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EAA Chapter 569 Newsletter

Lincoln, NE



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Meeting Announcement

Date: Tuesday, October 3rd

Time: 7:30pm

Program: Providing air medical services to the Lincoln metropolitan area and southeastern Nebraska since 1989, the StarCare Air Ambulance crew will headline our October meeting. Barring any calls, they are hoping to land across the street from our meeting place.

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



**President's
Message
Harold Bickford**

Our chapter picnic at Shoemaker Field was a well attended event. Being a pot luck style affair, the food choices were varied and really good. More than one person allowed that they might be a bit "over-gross on takeoff" because there was so much to enjoy. Watching people visit and circulate shows how well the format works whether newcomer or veteran attendee. We had a "tower" this year; a converted wheeled air stair ladder appropriately labeled "Denton Tower". "White RV, rock your wings" was very much the flavor of a well-known larger event!

Dennis Crispin had a great Oshkosh presentation with excellent photos. One highlight this year was the flying presence of two B-29 aircraft. Such a sight had not been seen in well over fifty years. The images Dennis

captured preserve that memory, showing the lines of the aircraft to advantage.

As we closed down the operation for the day we couldn't help but marvel at the great weather and being able to use such a wonderful venue for a picnic. Many thanks to Don and Yvonne Shoemaker for hosting us at Shoemaker Field aka Denton. Their generosity makes it happen!

Our fly-in breakfast did well considering that we competed with Husker game day, Applejack Festival, Reno Air Races and the Wx. It is interesting that in conversation with an EAA staff member the fact that we do this monthly is a bit surprising. The norm tends to be maybe an annual event or twice a year. Along with York that makes two possibilities every month in Nebraska. Now you know the rest of the story.

Next meeting is October 3, 7:30pm at the MPI engine shop. Two items for business are A., finalize Christmas party plans and B., hold officer elections. Our VP, "Buddy", will chair the meeting.

The scheduled program presentation is by the flying EMT/rescue unit at Crete. They have a different flying regimen compared to what most experience. We look forward to having them come.

In the meantime, enjoy some flying (hangar or otherwise) and perhaps start plans for a new flying adventure in 2018. One such item is that Fritzs and Bickfords are looking at attending Sun N Fun and wonder who else might be interested. We will see.....

Thanks to everybody in ch. 569 for their efforts; they are appreciated.

Harold Bickford,
Chapter President

Church doctrine: ritual can help you get to heaven. Pilot doctrine: ritual can help keep you out of heaven.

By Tom Winter

Back in my time in grad school at Northwestern, one of the professors was a lapsed catholic whose fallback position was the Episcopal Church, which didn't satisfy him. He complained that it was "weak in ritual." This struck me as extremely odd. To the 20-year-old me, hardboiled rationalist, it was utter nonsense. Ritual — as a good thing? A desideratum? But 50-some years and one pilot license later, I think about this all over again.

In my car-fan days, keeping an assortment of Studebakers going, it made sense, on the first weekend of the month, to check all the fluid levels, and even the brake adjustments on each car. (What was it about Studebaker brakes!) And checking the brake fluid level meant removing an inspection plate on the floor, cleaning carefully, and opening the master cylinder reservoir. Also, there was watching for the feel and the color of any leaks: green was coolant; red, transmission fluid; black, motor oil! Or you stick a finger in any under-car drip to determine whether it was oily or watery. Water? Probably just condensation from the AC. Oily? Okay, keep going: Motor oil? Transmission fluid? Brake fluid! Oh-oh. Good thing they are color-coded! On the garage floor, you can't tell, but you might pick off some color on the fingertip... Well, of course, that was a ritual, and just

the opposite of Sundays in church: it was to keep me and my family out of heaven!

Even more obvious: preflighting the plane. It's a ritual. Open the door, reach in, turn on the switch, watch the fuel gauges, listen for the whirl of the gyro, turn off the power, check flaps, check the ailerons and the tiny cotter pins at each end of each hinge. They are always there, but I do it. Check the screws holding the wingtips on. Any of them loose? Feel the leading edge of the prop. (Finally, once a nick just nicked me off, and I had Jim Fix overhaul the prop.)

And before you're done sumping the tanks, you have to kneel!

How many times have I sumped the fuel and found nothing, but I do it anyway. Wing tanks first, then, last of all, sump at the low point underneath the fuselage. This is a ritual all onto itself: Set a rag down to cushion the old left knee, reach in the oil filler door and hold on to the drain plunger, drop down on the left knee, and stretch the left hand under the fuselage holding the sump thingy in the left hand. Pull the plunger and watch. This actually parallels the ancient Greek posture of supplication! In this pose, I could be Thetis, imploring Zeus for the life of her son Achilles! You see, in this classic posture the supplicant kneels before the person whose help he seeks. Then the supplicant touches the person's knee with the left hand, and holds up the right hand to the person's chin. Zeus's chin, if

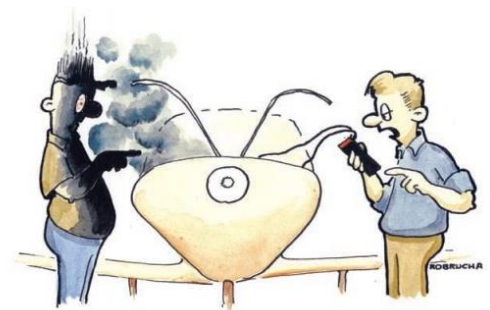
the supplicant was, for instance, Thetis.

Obviously I could be in church, up front kneeling on the knee bench to sip the wine and eat the wafer! Wouldn't this be the good time to say the pilot's prayer "Please God, may I not screw up."

You never ever see a problem, but it's the ritual, and you do it.

Until this summer! Like in every July, the plane is outdoors overnight instead of safe in the hangar. And like every such July, there came a rainstorm in the night. Doing the ritual I sumped the tanks before launching for home. Left tank, nothing but sky-blue 100 LL. We continue around the plane, the pilot's Stations of the Cross. Then to the right tank. Serene and calm, it's just the ritual, and you do it. But this time... Oho! Half-inch of water in the bottom of the sump! I drained and drained and drained until even the tiniest little pearls of water were not sinking to the bottom.

Without the ritual, I might have gone to heaven!



**"Whatever you did, do it again.
We've got current flow!"**

Chapter 569 Picnic at Shoemaker Airfield

By Doug Volkmer

The annual Chapter 569 picnic was held on Sunday, September 10th at Shoemaker Airfield.

Tables in the hangar were filled with tasty items including various casseroles, salads and desserts.

After the picnic lunch, everyone turned their attention to Dennis Crispin who gave a recap of AirVenture 2017. If you didn't make it to Oshkosh, this was great place to get a recap as Dennis did a tremendous job, sharing some of his 1,600+ photos in his slideshow. This was Dennis's 33rd trip to Oshkosh.

The addition of the Denton Tower must've deterred some people from flying in. ☹️ We only had a couple. Lyle in his Cessna 150 and Cristi and Matt in the RV-9A.

Thanks to Don and Yvonne Shoemaker for hosting this event again at their wonderful airfield.



Q & A with Dennis

Dennis-

I so enjoyed your presentation at the picnic, however, I have been confused about one thing since then. You mentioned that NASA was working on Supersonic Flight, but wasn't the British Concorde labeled as a "Supersonic Airliner"? If so, what is the difference with what they are now trying to do now? Maybe I misunderstood the whole concept!!!! Just curious and knew you would be the one to explain it to me!!

C.A.

C.A.,

The Concorde was a supersonic passenger airliner that was built by a consortium of British and French manufacturers and heavily subsidized by both governments.

Most of the world's major airlines ordered the airplanes, but all of the orders were canceled when most nations passed laws prohibiting flying the airplanes at supersonic speed over land.

Eventually 24 of the airplanes ended up at BOAC and a dozen or so at Air France.

They were operated from 1976 until 2003. Even with very high ticket prices, the planes could only operate with considerable financial support from the governments. The airplanes didn't prove to be very successful when they could only fly at full speed over the ocean.

Twice British Concords came to Oshkosh.

Boeing and Lockheed designed Supersonic Transports, but the projects were canceled before the prototypes were completed. The Russians had a SST but it was taken out of service after only a few years.

Of course, the military has a bunch of aircraft that are capable of operating at supersonic speeds.

Supersonic means faster than the speed of sound. Sound travels at 550 to 650 MPH, depending on the temperature and altitude. The Concorde operated at speeds up to Mach 2 or 1300 MPH.

The SST's biggest problem is the sonic boom. At speed, the plane generates a shock wave that becomes a violent noise when it reaches the ground. At best it is highly disturbing and in some instances, it can break windows and rupture eardrums.

Modern aeronautical engineering thinks that they can now build a supersonic plane that can be economically competitive with regular airliners.

The NASA research has two parts, the first is to develop a supersonic aircraft design using current technology. The second part is dealing with the sonic boom problem.

Although they can't completely eliminate the boom, they think that they can get it down to about the level of distant thunder.

NASA will soon start some tests, using military aircraft, to determine just how much noise the public will tolerate. They are confident that they will find some way to make the SST useable.

Dennis



The Concorde arriving at Oshkosh in 1985. This was its first appearance at the fly-in. Yvonne Shoemaker took this picture while working crowd control.

News from



EAA Headquarters

Real time: Negative Consequences of ATC Privatization

American pilot in New Zealand says system there has wrecked GA

September 21, 2017 - An American citizen and EAA member now living in New Zealand wrote to his U.S. congressional representatives with a prime example of how ATC privatization smothers general aviation activity, urging lawmakers here to reject the privatization outlined in House bill H.R. 2997. He shared that letter with EAA this week, and it is a warning as to why GA pilots should continue to [contact their lawmakers](#) to oppose privatization.

“I loved flying in Colorado and cherished airports such as Boulder, Longmont (Vance Brand), and Erie to name a few,” Wilt Hodges, EAA 1051597, wrote to the Colorado delegation. “Since I came to New Zealand, I have practically quit flying because the system is so bad.”

Hodges reported that the New Zealand system, in the form of State-Owned Enterprises (SOEs), has no obligation to citizen-pilot complaints. He reports that there is a long list of obstacles to flying and each has a fee attached. Hodges added, “The only GA operations that are (barely) surviving are the Part 141 schools that train people to

be airline pilots and leave their customers with horrific student loans.”

He left his U.S. representatives with a simple plea: “Please don’t kill private aviation in Colorado.”

“While we have many great EAA members in New Zealand who find ways to fly under that country’s system, Wilt has a unique and important perspective of his aviation experiences in both countries,” said EAA CEO and Chairman of the Board Jack J. Pelton. “It makes no sense to take the best, safest, and most complex airspace control system in the world and turn it over to commercial interests that have profit, not the public interest, as a primary goal. It is crony capitalism at its worst.”

In addition, airline pilot Kevin Dingman, in a column titled “[Bee Hive Basics](#)” in September’s *Twin & Turbine* magazine, wrote that airlines are promoting privatization but ignoring the real cause of their delays: traffic saturation by the airlines themselves.

“If airline executives and politicians would look further down the runway, they would preserve and promote the freedoms, efficiencies, and new-pilot supply chain of GA,” Dingman wrote.

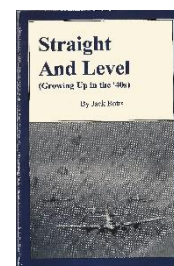
The House was in recess last week, but EAA and other general aviation organization continue to urge lawmakers to reject the privatization provisions in HR 2997. There is pressure to bring the bill to a floor vote in the next week or so, which is

why it’s important that GA supporters keep up the pressure on lawmakers. The GA groups also [wrote to Congress](#) to support at least a six-month funding extension to keep FAA running and not delay current modernization progress.

Minutes of the Club Meeting September 5, 2017

No meeting in September.

From the Chapter Library



Straight And Level (Growing Up in the '40s)

By Jack Botts

Straight and Level is a personal account of a North Dakotan who went directly from high school in 1942 to Army Air Forces training and a B17 bomber crew in Europe during World War II. From old diaries, letters, records and memory, the author recreates both the rigors of training and the panic and frenzy of combat missions. (277 pages)

A few years ago, former Chapter 569 member Chuck Oden donated his personal collection of aviation books to the Chapter. On occasion, I'll feature a book. If you would like to check it out, please let me know. – Ed.

Events

York Airport (JYR), EAA Chapter 1055 Fly-in breakfast on the 1st Saturday of every month. 0800 - 1000. Free will donation.

Crete Airport (CEK), EAA Chapter 569 Fly-in breakfast on the 3rd Saturday of every month. 0800 - 1000.

FLYING CONESTOGA FUN DAY

Sunday, OCTOBER 8th at 1:00 P.M.

FAIRBURY AIRPORT (KFBY)

Please join us for flour bomb drop, spot landing, nerf ball drops and balloon bust starting around 1:00 P.M.

Hot dogs, brats and table service will be provided and served after the Fun Day event, around 5:00 to 6:00 P.M. Please bring a covered dish and lawn chairs.

This event is a great way to improve your flying skills, along with having fun while doing it and just a little competition involved.

Also so much fun for non-pilots, just sit and watch the event from a close up view, or possibly ride along with a pilot.

Kids of all ages are welcome, need them to run and catch the nerf balls.

John Cox
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