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EAA Chapter 569 Newsletter

Lincoln, NE



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Meeting Announcement

Date: Tuesday, May 7th

Time: 7:30pm

Program: AirVenture Cup Race

Wayne Woldt will share with us his experience in the 2018 AirVenture Cup Cross Country Air Race.

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



President's Message Harold Bickford

Our next chapter meeting is May 7 at the Duncan MPI shop classroom. Wayne Woldt will give a presentation on his participation and class win in last year's AirVenture Cup race. He accomplished this flying in a Cessna 152 which we have unofficially identified as a "C-152R". As you will discover during the program, a C-152R is a special machine!

On the building front, Doug Volkmer is seeing progress with his RV project. The wings are on and the day of completion is getting closer. On that day we'll all want to celebrate with Doug and offer a hearty "well done"!

Along with the next fly-in/breakfast May 18, we will have a "Flying Start" event. This is an EAA initiative to get folks introduced to flying. Cristi Higgins, our Young Eagles coordinator, is spearheading this event. As an

incentive to participate, anyone who volunteers to help for the May 18 breakfast or Flying Start event will be eligible to win two weekly (7 days) Oshkosh AirVenture 2019 passes. A drawing for the volunteer winner(s) will be held at the June 4 meeting. We'll have more information on this event at the May 7 meeting.

Speaking of the monthly fly-in/breakfast the March gathering really benefitted from good weather. Attendance was very good and at one point more supplies had to be purchased. Our volunteer crew kept things running like a fabled swiss watch. As one guest declared, "deeeelightful!"

Looking ahead, we are confirmed for the SAC Museum as a venue for our Christmas/Holiday party. This year's date will be Saturday, December 7th. Cost will be the same as 2018 at \$30 per person.

Also, the Midwest Aerobatic Club/IAC80 will be hosting the Midwest Regional Aerobatic contest on June 20-23. They are actively seeking volunteers to help with activities during the event.

As previously announced, Don Shoemaker passed on April 8, 2019, eleven days shy of his 88th birthday. Don was a founding member of our EAA chapter 569 and for over forty years was a constant in the life of the chapter. Among many chapter activities he initiated was the annual chapter picnic in September at Shoemaker Field which was a highlight of the year for the people in chapter 569.

On April 26th the Shoemaker family hosted a Celebration of Life gathering at the Roper South funeral home in Lincoln.

(continued on page 5)

Ercoupe Jones*By Tom Winter*

Oh, how I've been led into temptation.

Old friends Wayne Woldt, Walt Lueke and yours truly went flying around after the April 20 Fly-in Breakfast. It was a Navy Formation Flight ("Same way, same day"). Close enough: I turned final just as they were turning off the runway. Because I have ADSB out, they could see me on their screen. I never did see them! I lack ADSB-In, and have no gizmo with the app. We stayed together via the plane-to-plane frequency, which is easy to remember, since it's 123.4!

The stop at York gave me a thrill.

I've always loved Ercoupes. In junior high my stick-and-tissue model Ercoupe won a science fair prize. It would fly dependably even in winds high enough down my other models. Loved it. And there, in Randy Hall's hangar, a splendid 1949 Ercoupe in polished aluminum. Youthful lust!

And it's for sale!

Would my Expensive Mistress ever forgive me? I can just hear her recriminations — "You call me your Bluebird of Happiness, and yet, there you go running off after a pretty face! You cad! You two-timing SOB you!"

But many other pilots own more than one plane, and thanks to a lifetime of frugal living, and thanks to the genius CFO I married more than 55 years ago, I could. I could do it. I could write a check, I could two-time the Expensive Mistress, and then I could complicate my life, renting another hangar (probably out of town), and I could double all

the complications and double all the expenses, and probably without doubling the flying hours. (No need here to spell out the fixed costs to EAA 569 readers!)

I have two cellos, why shouldn't I have two planes? (Uh, no need for a hangar lease for the cellos!)

Realistically, I don't need another plane. Who on earth needs two planes? Wally Peterson was a Professor of Economics, and assured me once there was no way to economically justify owning a plane. But one fine day, in the 90s as we were flying around in his 1946 Cub, he blurted out, out of nowhere, "I want a 150." And the partnership was how the Econ Prof had his second plane. And so the Econ Prof Pattern is this: own all of one plane, and go halves on the second. This is actually a pattern that more than one 569 member is now using.

Of course, when Wally Peterson bought the 150 from Jeff Clauson, there was already the core of a flying club trying to acquire a plane. When the New University Flying Club's first deal fell through because of slowness to pool enough green, Wally Peterson took the bull by the horns and bought 2885S and leased it to the club. Within a year the club migrated to Wayne Fischer's Cherokee 180.

I bought in with Wally. As oldtimers know, Wally and I flew everywhere together.

For years it was two happy partners sharing fun. Is there another Wally Peterson out there? Such a Wally Peterson would have to be skinny. Wayne Woldt — who has sold his Ercoupe — tells me it's a single seater, since two big guys in an Ercoupe would leave no room for fuel!

Of course, this is all moot. By the time you read this, that gorgeous 'Coupe is going to be long gone.



Tom Winter, Randy Hall (York Airport Manager) and Wayne Woldt.

(Photo Courtesy of Walt Lueke)

Don Shoemaker

Don M. Shoemaker age 87, slipped peacefully away in the night on April 8, 2019 at home. He was born on April 19, 1931 in Kewanee, Illinois, as the middle son of Harley C and Ruth (Garden) Shoemaker and grew up on a farm in Wyoming, Illinois. Don and Yvonne, his wife of 66 years, met in 2nd grade and married on June 22, 1952. They began their married life in Spokane, Washington where Don served as a B-36 mechanic in the U.S. Air Force. Next they moved to Ventura,

California where their children Holly and Randy were born. In 1967 business took them back to the Midwest and Lincoln, Nebraska.

Don was an owner/operator of Shoemaker's Truck Stop for 65 years and the Cobbler Inn Motel for 34 years. He also farmed on and off throughout his life. While in Spokane Don



Don is survived by his wife Yvonne, daughter Holly (Jonathan) Dixon of Denton; son Randy (Anne) Shoemaker of Lincoln; granddaughters Danae Peterson, Brooke & Kimberly Shoemaker; great-granddaughter Matilda Peterson; brother Roger (Sue) Shoemaker of Lincoln; brother-in-law Norm Fluhrer of Mendocino, California; sister-in-law

Nola Graves of Henry, Illinois and many nieces and nephews. He is preceded in death by his parents Harley C and Ruth (Garden) Shoemaker, brother Harley G and sister-in-law Marion Shoemaker. A Celebration of Life gathering was held on Friday April 26th at Roper and Sons South. In lieu of flowers memorials can be sent to the Denton Historical

and Yvonne enjoyed many adventures with other flying friends and enthusiasts over the years.

He was a member and Deacon of First Plymouth Church, a Cub Scout Leader and a Yankee Hill School Board member. While his biggest passions in life were his family and flying, Don was also very happy on a tractor or tinkering in his hanger. An excellent handyman and builder, he also enjoyed a lively discussion about taxes or government and was very fond of a good nap. He will be greatly missed.

Society (Building Fund), St. Judes Children's Research Hospital, or First Plymouth United Church of Christ.

A private family graveside service was also held.

I was saddened to hear the news about Don. This chapter really meant a lot to him. He was a charter member and hardly ever missed a meeting, breakfast or an event. Whether it was the EAA B-17 or Ford Tri-Motor tour, he was there to help. He also served as our Chapter President in 2008.

Don did like to share his thoughts on how government was being run. Being a state government worker, I was a nice target. He shared his thoughts with me numerous times.

The plane he bought with Yvonne's savings was a Taylorcraft, in pieces.

He got it back together and with 30 days leave in his back pocket, he and Yvonne set out on a trip in that Taylorcraft that would take them across the country. They flew from Spokane to Wyoming, IL, then south and over to Ventura, CA then back up the coast to Spokane.

He did that with only 52 hours in his logbook! The only radio he had was an Airboy receiver (whatever the heck that is).

This story and many others can be found in the [May, 2012 newsletter](#) when I interviewed Yvonne and him for a Meet an EAA 569 member column.

He will be greatly missed. – Ed.

Flying Start

EAA Flying Start is a new program that provides EAA chapters with an opportunity to reach out into the local community and bring those interested in aviation to the airport for a first-hand look at the wonders of flight.

The program consists of an EAA-prepared presentation and video that provide information about topics ranging from what is involved in flight training and the types of certificates one can pursue, to how much it will cost in both time and money. EAA chapters can customize the presentation with information about their local chapter and flight-training resources.

After the presentation, Flying Start attendees can experience aviation first-hand with a free introductory Eagle Flight provided by an EAA volunteer pilot. Attendees will also get a free six-month EAA membership, and participating chapters are encouraged to pair that with a six-month chapter membership as well.

In addition to providing a pathway for adults in the world of flight, EAA Flying Start gives chapters the opportunity to engage their current members and invite new people to join their local organization.

EAA 569 will be participating in the Flying Start Day on May 18th in Beatrice (KBIE) at 10:00am. We will have our annual young eagle event that same day/time as well. If anyone wants to help fly or with ground activities, please let Cristi Higgins know at 402-217-9763 or higginschristi@msn.com.

Minutes of the Club Meeting

President Harold Bickford gaveled the meeting to order at 1930 on April 2, 2019.

Harold shared his expertise in flight testing of experimental aircraft. Harold is preparing N691LP, a 1990 Solitaire motorglider, for its first flight in his ownership. Even though the craft has been through a test regimen by the builder, Harold is treating it as a first flight to be safe, and for the knowledge to be gained.

Suggestions for testing amateur-built and ultralight aircraft are covered in FAA Advisory Circular 90-89b. Another relevant FAA publication is Advisory Circular 109a, Transition to Unfamiliar Aircraft.

The basic goal of flight testing should be to create a customized Pilot Operating Handbook for the aircraft. Specifically, testing and verifying V speeds, while measuring performance and flight characteristics is needed. To do this, a disciplined process of recording flight data is needed, either using a datalogger and sensors, or manually with data cards such as those available from EAA.

The first 10 hours of flight are the most dangerous. In particular, engine failure, especially due to fuel starvation, is too common. Use of the wrong carburetor, construction debris in fuel system, and an improper fuel flow test are common causes.

Wayne Woldt offered a parachute for sale to members concerned

about their chances. The price was reasonable, but he could not offer a warranty.

A discussion followed about flying one-off designs for testing. Much is known about aircraft design and performance, so anyone wishing to design an aircraft from scratch can find engineers and resources to do the job. Depending on how radically the design departs from well tested ones, the risks of early flight testing vary. Doing this can be quite educational, but requires extra wisdom and knowledge.

The biggest pitfall in aircraft testing is impatience and impulsivity. Have a detailed plan, and stick to it.

Wayne Woldt mentioned that AOPA is holding seminars in early May for mountain flying. Search for AOPA Peaks to Pavement for details.

Tom Trumble asks for volunteers for the Midwest Aerobatics show in Seward, June 21-22-23. No experience required. Volunteers help with paperwork and verification.

There will be a St. Johns School Young Eagles event at Lincoln April 26 at 9:00 and another Young Eagles event in Beatrice May 18 at 10:00.

There being no other business, the meeting was adjourned at 08:55 PM.

Respectfully submitted,

Jerry Mulliken, Secretary

(President's Message from page 1)

The evening activity featured a video collage of photos as well as some momentos of Don with family and friends. Light refreshments were served helping to create a setting where friends and family had opportunity to reminisce and recall the many experiences we enjoyed with Don. We keep his family in our thoughts and prayers; Don will be sorely missed.

During AirVenture on Sunday, July 28, 10 am, Don will be honored at the Memorial Wall remembrance ceremony for those EAA members who have "gone west" in the last year. A bronze plaque with his name will be added to the wall in his memory.

EAA 569 member Ed Siudzinski celebrated his 80th birthday on Sunday, April 28 (his actual birthday is May 3). The celebration was at the Bethany Park enclosed shelter in Lincoln. The event was well attended by family and friends.

We look forward to seeing everybody on May 7 as we get ready for summer.

Harold Bickford,
Chapter President

For Sale

Matco 6" wheels and brakes.
Around 200 hours. \$200

Contact: Dean Hoy

Home: 402-423-6109

Work: 402-489-7171



News from

EAA Headquarters

Sean D. Tucker, Jessy Panzer Join Forces in Team Oracle

Young Eagles Co-Chairman Sean D. Tucker and Team Oracle announced that Jessy Panzer is joining the air show formation act that is debuting this year at air shows throughout the country, including EAA AirVenture Oshkosh 2019. The full list of appearances is available at www.TeamOracle.com.

"Jessy is as reverent to the demands, the art form, and the discipline required for aerobatic flight as anyone else I've seen," Tucker said. "I'm thrilled to fly with Jessy and share the magic of flight as a team with millions of fans this year. This season is truly one fans won't want to miss. It will be a farewell to the Oracle Challenger III before it heads to the National Air and Space Museum for the 'We All Fly' gallery opening in 2021, plus it's an awe-inspiring debut as a team. We've been working with coach and master of flight Bill Stein to put together a one-of-a-kind performance."

Panzer is a graduate of Embry-Riddle Aeronautical University and a certified flight instructor in airplanes, rotorcraft, and seaplanes. She began flying aerobatics in 2000 and in 2012 joined the U.S.

Advanced Aerobatic Team. She flew her first air show in Fairmont, Nebraska, the site for the 2003 Nebraska State Fly-In. In 2004, she qualified in the Formula One Class to race at the Reno National Championship Air Races. Panzer's path first crossed with Tucker and Stein in 2005 when she was invited to be mentored by the two along with Wayne Handley on the Stars of Tomorrow Aerobatic Flight Team. Panzer will fly the Oracle Extra 300L alongside Sean D. Tucker's Oracle Challenger III.

"When I'm flying aerobatics, I am in tune with the universe," Panzer said. "It's an honor to fly aerobatics and I am so humbled to fly alongside and under the mentorship of Sean Tucker. He's been an inspiration to me ever since I began my career in flying."

The Team Oracle Performance begins in close formation action with Panzer flying the Oracle Extra 300L off the wing of Tucker's Oracle Challenger III. Then the chase ensues with a loop and a clover down split into opposing solos. Tucker, in front, thrills the audience with signature maneuvers such as the centrifuge, an inside-outside loop, Tucker upper, and snap and torque rolls. Simultaneously dancing in the sky, Panzer delights with the hammerhead, avalanche, Immelmann, and other breath-taking maneuvers. The team then rejoins in a torque circle for some close formation work before a charming speedo heart departure.

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.

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

May 31 - Jun 1, National Biplane Fly-in, Junction City, KS (3JC) <https://nationalbiplaneflyin.webs.com/>

Jun 1, Nebraska State Fly-in, Gordon, NE (KGRN).

Jun 22-23, Midwest Aerobatic Championship, Seward, NE (KSWT); If you would like to volunteer, call or text Tom Trumble @ 402-540-6089.

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

Happy Birthday Ed!

Ed Siudzinski, who does a wonderful job as our “Pancake Guy” at our monthly breakfast turns 80 years young on May 3rd. Cards may be sent to:

Ed Siudzinski
c/o Mary Siudzinski
7200 Eastborough Lane
Lincoln, NE 68505



A young and debonair Ed.

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25% share in

Beautiful RV-9A N678RA

- IFR equipped including ILS EFIS with synthetic vision and highway in the sky
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