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# EAA Chapter 569 Newsletter

Lincoln, NE



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## Meeting Announcement

**Date:** Tuesday, October 1st

**Time:** 7:30pm

**Program:** Major General Roger Lempke

Major General Roger Lempke is a retired United States Air Force officer and was the Adjutant General of the Nebraska National Guard.

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

### President's Message Cristi Higgins



The picnic was a huge success even with the horrible heat. I counted about 64 folks at one point in attendance. We had lots of good food and conversation going around. Dennis Crispin did an amazing job again presenting us the real story of Oshkosh 2013. When I finally get to go someday I know exactly where to stay, where to eat and even which bathroom to use. Thank Dennis for me when you see him next for being such a strong force in this chapter. He is easy to find as he rarely misses an event, meeting or breakfast!

I didn't get the sea plane event together I wanted to this year but I am not giving up the idea. The lake was still low and I am searching for a pilot and plane.

We do have our Christmas party coming up December 1st and that is

always fun. Everybody can help create some door prizes to give away by the way.

Hope everyone is flying every chance they get and don't forget you can offer an empty seat to our non airplane owners.

See everyone soon at the next meeting October 1<sup>st</sup>.

Happy Landings, Cristi

### Builder's Report

By Harold Bickford

Pictured below is the port side of the Pietenpol fuselage lay-up. It is a trial fit at this point to ensure accuracy. Next step will be to glue the uprights and diagonals in and add the gussets and fuselage side. Wood is 7/8" square Douglas fir that a friend and I cut from a 1" thick 16' board and then ran through a planer. Lots of sawdust!

Also just to clarify, last month's description of CG range is measured from the leading edge of the wing. The actual position of the wing can be moved for or aft to ensure the CG falls in the specified range and never aft of 20" from the leading edge. This works via real world test with either the Pietenpol FC-10 or Riblett 612 airfoil.



The length is 170", highest point 23.5".

### Through the Wormhole: Flying the C-150 into Oshkosh AirVenture 2013

In the words of Jack J. Pelton, EAA's Chairman of the Board "Oshkosh is aviation's greatest party..!" And we flew to the party! Oshkosh! EAA's AirVenture 2013! Mission Accomplished!

Through a team effort, years of yearning, and months of complex logistical planning, General Walter "Hard Drive" Lueke (Pilot) and General Wayne "Lightfoot" Woldt (Co-Pilot) made a successful flight, approach, and landing on Sunday July 28th at Oshkosh, Wisconsin's Wittman Field home of the Experimental Aircraft Association's AirVenture 2013. And both made it back home, too! The inaugural flight was accomplished in a rented vintage 1965 Cessna 150F. The 100hp aircraft performed flawlessly during the mission, with power to spare.

Prior to the epic flight General Lightfoot drove solo from Raymond, NE to AirVenture 2013 with a July 26 arrival. Upon arrival General Lightfoot expertly established a comfortable "forward base of operations" at Oshkosh's EAA Camp Scholler in "The Woods."

On Sunday morning July 28, General Hard Drive departed Columbus, NE in the Cessna 150F flying solo in VFR weather 450 miles to Wautoma, WI (KY50) landing mid-afternoon for a rendezvous with his co-pilot emeritus General Lightfoot. Final preparations were then made for the duos epic flight into Oshkosh's Wittman Field (KOSH), the world's busiest airport during

AirVenture, and both Generals climbed into the trusty Cessna two seater for departure.

The flight from Wautoma to KOSH would be about 54 miles and both Generals were ready!

With complete attention to the



**Wautoma, WI**

details as presented in the AirVenture 2013 NOTAM, General Lightfoot kept a keen eye for bogies that could suddenly appear from any direction as General Hard Drive kept the aircraft on a steady course toward Ripon, Wisconsin the first check point for entry into KOSH.

"There's Ripon!" announced



**Oh Yeah!**

General Hard Drive, with simultaneous confirmation echoing from General Lightfoot. Successfully passing Ripon and on course for the next check point of Fisk, General Lightfoot spotted a bogie at the 3 o'clock position, an

RV-6! The RV realized he was tangling with a vintage Cessna 150F, and as we were ahead in line, the RV peeled off and circled to fall in behind the two Generals. Inbound from Fisk to KOSH, General Hard Drive maintained compliance with the AirVenture 2013 NOTAM holding an entry altitude of 1800 msl, airspeed of 100 mph indicated, and executed a solid wing rock over Fisk for KOSH Approach Control when asked to confirm ATC contact.

At Fisk the two Generals received the all-important KOSH runway assignment. With a choice of either runway 27 or 36L as offered by approach, General Hard Drive made a critically important decision and chose runway 27, thereby giving us a 15 knot head wind for landing. General Lightfoot was quick to congratulate the PIC for not taking the 15 knot cross wind option that 36L would have dished out. With the NOTAM opened to page 8, and following the railroad tracks (IFRR style) out of Fisk, we entered the runway 27 downwind south of the gravel pit. On downwind midfield of runway 27 we were directed by ATC to begin our descent and land on the orange dot on runway 27. The orange dot is the first landing dot on runway 27. Yahoooooo!!!! Time for carb heat.

But now there appear to be about five airplanes ahead of us in various stages of right base and final (where did they come from? – we never saw them before!), and there we were, in the congo line for a landing on the orange dot. This is where things got a little tight, but General Hard Drive kept his cool

*(continued on page 3)*



### Wittman Field

and everything was copacetic. Flying a smooth, tight right base, extend flaps, and steep final with some forward slip for good measure (after all – it is an approach to OSHKOSH), General Hard Drive gets a last second instruction from ATC to put it on the green dot, while in a descent through 50 feet agl on short final, which is the second landing dot located another 1,550 feet down the runway! Pucker factor time, but not to worry, General Hard Drive keeps his cool under pressure, and opens the Cessna's throttle to arrest the descent. He then flies the beautiful Cessna bird down the runway at about 25 feet agl, for a "OSHKOSH runway review" by the crowds of spectators, cuts the power at just the right time, and lands the Cessna 150F on the green dot, as instructed by KOSH ATC. The Generals have landed! Our first successful landing at Wittman Field, Oshkosh, WI!! AirVenture 2013 !!

After some gentle braking, we exit runway 27 to the left onto the grass, as instructed by the NOTAM. We display our VAP sign (Vintage Aircraft Parking) from the cockpit and begin the long taxi to the tie-down area at the south end of runway 36L. As we taxi we wave to the throngs of

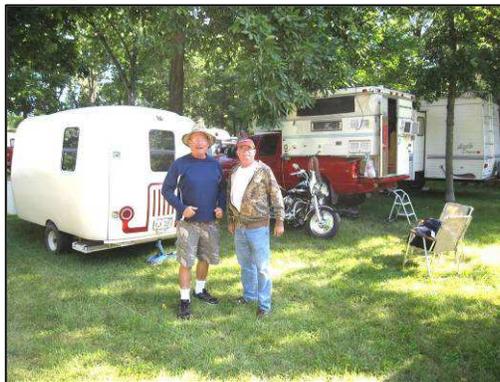
people who are clapping their hands in great adulation after witnessing one of the best Oshkosh landings ever by a Cessna 150F on runway 27, as executed by General Hard Drive and General Lightfoot. Now finally time to kill the motor, tie down the Cessna, and enjoy



### AirVenture 2013

"Aviation's Greatest Party" Oshkosh.

We camped in grand Oshkosh style at EAA's Camp Scholler thanks to General Lightfoot's preparations.



### Camp Scholler

After three great days at AirVenture 2013, much merry making, aircraft drooling, and just general good times, it's time for General Hard Drive to depart solo from Oshkosh on Thursday morning August 1, 2013. The 9:45 a.m. departure was uneventful, with a threeship formation on runway 36L and with General Hard Drive in lead position. KOSH ATC

provided the takeoff clearance, and General Hard Drive throttled up for a swift takeoff and entry into the NOTAM prescribed departure pattern. The solo flight back to Columbus, NE was completed in a little over 5.5 hours, in beautiful VFR weather, with one fuel stop at Clark City, IA arriving in Columbus Thursday afternoon.

As EAA Chairman Jack J. Pelton noted in his summary of the annual event, "*Missions Accomplished: All Objectives Met in Stellar Week*", and we have to agree.

Fine print: Walter rented the C-150F, N8334G, from Avcraft in Columbus, NE (thanks to owners Keith and Janice Harbor, super FBO operators!). The C-150F ran perfectly and was returned with exactly 12 hrs. entered into the logbook for the round trip of approximately 1000 miles. The VFR weather was great each way! A Mini i-pad loaded with ForeFlight software was used for navigation, and that also worked perfectly!

Note to readers: General Hard Drive and General Lightfoot are not "Generals" in the military sense. Instead they are Generals in the "General Aviation" sense, where everyone is a General; and they will always defer to, and offer the upmost respect for, our military men and women! For all true flying aficionados, piloting an airplane at least once into and out of the annual EAA Oshkosh AirVenture is one of life's ultimate flying achievements! Hope you like the story and pictures! We did it!

Respectfully submitted,  
General Walter "Hard Drive"  
Lueke (Pilot)  
General Wayne "Lightfoot"  
Woldt (Co-Pilot)

## Barnstormers

By Doug Volkmer

I've heard some good things about Barnstormers, the restaurant on the Norfolk airport (KOFK). It opened up in May, 2011. My son Trevor and I flew up there recently and checked it out ourselves.

The restaurant is located in the old Flight Service Station Building at the south end of the airport. I made the mistake of parking at the FBO, which is about a 5 block hike to the restaurant. It's not really advertised on the ramp side but on the parking lot side it is.

The inside of the restaurant is adorned heavily with aviation items. A couple Corsairs hang from the ceiling in the dining area while a biplane greets you at the bar. Numerous other things, like propellers and gas pumps are scattered around.

The menu is made up of a variety of appetizers, sandwiches, burgers and pastas, all reasonably priced. They also have weekend specials, such as ribs, seafood or prime rib. Click here for a copy of the menu: <http://goo.gl/ccHvRb>.

The service was good, along with the food. I had the Chicken Ranch Wrap while Trevor had the French Airlines Dip.

This is definitely a restaurant you will want to check out. I'll be coming back.



**Tumblers, like the one pictured on the right can be purchased for only \$2.50 (yes, two five zero).**



Have you liked Barnstormers on facebook? Go to this link to keep in touch with Barnstormers: <http://goo.gl/IPWisU>

## Chapter 569 Picnic

By Doug Volkmer

The EAA Chapter 569 annual picnic was held Sunday, September 8<sup>th</sup> at Shoemakers' hangar near Denton. Despite temperatures hovering around 100 degrees we still had around 60 resilient people in attendance. There was a large spread of tasty dishes and desserts.

After the meal, Dennis Crispin presented his usual slide show of AirVenture. Dennis told me he took over 2,500 pictures this year!

Thanks to Don and Yvonne for the use of their hangar for the picnic!



### Jayne Cox passes checkride!

Jayne Cox, daughter of John and Lori Cox passed her private pilot checkride on Labor Day. Examiner Joe Rankin in Maryville, Missouri was impressed with her knowledge and flying ability.

Way to go Jayme!



**Congratulations Jayme!**

**Like EAA 569 on facebook**

Have you 'Liked Us' on facebook yet? Go to this link: <http://goo.gl/rcO7CA> and sign up to keep in touch with the latest news and happenings of EAA 569.



## Classifieds FOR SALE

### 1994 Sorrell Hiperlight

**Model: SNS-9 (Light-Sport – 2 seats)**

Engine: Rotax 503 DCI (dual carb & dual ignition), 50hp, electric start, Dual mag, electric fuel pump for prime & backup, Approx 60hrs since overhaul (TBO 300 hrs)

Cruise: 70 - 75mph @ 3 gal/hr

Fuel: 50/1 mix auto gas, 10 gallon capacity

Useful Load: 400 lbs

Avionics: Microair dual chnl radio, Microair transponder, ELT, Stratomaster Enigma (GPS, engine monitoring, attitude, etc) with analog back ups (altimeter, airspeed, RPM, fuel pressure)

Additional Controls: Electric trim & electric prop pitch from cockpit

Always in fully enclosed hangar & recent annual - \$23,500

Location: Noah's Ark Airport – Kansas City (9 miles southwest of KCI)

Contact: Brian Umbarger 913.638.7520



## 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.  
**Sep 28**, Grant (KGGF) is having an airport open house/Fly-in. The event will include a free lunch for from 0700 – 1300.  
More info: Dana Harris 308.352.6722



*“One time, I thought I was wrong, but I was mistaken.”*

(Sticker in Don Shoemaker’s Office)

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