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# EAA Chapter 569 Newsletter

Lincoln, NE



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## Meeting Announcement

**Date:** Tuesday, October 3<sup>rd</sup>

**Time:** 7:00pm

**Place:** Duncan Aviation Engine Shop

**Address:** 5000 NW 44<sup>th</sup> St – Lincoln, NE

**Program:** Jeremy Borrell, Director of Aeronautics

Jeremy took over the reins as Director of Aeronautics in May, 2023. He will share with us his vision of the Division.

My oh my how time flies! Anyone else having a hard time grasping the idea that it's October?!?! Or is it just me? The good news is that fall sports are in full swing and trees are beginning to change color. Also, good news is that there are several fly-ins happening in October for us to attend.



**President's  
Message  
Tiffany  
Thompson**

As many of you know, I am the Airport Services Manager at the NDOT Division of Aeronautics, and it's no secret we've been working pretty shorthanded recently. But I'm excited to say that we've added a few new faces at Aeronautics. We have invited Jeremy Borrell, Director of Aeronautics, to speak at our October meeting. He will share a bit about himself, where the Division of Aeronautics is at, our new employees, and where Aeronautics is headed. I encourage you to attend the meeting and ask Jeremy any questions you may have.

Lastly, it's the time of year for the annual Aviation Art Contest sponsored by the NDOT Division of Aeronautics and NASAO. The art contest is for children ages 6 thru 17. So please help me spread the word to our youngsters who would enjoy entering the contest. It's also the time of year for nominating an airport for Airport of the Year and an airport project for Project of the Year. Visit the Aeronautics website <https://dot.nebraska.gov/aeronautics/> to learn more. There's a section for Awards & Contests with links to everything I just mentioned above.

Have a great month, Happy Halloween, and cross your fingers for a good year for the Huskers!

## NE40 and LNK's 17/35: target archery

*By Tom Winter*

"Be Sure You're Sharp!" - Don Shoemaker

I heard Don say it once when a pilot asked could he land at the Denton Airstrip. "Be sure you're sharp before you come in."

It would not have been amiss if he had replied "Well can you?"

Okay, Can you? Don's airstrip, NE40, is 2400 feet long, and 30 feet wide. My Cessna 150 wingspan is 3 feet, 4 inches wider than that. This issue of runway width calls to mind a trap set for me more than 25 years ago by my checkride examiner. I had already flunked by getting the VOR upside down and I think he just wanted to rub it in. He insisted that I make the first turn-off, and that I therefore come in as slow as possible. But of course as slow as possible blocked the view of the runway with the nose of the plane! I landed, and got the unforgettable line in angry tones: "The center line is over there. Why are we over here?" He would not, of course, have tried that trick if we'd been approaching NE40, but he could get away with it at LNK.

Archery provides a great lesson on runway width. And archery, just like landing an airplane focuses one's attention! Bryan Ferguson, the Howard Hill of our time, was asked once how he could hit an aspirin with an arrow. His reply stuck with me: "the center of an aspirin is just as big as the center of a dinner plate." Apply this to landing an airplane, and you get "The center line of NE40 is just as wide as the center line of KLNK".

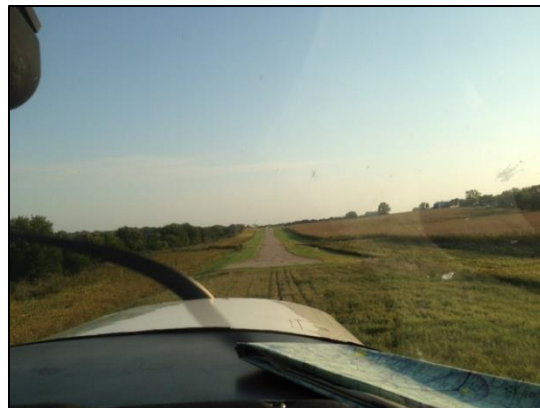
Back in the days of wooden bows and wooden arrows, the advice from the national champion target archer was "Know your arrows." This has been superseded: we no longer accept that one arrow will differ from another. The goal of a target archer is a tight group, just like a shooter, and the shooter's equivalent of a Robin Hood is to shoot two bullets and leave one hole. The day my licensed-to-carry student and I exchanged a flight in my plane for an afternoon at his shooting range, the Izaak Walton shooting range, I learned that the principles of target archery (Know your breath, know your heartbeat, keep everything the same) transfer to shooting, and I pulled off the two-bullets, one-hole trick.

Do these principles really transfer to landing? Let's look.

Ferguson knows his arrows, all right, and he knows that they are exactly alike. Every single one. All have the same spine and the same weight. When I was making my own arrows, instead, I kept notes on how each arrow flew from which bow, noting for instance "flies high right." (the old-time "Know your arrows"! ) I never equipped myself with a spine tester, but I did make an effort to have them at least weigh the same. Not Mr Ferguson! He BREAKS the outliers, and can routinely do the Robin Hood trick. Me? Break a home-made arrow? Hard to do, and I have stopped making arrows. If every arrow is the

same, variables are minimized, and a miss is my own darn fault. Landing? Air is always moving, and we try to counter every variable so every approach is same-same-same. Finally, here's another quote from Don Shoemaker. I had called the approach with wing low, countered by opposite rudder, a slip. He replied "That's not a slip. That's just doing whatever you have to do!"

Every landing is different, but we do whatever we have to do to counter every variable and keep the approach arrow-straight, and we are shooting for one thing: instead of a Robin Hood, or a tight pattern, we are shooting for that good approach and for the consistent outcome.



The NE40 centerline is just as wide as the 17-35 centerline. The centerline is here, and if we did everything we have to do to get the approach nailed, that centerline should be right under our nose wheel.

## Guardians of Freedom Airshow

*By Tom Trumble*

The setup began for EAA 569 on the Friday afternoon before the show. We were able to access the west ramp with our vehicles and unload our supplies (tents, tables, chairs, etc). We took note that we were near a storm drain so we covered and weighed things down. Good thing we did as KLNK received over 2 inches of rain Friday night.

Saturday dawned with some lingering showers. Despite that, volunteers showed up on time.

Derek Schroeder (from Wahoo) and Jerry Ebke (from Fairbury) were delayed but arrived in plenty of time to be set up by 9:30am when the public began to arrive.



**Derek Schroeder and Patti Steel (left) displaying Derek's Waix. Youth Volunteers Tobias Jordan and Thomas Subriabre (right) in front of Jerry Ebke's Zenith CH60.**



**Bruce Mundie (Chapter 80) and Sam Simoneau with Bruce's Nieuport.**



**Lyle Bender's RV-10.**



**Dave Fritz was the man of the hour with the little kids and his Pitts Pedal Plane.**



**Jon Sullivan's RV-4 (with traffic at 2 o'clock).**



We had a great time: connecting with friends, making new friends, educating about Young Eagles and generally enjoying the crowd and the airshow.

TSgt Chad Johnson was our contact and coordinated our booth logistics. The Air National Guard, The Airport Authority, The City of Lincoln and the Chamber of Commerce did a great job of putting on this event. Click [here](#) to read a thank you from the Air National Guard.

Some of the volunteers (above) at the beginning of the day on Sunday, that helped make this thing happen. Tom Trumble, Cristi Higgins, Mark Gaffney, Dave Fritz, Jerry Ebke, Doug Volkmer, Jon Sullivan, Bruce Mundie and Jerry Clinch.

## EAA AirVenture Oshkosh 2023 Facts and Figures

This year's annual convention turned out to be another record-setting year.

This year's attendance was approximately 677,000, up from the previous record of 650,000 last year. But attendance numbers weren't the only record.

"We had record-setting totals of campers, exhibitors, volunteers, and more," said Jack. "It was also a challenging year at times with weather, logistics, and other factors, which makes me even more proud of the efforts by our volunteers and staff to organize an outstanding event."

Here are some additional details from this year's fly-in:

**Total aircraft:** More than 10,000 aircraft arrived at Wittman Regional Airport in Oshkosh and other airports in east-central Wisconsin. At Wittman alone, there were 21,883 aircraft operations in the 11-day period from July 20-30, which is an average of approximately 148 takeoffs/landings per hour when the airport is open.

### For Sale



**Tires / Wheels and Brakes** – 4.10 / 3.50 – 4    Make offer.

**Experimental Sensenich Metal Prop** – 64" diameter, 51 pitch.

Contact Ed Bowes – 402-730-3396

## EAA 569 September breakfast

*By Tom Trumble*

Our September breakfast began with IFR conditions all around Crete. That kept the attendance down, initially. Finally, “wop wop wop” could be heard, with Larry Geiger arriving around 8:30am in his helicopter.

A.J. Herrold, being a patient man in his Cessna 180, circled overhead waiting for the fog to burn off. He said it was clear in Seward, where he departed. Numerous arrivals began to arrive shortly thereafter.



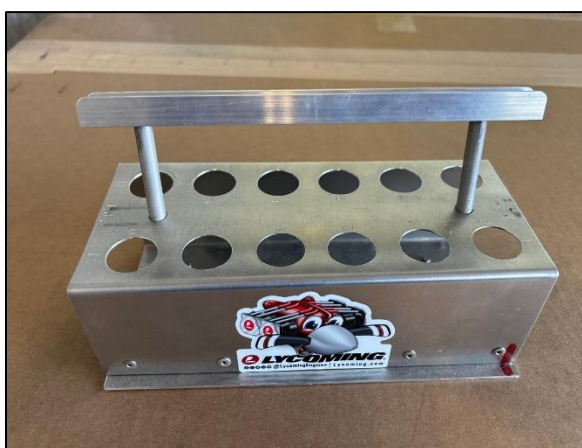
**Cristi Higgins coaches Caleb Jordan and Paige Higgins in the fine art of making pancakes.**



**Joshua Jordan attended the coffee making and did a fine job of keeping the cups full.**



**Joshua, Caleb and Tobias Jordan discussing the finer points of an American Champion Scout with Andy Lahr.**



**Spark Plug holder made by Tobias Jordan while attending EAA Air Academy Advanced Camp in July.**

## Aviation Art Contest 2024 - “Air Sports for a Peaceful World”

(from NDOT - Division of Aeronautics)

It is once again time for our youth to grab their brushes and pencils and use their imagination to illustrate air sports in a peaceful world and how pilots, skydivers, and astronauts show kindness and respect and become friends. Our young folks are challenged to show people enjoying air sports at a friendly competition, helping others at the airfield, or even working together in space. Air sports bring people together, no matter what they think about politics, religion, or race.

Since 1986, the Department of Transportation/Division of Aeronautics has sponsored an annual Aviation Art Contest for the benefit of our youth. The program's goal is to motivate and encourage young people to become more familiar with and participate in aeronautics, engineering, math, and science. As we proceed with our 2024 Aviation Art Contest, this is an opportunity for young artists, ages 6 through 17, to show others how art and air sports can be used to inspire love, respect, and unity in the sky and beyond! It's time to give free rein to your imagination by creating a poster that represents your thoughts when you think about the 2024 Aviation Art Contest theme of “Air Sports for a Peaceful World”. The due date for all entries is January 9, 2024. For further details about the annual aviation art contest, either visit the NDOT - Division of Aeronautics website (<https://dot.nebraska.gov/aeronautics/art-contest/>) or contact David Morris at [david.morris@nebraska.gov](mailto:david.morris@nebraska.gov) or 402-471-2371.

Month		EAA Chapter 569 Calendar
October	3	7:00pm General Meeting - Duncan Aviation Engine Shop Program: Jeremy Borrell, Director of Aeronautics
	7	8:00am - 10:00am York Fly in Breakfast, EAA Chapter 1055 - KJYR Young Eagle Rally - Beatrice (KBIE) 900 - 1300 (Wx Permitting)
	14	Young Eagle Rally - Seward (KSWT) 900 - 1300 (Wx Permitting)
	21	8:00am - 10:00am Crete Fly in Breakfast, EAA Chapter 569 - KCEK Young Eagle Rally - Crete (KCEK) 900 - 1300 (Wx Permitting)
	28	11:30am - 1:30pm Hastings Hamburger Fly in Lunch (rain or shine) - KHSI
November	4	8:00am - 10:00am York Fly in Breakfast, EAA Chapter 1055 - KJYR Young Eagle Rally - Fairbury (KFBY) 900 - 1300 (Wx Permitting)
	7	7:00pm General Meeting
	18	8:00am - 10:00am Crete Fly in Breakfast, EAA Chapter 569 - KCEK
December	2	8:00am - 10:00am York Fly in Breakfast, EAA Chapter 1055 - KJYR
	9	Christmas Party (tentative date)
	16	8:00am - 10:00am Crete Fly in Breakfast, EAA Chapter 569 - KCEK
		*** For the above Young Eagle Rallies, call or text Cristi Higgins to sign up and receive updates: 402-217-9763

And finally ...

## F-105 “Thunderchief”



*Ever wonder what kind of plane that is on display by I-80 near the SAC Museum? It is a F-105 “Thunderchief”. This model made more air strikes against North Vietnam than any other US aircraft, but also suffered more losses. This plane on display is credited with downing a MiG-17 during the Vietnam War in 1967. It had a cruising speed of 596 MPH. Click [here](#) for more information.*

Source <https://www.sacmuseum.org/>

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