and, opening a small drawer, pulls out a T-fitting. It's a veritable ballet, with a little grease and grime thrown in.

A few hangars down Steve has a newer 172 with a paint job he designed. It's really cool. The trim drapes across the cowl, goes down the side of the airplane, and then swoops up the tail. An airplane that shows pride of ownership is a beautiful thing.

Steve sees a gasket on my workbench and offers a great sealant he uses for gaskets. Rifferaff are often quite knowledgeable, up to about 5 p.m. After that, if they're talkin' and winkin' at the same time, just smile and nod. Don't write anything down. Never confuse stories told at happy hour with fact.

Occasionally, rifferaff flies in. It's funny, but the locals know immediately when a "strange" aircraft touches down. "Who's that?"

"Mel."

"Who's he?"  
 "A friend of mine."  
 "From where?"  
 "He has his own grass strip."  
 "Oh."

Mel's Cessna 180 is a labor of love. A well cared for taildragger gives its owner about seven points on the 10- point rifferaff credibility scale. Truth be known, Mel is just like the locals. He likes small airports and old airplanes and would give you the shirt off his back. Even though he's "not from around here," the rifferaff make him an honorary local for the day.

Mel walks in the hangar and does what all rifferaff do—judges the quality of my work (or lack of it). "Not bad," he says, a huge compliment. Never will you hear rifferaff say, "Your work shows great sensitivity." That's reserved for the politically correct. "Rifferaff" is probably an antonym for "politically correct." Whatever. "Not bad" works just fine for me.

Occasionally I like to be the rifferaff. So I wander two hangars down, where Bill is sitting on a chair talking to someone. "Doesn't appear to be much work goin' on here," I say.

"It ain't supposed to be," Bill says. Retired, he spends a lot of time here, and as he says, "My wife knows where to find me."

I call Bill the Mayor of Hangar Row 34. He has a handsome Cessna 180, its nose pointed proudly up. Some time ago I wrote about a hangar neighbor who had a rug in his hangar that looked like it had seen 15 annual inspections and 35 oil changes. Still, it was a rug and pretty fancy fare for a hangar. I didn't mention any names, but, somehow, Bill knew I was writing

about his rug. He stopped by one day with great purpose—"I got a new rug."

On this day I ask, "This your new rug?"

"Yup. It's got some grass clippings on it from when I mowed yesterday, but I'm going to vacuum it so you won't write about it."

Incredulous, I take two steps back and respond with, "Write about your rug? Me?"

*(This article originally appeared in the July, 2001 issue of EAA Sport Aviation.)*



There still are a handful 2016 Chapter 569 Membership Directories available. Contact Doug Volkmer if you would like one.

\* \* \*

Congratulations to Jerry and Judy Clinch who celebrated their 50th wedding anniversary on June 11th!

\* \* \*

Because AirVenture will have wrapped up just 2 days before our scheduled August meeting, President Bickford has decided to cancel the August meeting. We'll get together again in September for the Chapter picnic.

\* \* \*

If you have any ideas on when or where to get together for dinner at AirVenture, please pass them along to President Bickford.

## A Day at the Midwest Aerobatics Championships

By Tom Winter

Rheims, 1909, the Grand semaine d'aviation, the Grand Week of Aviation, came to mind as I watched the loveably cute little single-seat biplanes taxi out and rise into the air. Same number of contestants as at the grand event of 1909, 38. The Midwest Aerobatic Championships had 38 contestants, a very nice showing. You can check out the winners at the Midwest Aerobatic Club's website. I just want to share a taste of it.

Yes, the first impression of a Pitts single-seater is "cute!" Like you had given your heart to a chihuahua. And the single seat Edge is just so comic-book beautiful. if you're old enough, think of Wonder Woman's plane, a comic book artist's ideal of what a plane should look like.

Yes, of course, there were patterns in the air drawn by skilled pilots, and I got a sore neck just like everyone else, looking up. The aerobatic box has a floor about 1500 feet above the ground, so the planes competing were beyond my telephoto lens. More fun people- and plane- watching on the ground. Pilots yet to launch were dancing and pirouetting on the ground, practicing with mind and body for the coming challenge, occasionally peeking at the diagram for the pattern they had first seen last night.

As one took a break, "You could do that better on skates," I said.

Aaron McCartan showed me the diagram for the assigned pattern, and talked me through it. Very congenial, and glad to have an interested listener. I took a picture



of the pattern, and of Aaron holding it. Coincidence, perhaps: he took first in advanced.

The flight there was unique: the hop from LNK to SWT is the only time that tach time for a flight was bigger than Hobbs time, .5 to .4. And when I called in (Seward traffic, 2885S five to the east, landing 34, right base. Seward”) the response came back “Tom, the box is open. Park on the south grass, the apron is full.” Of course, we pilots stick to the lingo, but we local pilots all recognize each other’s voices over the Unicom “party line.”

I parked well away from the active areas, got out the folding origami bicycle, and rode up to Harry Barr’s hospitable hangar, and parked in its shade. “Have a chair, and coffee and doughnuts,” was Larry Geiger’s greeting. But on the way to the coffee was a Rolls-

Royce V-12 engine! such as powered Spitfires, Hurricanes, and Mustangs! It served as a table for the trophies!

Part of the fun was linking up the people to their planes

Me: “Are you competing?”

Mary Miesler: “No, just here with my husband.”

“Ah, the support crew! Which plane?”

“The single seat Pitts yellow with blue trim.”

I’ve already got a picture of it, ‘Chica Chiquita’?

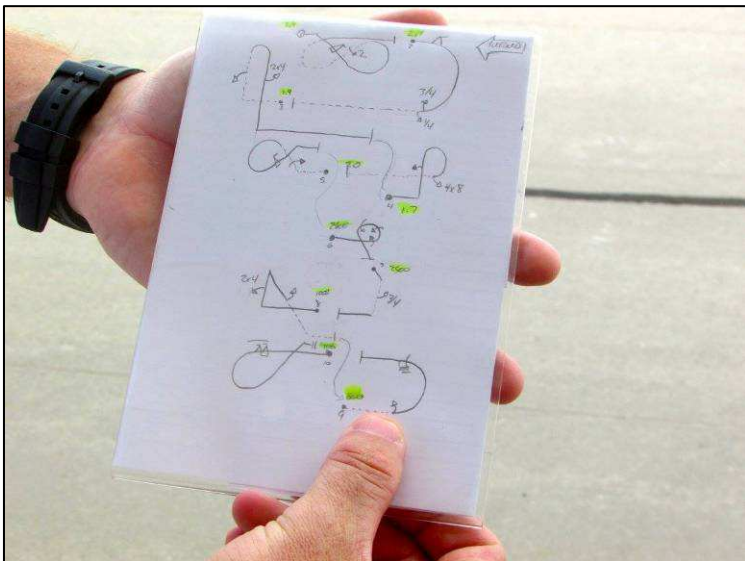
Yes.

When possible, I got a picture of the pilot and the Pitts together: one Pitts had a Canadian tail number, so I had to photograph that, and grabbed the pilot to have him pose with it. Good omen: Luke Penner won in Sportsman category.

Later, at the award ceremony I met Mary’s husband, Hans Miesler. He

took a third place. And I was able to greet and congratulate Luke by name when he sat down to lunch. Pays to pay attention to people’s names!

The big buzz, though was the large-scale participation of University of North Dakota. They were a real counterbalance to the fact that the typical competitor hair color was grey to white: They came with an aerial armada: two new 172s, a Super Decathlon, and an Edge. The Super D got a real workout: one competitor would land. Then he and the coach sitting in back would get out, the next competitor and coach would get in and be ready for their turn, and after every third flight, a fuel stop. Metropolitan State U of Denver was also well represented. The distaff side not so much: Lincoln’s Jessy Panzer was the only woman competing.



**Aaron McCartan takes a moment to explain the assigned aerobatic sequence... He was practicing on the ground: ballet without the plane!**



**Ben VanKampen's Pitts rolls back in.**

**Minutes of the Club Meeting  
June 7th, 2016**

The meeting was called to order promptly at 7:34 CST by President Harold Bickford with a right proper gavel.

The speaker for the evening was Ms. Jessy Panzer. Ms. Panzer's subject for the meeting was air racing. Jessy has been involved in the Reno Air Races as an observer from 2004 to 2014. In 2015 she participated as a pilot in the Formula 1 category placing 3rd.

She related that a group from Portugal is interested in returning the sport of air racing to Europe. There is a new class being introduced called the Sport Class. This is a "Race what you bring" class which will be exciting. Jessy talked about the training required to participate in the races. This is a stringent class called the "Pylon racing seminar" (PRS) outlining the rules and techniques that govern the air races. The Portuguese version will be the "Pylon racing training class" (PRTC).

Jessy walked us thru the technique for overcoming and passing the plane in front of you and also discussed the pylons. Each pylon is a 50-gallon barrel on a 50-foot-high pole. An official looks up through the barrel to determine if a pilot cut it a little too close. Jessy is flying Vicky Crouse's Glasair and was the winner of the Rocketeer trophy for greatest speed increase.

Allan Macklem walked us through the process of rebuilding a Corvair engine into an aircraft engine for his Pietenpol. This turned out to be a great looking engine with a total cost of about \$6,000.00 and approximately the same power as an O200. The big advantage is you know your engine inside and out.

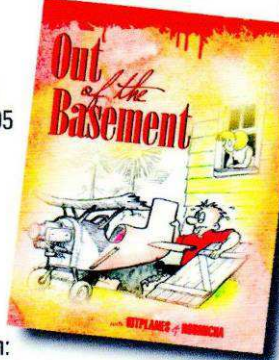
The meeting was adjourned at 9:13 PM.

Respectfully Submitted  
Doug Elting, Secretary, Chapter 569

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## Prange Photography



Check out Doug Prange's Aerial Photography work at [www.prangephoto.com](http://www.prangephoto.com).

## 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.

**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 10**, Norfolk Airport (KOFK), EAA Chapter 918 Fly-in breakfast, 0700 - 1100. Pilots eat free. More info: Bruce Zimmerman 402.649.5050.

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

**Jul 30 - 31**, Bellevue, NE (KOFF), Defenders of Freedom Open House featuring the USAF Thunderbirds, 0900 - 1730. More info: <http://www.offuttairshow.com>

**Jul 31**, Genoa Airport (97Y), Genoa Lions Club Fly-in breakfast, 0800 - 1130. Pilots eat free. More info: Don Pearson 402.948.0067.

**Aug 7**, Red Cloud Airport (7V7), Red Cloud Annual Fly-in breakfast, 0700 - 1000. Pilots eat free. More info: Jim Farmer 402.746.4132.

**Aug 28**, Fremont Airport (KFET), Fremont Rotary Club Fly-in breakfast, 0700 - 1200. Pilots eat free.



### How to become an EAA 569 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](http://www.eaa569.org) and select **Join**.

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