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# EAA Chapter 569 Newsletter

Lincoln, NE



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## Meeting Announcement

**Date:** Tuesday, July 2<sup>nd</sup>

**Time:** 7:30pm

**Program:** Roy Burgess

Are you still looking for an ADS-B solution? If you are, then you may want to attend our July meeting. Roy will lead a discussion on ADS-B requirements and equipment options.

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



**President's  
Message  
Harold Bickford**

The next regular chapter 569 meeting will be July 2, 7:30pm at the Duncan MPI shop.

Our speaker will be Roy Burgess who will be giving a presentation on ADS-B which will be officially implemented January 1, 2020. Since many, if not most, flight ops will be impacted by ADS-B requirements this is a timely and useful update as to what will be needed and any anticipated effects on our flying activities.

The EAA Memorial Wall Fund for Don Shoemaker is at \$308.00 as of June 15. EAA has a minimum contribution of \$500.00 so we have \$192.00 remaining. The chapter is funding half of the amount with the remainder funded by individual members as has been done in previous

Memorial Wall contributions. This is an excellent way to remember and honor Don. He will be honored at the Memorial Wall ceremony Sunday, July 28.

Our June fly-in breakfast went well with good attendance even as there were multiple flying events for Father's Day weekend. Many thanks to our volunteers who make this happen!

Also remember that the July fly-in will not be held as most of the crew will be at Oshkosh for AirVenture. We will pick up again on August 17, which is the third Saturday, our normal fly-in schedule.

June 21-23 was the Midwest Regional Aerobatic Championship at Seward, NE. Several ch. 569 members volunteered including Tom Trumble as contest director, Edi Bickford as registrar, Doug Volkmer as tech inspector, Cristi Higgins and Don Ostrander as corner judges, Michael Fritz as a score runner and Harold Bickford as volunteer coordinator.

Metro State University and University of North Dakota both had collegiate teams present competing in primary and sportsman. Individuals (depending on qualifications and aircraft) competed in primary, sportsman, intermediate and advanced categories. 26 pilots total each had two flights on Saturday (known and freestyle) while weather closed out Sunday activities. Aircraft flown included various Pitts, Extra, MX and Decathlon airframes.

The Seward Air Show for Thursday the 4<sup>th</sup> of July is coming up! Showtime is 11am. There will be several performers including Doug Roth, Bob Freeman,

*(continued on page 3)*

## PILOT CROQUET

*By Tom Winter*

Aerobatic pilots do loops, we jump through hoops.

I decided to count the hoops.

The hangar census [1] was the simplest of the hoops, just reply to an email, “yes I’m in hangar E4, and I keep an airplane in it.” Another hoop than can be done with an email: forward the aircraft insurance policy to the Lincoln Airport Authority [2]. Obligatory: No insurance, no hangar! Insurance itself is another one: AOPA invites me every year to apply for renewal on-line [3]. And every year in your birthday month, comes the testing and training to do, on-line, for the privilege of driving from the airport gate to the hangar and out again [4].

Non-email hoops: writing a check to pay for the insurance [5], writing the Lincoln Airport Authority a check for the hangar rent every December [6].

That’s six (I’ve been counting, and did I miss one?) before even touching the airplane.

Okay let’s go to the airplane. Pull up and wave the radio-tagged Security Card to open the gate. Aha! I did miss one: Another HOOP is the periodic renewal of the radio-tagged security ID card [7]. And we must wait for the gate to close behind us before continuing through. It only takes a minute to stay legal, so I’m not counting this one.

Okay, we’ve made it to the plane! Are the batteries current in the ELT [8]? A specific brand is required, because that specific brand is marked with an expiration date! And, separate from The Annual [9],

is the biennial recertification of the transponder [10]. Of course, to go anywhere after 2019 ends, comes the expensive question: is our ADSB installed and working? I got mine [11]!

Last of all, The Medical [12], every two years for Third Class, or every 4 years — with a training test in between — for Basic Med.

This is the hoop we should be gladdest about. Every pilot I know is more motivated to live healthy for the sake of flying, than to live healthy for the sake of putting off dying.

Well, we have made it! Our figurative wooden croquet ball has hit the last stake. And now, to get out of Lincoln Municipal, and into the air, it’s another game. Mother May I?, a childhood game that turned out to be good for pilot training!

## Book Review –

### How We made the First Flight by Orville Wright

*By Dennis Crispin*

Perhaps this should have been titled as a “pamphlet review” as the publication is only 20 pages in length.

If you have an interest in the history of aviation, you have seen everything in this booklet before. But still it is interesting to read Orville’s own words as he recalled the flight ten years after the fact. The article was first published in December 1913 in two aviation journals.

Reprinted in 1988 by the FAA’s Aviation Education program, the document contains an extensive forward written by Dr. Paul E. Garber, Historian Emeritus of the National Air and Space Museum.

The Wrights were, among other things, photography hobbyists and extensively documented their aeronautical experiments with photos. Many of the significant photos are included in the pamphlet.

While they were refining their control system with glider tests at Kitty Hawk in 1902, the brothers began the preliminary design of a powered machine.

Later historians give the great engineer Octave Chanute credit for advising the Wrights to use the trussed biplane design for their wing. It is interesting to note that Orville doesn’t mention this, but he does tell of when Chanute reviewed their engineering calculations and estimated that the power loss in the chain drive system would be 20%. Crude tests showed that the loss would be only 5%, reinforcing the Wrights faith in their own design work.

Unable to find a suitable engine in the fledgling automobile industry, they were forced to develop their own. Charles Taylor, a skilled machinist in the Wright’s bicycle shop, earned his place in aviation history by creating a useable engine in only a few weeks’ time. The design goal had been eight horsepower and 200 pounds installed weight. The completed powerplant weighed 179 pounds and would produce 16 horsepower for a minute or so then develop a

*(continued on page 3)*

constant 12 horsepower. (This from a 200 cu/in motor.) Orville notes that they were rather naive in thinking that they were doing well – even in that era the motor should have produced a good bit more power. With the extra power over their original computations, they were able to make the Flyer larger, increasing the total weight from 550 to 750 pounds.

After arriving in Kittyhawk in the fall 1903, the Flyer was beset with numerous problems, the biggest of which was the failure of the drive shafts due to what a modern engineer would call torsional vibration. Twice they went back to Dayton to make new shafts, finally abandoning the tubular shafts for heavier solid units. The delays pushed the first flight back into December.

When all was finally in order, the wind was above the limits that they had set. Knowing that a storm was coming in off the ocean and it was their last opportunity, they decided to take a chance and try anyway.

In his article, Orville admits that it was very foolish to attempt flight in an unproven machine in such a wind.

Wilber won the coin toss but caught a wingtip in the sand and damaged the plane on the first try. A couple more days were lost with repairs.

On December 17, 1903 at 10:35AM, Orville made the world's first successful, controlled powered flight of 120 feet in 12 seconds. The brothers took turns making four more flights that day, the best was when Wilber made 852 feet in 59 seconds.

Then a gust of wind upset the Flyer damaging it beyond immediate repair and ending the test flights for 1903. The expected storm came ashore, and conditions were unflyable for the rest of the winter.

It would be the better part of a century before more knowledgeable engineers analyzed the flight for a better understanding of what happened on that day. The cold temperature, high humidity, high barometric pressure and 27 MPH headwind combined to create the only conditions in which the Flyer was capable of lifting off the ground.

In 2003 an exact replica of the 1903 airplane was built with the goal of recreating the first flight. With a large crowd of invited guests looking on, the craft simply refused to fly in more normal conditions.

### **Minutes of the Club Meeting**

The June 4 EAA 569 meeting was called to order at 1930 by Harold Bickford.

#### **Announcements:**

No July Crete breakfast since most of the crew that does the event will be at the Oshkosh Airshow.

Cristi Higgins reported on the recent Young Eagle events. Twenty three YE flew in Beatrice. There was coverage of the event in the Humboldt paper. Thirteen YE and one grandpa flew at the Dept of Aeronautics event. One of them immediately signed up for flight lessons on the field.

The evening program was presented by Brian York, curator of the Strategies Air Command Museum.

An upcoming exhibit at the museum is centered on the history of space exploration. Artifacts from US and USSR efforts will be seen, all in the context of the late sixties.

In addition to the space exhibit there will be special exhibits throughout the summer and fall, including tours of the C47 and D Day reenactors on June 4 in honor of the 75th anniversary of D Day.

Plans for a 78 million dollar refurbishment of the museum are underway. Fundraising for the project is imminent.

The meeting was adjourned at 2115.

Respectfully submitted,

Jerry Mulliken

*(President's Message from page 1)*

Brian Correll and Craig Gifford flying aerobatic demonstrations. Harry Barr will be performing fly-bys in his P-51. Admission is free with plenty of parking. Come early and enjoy!

During AirVenture this year EAA celebrates 50 consecutive years at Oshkosh. The [EAA website](#) has all of the details and events listed. Maybe this is the year to check off a bucket list item if you've never been. For folks returning it is a great opportunity to continue the tradition that is "Only at Oshkosh".

We look forward to seeing folks at the July 2 meeting!

Harold Bickford,  
Chapter President



## Midwest Aerobatic Championships

By Doug Volkmer

The Midwest Aerobatic Competition was held this past weekend (June 21 – 23) at Seward, NE. Around 25 participants competed in 4 categories: Primary, Sportsman, Intermediate and Advanced. The numbers were down some due to a front stalled out bringing with it unsettled weather across the midwest. However, participants were able to get two flights in on Saturday. Sunday's competition was scratched due to low ceilings.

I've never attended a competition like this before so this was all new to me. Competitors from all ages competed. University of North Dakota brought down several students. Metropolitan State University of Denver brought

several students from their Aviation and Aerospace program. Individuals from various states also came in and competed. Five judges, sitting in loungers under the 'box', score the competition, anywhere from a HZ (hard zero) to a 10.

If you have a competitive edge and/or would really like to hone your pilot skills then this is for you. Learn more about this aerobatic club by [clicking here](#).

As I was taking a break and watching some of the competition, I noticed the lady sitting next to me was wearing a t-shirt that said something like 'UND Aerospace Mom'. So to make small talk, I asked "do you have someone competing?" She said yes, their daughter Liz was flying for UND. She went on to tell me how her daughter got interested in aviation.

About nine years ago, their family was in Wisconsin, traveling back

home to Decatur, IL when they decided to stop in Oshkosh and check out the EAA Museum. After a tour of the museum, Liz was offered a Young Eagle ride. After that ride, Liz was hooked. She knew what she wanted to do with her life. Be a pilot!

Liz's Mom was like, "yeah right". She knew how kids change their minds. Liz was only 12 at the time.

But Liz stuck with it. She was hooked. She earned her Private Pilot's license before she graduated high school. She was giving Young Eagle rides while in high school. She went on and completed the UND program in 2 1/2 years (a typical 4 -5 year program). Get this, she has an airline job waiting for her by the end of this year.

This goes to show you how one Young Eagle ride can really make a difference in a child's life.



Participants and volunteers of the Midwest Aerobatic Championships in Seward, NE. More photos from the MAC are on our website at <http://eaa569.org/gallery/>.



**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**



June 20, 2019 - Alton Akers, EAA 54153, was shocked and excited to learn that his 1940 Culver Cadet was here for the first EAA Oshkosh in 1970. "When I got a letter from [EAA] informing me that my airplane had been here in 1970, it was really neat to find that out and kind of exciting," Alton said. "My wife opened the mail and saw the letter, and she came down to the shop I was working in and she said, 'You're going to need to start planning your summer!' It's going to be fun to bring it back to Oshkosh; there's a lot of history involved there." Alton said that he has always been an airplane nut, thanks to his dad. He learned to fly in 1969 in his father's Bellanca Cruisair and helped him to do a full restoration on it.

"We sold that and bought another Bellanca in 1958, so I really liked low-wing, retractable gear airplanes," Alton said. "When we saw the Culver, it's a lot smaller but similar and less expensive and more economical to operate."

Alton came across the Culver Cadet when he and his wife were walking around at the Arlington Fly-In in Washington in 2002. They met a man who had flown in from Eugene, Oregon, in a Culver Cadet that just so happened to be for sale.

"It was in really good shape, it had been restored in '92 in Florida and it had been repainted just before I bought it by a very talented guy. So, the plane pretty much looked like new," Alton said.

After he bought it, Alton did a lot of internal work. Alton rebuilt the landing gear, and performed a major overhaul on the engine. All-in-all, it took Alton about three years to finish the internal work and it has been flying ever since.

"Mine is completely stock except for the brake system I put in," Alton said. "It has the original engine, the panel is just like it was when it was new. It's a very basic panel, no starter, no electrical system, no lights."

Alton's Culver Cadet along with several other aircraft that will be returning to EAA AirVenture Oshkosh since their first appearance in 1970, will be parked in front of the Brown Arch for viewing throughout the week.

## Events

**York Airport (JYR)**, EAA Chapter 1055 Fly-in breakfast on the 1<sup>st</sup> Saturday of every month. 0800 - 1000.

**Crete Airport (CEK)**, EAA Chapter 569 **No July breakfast!!!** See you again August 17<sup>th</sup> 0800 - 1000.

**July-Aug**, EAA Webinars. Some great ones lined up! [Click here for more information.](#)

**Jul 4**, Seward, NE (KSWT), Free 4th of July Airshow 1100 - 1230, Fly-in's welcome, airport/runway closes promptly at 11 a.m. More info: Greg or Terri Whisler 402.643.2125.

**Jul 13**, Tarkio Air Show (K57), Tarkio, MO [Click here for more information.](#)

**Jul 20**, SAC Museum, Ashland, NE Apollo 11 Moon Landing 50th Anniversary Celebration, 0900 - 1400 [Click here for more information](#)

**Jul 22 - 28**, AirVenture, Oshkosh, WI <http://www.airventure.org/>

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

## Memorial Wall Induction Ceremony

The Chapter has received \$308 in donations for the plaque honoring our fellow member Don Shoemaker. If you haven't donated yet and would like to, contact our Treasurer Keal Bockelman. His contact information is on page 1.

The ceremony will take place during AirVenture on Sunday, July 28 from 10:00 – 11:00 at the Memorial Wall. The Memorial Wall is a way of saying “thank you” to those who have gone before us, for sharing their talents and enthusiasm, and for inspiring a new generation of passionate aviation enthusiasts.

### You say it's your birthday?

July 15 – Dave Fritz  
July 24 – Keith Gomon

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

