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[www.eaa569.org](http://www.eaa569.org)

# EAA Chapter 569 Newsletter

Lincoln, NE



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## Meeting Announcement

**Date:** Saturday, September 8<sup>th</sup>

**Time:** 5:00pm (eat around 6:00pm)

**Program:** Chapter 569 Picnic

**Place:** Denton Airfield (NE40)  
Don Shoemaker's "snazzy" hangar  
11115 W Yankee Hill Rd  
Denton, NE

Everyone should bring a dish that starts with the first letter of your last name; for example, if your last name is Peterson you could bring a potato salad. You may also want to bring your own chairs.



From Denton Rd, south on SW 98<sup>th</sup> St then west on Yankee Hill Rd. Look for trains before crossing the tracks!!! Turn south at the Shoemaker Airfield sign and follow the long driveway to the "snazzy" hangar.

See you there!!!



## President's Message Cristi Higgins



Well finally some cooler weather and water! I am happy to report also that the Flagship Detroit Foundation with the DC-3 called their visit with us in Lincoln a success! We had so much fun telling and listening to a lot of aviation stories. Gene, Zane and Dave with the group have flown about every airplane there is so I was thrilled to hear about their experiences. The members that showed up to help out thank you very much and remember you don't need to share all that went on. I certainly am not going to print it here! To those that didn't make it out you should know you missed one hell of a good time at the airport and we hope you join us next time.

We have new members joining us every time I turn around and that is awesome. At the picnic coming up September 8<sup>th</sup> I plan to start taking new pictures of every member as I am building a new roster for us. I think we have close to 80 members now and a roster will help us all learn faces and names.

The breakfast club had another successful 3<sup>rd</sup> Saturday and I'm thinking this picnic is gonna be a blast so mark your calendars.

*(continued on page 2)*

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No meeting in September on Tuesday with the picnic but in October our own Diane Bartels is gonna present her story about Evelyn Sharp a WASP pilot. I think it is important and we can only learn from these pioneer aviators and aviatrix how far aviation has come and how much safer it is today. It is hard to keep up with the changes in navigation and Federal Aviation Rules but if you learn from the past you see it is all there to keep us flying safely.

When I hear stories of how it used to be done I am not only confused but can compare it to having to go out and milk the cow every morning thoughts. The only stories I hear I wish were still true for us today is that you could rent the airplane for \$7 an hour WET! How wonderful would that be! Still the dollar back then wasn't what it is today either and it was considered an expensive hobby then to so I guess it's all about our personal priorities and wants. So yes my shoes are old and I wear my Mom's hand me down clothes but by golly I can fly an airplane and there just ain't no better feeling in the world than that!

Happy Landings, Cristi

## **Notes on AirVenture 2012**

*By Dennis Crispin*

I wasn't going to write up anything on Oshkosh this year. Doug did some really excellent coverage in the July newsletter and I didn't think that any more was necessary. However at the breakfast some people told me that they were looking forward to my

report, so I guess that I should come up with something.

The weather was, as you might have guessed, hot and dry. When the temps were well over 100 in Nebraska, Oshkosh was at least ten degrees cooler. However, conditions in the 90's with the inherent humidity is still rather miserable. The week before the convention was the worst with things definitely better during the show. We did have a couple small rain events and by the end of the week it was much better with a very pleasant CAVU day on Saturday.

Again I went a week early to volunteer at camp registration. This year the powers that be let the volunteer chairman have a little more say in the way things were organized on the ramp and that, plus an adequate supply of cashiers, made for the smoothest running registration in the many years that I have been helping with it.

Once again I took some kids with me. Grandson Spencer, now an old hand on his third year, went along for the full two weeks. On the Tuesday of the show Cheryl, my daughter, came with Grandson Jake. Cheryl went home on Thursday leaving Jake for the duration plus a week with me in Nebraska. The kids had a great time. They are now big enough (13 & 14) that I'm OK with their taking in the convention on their own.

The teen dance tent has been discontinued (thank goodness). In its place there was to be a bonfire teen social event. The fire part was

canceled due to the dry conditions. Spencer went every night. Jake evidently was not impressed and did not go.

We camped in the woods with the extensive group of friends that have been camping near me for years. Bob Pripps, who has been in the space next to mine for a long time, was there with his son, two grandsons and a one year old great grandson, making this year's campout a four generation event. The campground community is one of the really wonderful parts of the AirVenture experience. I highly recommend it to anyone.

On the flight line the RV's now totally dominate the aircraft display. The only practical way to measure them is by the acre. It was an anniversary of the first RV, so Van flew in the original RV-1 to donate it to the museum.

This year there wasn't one big display like the Dreamliner or SpaceShipOne or the Guppy as in past years. The big announcement was when Van introduced the new RV-14.

The air show followed the tried and true formula with an added attraction of a really excellent 11 plane acrobatic routine performed with the homebuilt RV aircraft. The night air show with fireworks, now in its second year, is a great addition to the program. We got our planning messed up and missed the big War Bird Show on Friday.

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The CAF B-29, Fi-Fi, was giving (very costly) rides out of Appleton all week. It did participate in the Friday warbird show and spent a few hours on display on the ramp. Mark Novak, a former Chapter 569 member, was the copilot for Fi-Fi's flyovers.

Maybe I'm just getting old and crotchety, but it seems to me that the quality of the onsite food service has deteriorated over the years. There is now a high dollar steak house operation, but I have never felt rich enough to try it.

I didn't see many Chapter 569 members this year. There were several there that I missed. Wayne usually camps near me and I can always find Tom at the repair barn. This year he gave me a piece of cake to celebrate 50 years of Chapter 75 (Quad Cities) fixing broken airplanes.

Speaking of Chapter 75, our friend Marty Santic received an award for editing an outstanding newsletter.

While looking for old friends, I found that Vance and Carol have retired from touring the TriMotor merchandise trailer. Sherrie, whom you remember as the cashier that accompanied the TriMotor for its two Lincoln appearances, has remarried and now only works with the airplane on special occasions.

We didn't make it to KidVenture this year. The boys must think that now that they are teenagers they are too old and sophisticated for it. It is a pity – they missed out on a lot of fun.

The Goodyear blimp was back after several years' absence. The new, smaller, high tech, near video quality display screen is not nearly as impressive as the old light array that covered the entire side of the envelope

The first year that I went to Oshkosh there were about a thousand aircraft on display. Now it's nearly double that. Even though many of the same aircraft show up year after year there is always some



*(Photo courtesy of Wayne Woldt)*

unusual "what is it" or "I didn't know one still existed" aircraft around every corner. I never get tired of looking at them, even though my arthritic knees now limit the time I can spend at it.

And there are all those other things that compete for your attention: The commercial displays, museum, Pioneer Airport, forums, workshops, type club events, flybys, fly market, warbirds, ultra-lights, seaplane base, award

programs, professional entertainment, etc. etc. You can't possibly do them all!

On Sunday morning there was the ceremony placing the new names on Memorial Wall. This is always an impressive and emotion filled event. This year the name of our friend and fellow Chapter 569 member, Roger Aspegren, was added to the wall.

This was the 27<sup>th</sup> time that I have been to Oshkosh – and I still haven't seen it all. I guess that I'll just have to go back again next year.

On the Monday after it was all over, we weren't more than a couple miles out of town when Spencer and Jake began scheming about what they are going to do at AirVenture 2013.

**Beaumont Hotel, Beaumont, KS**  
**Trip write-up**  
*By Matt Olson*

I have wanted to visit the historic Beaumont Hotel in south Kansas for a few years, and decided to go recently. Flew down there for lunch in a Cherokee 140 with a friend of mine from work and his wife.

We left Beatrice airport about 10 in the morning on the 30 of June and slowly climbed our way up to 7500 feet to get above the heat and thermals. After about a 2 ½ hour flight into a southerly headwind, we arrived at Beaumont. I had put the Beaumont airfield coordinates into the GPS from the AOPA airport information sheet, since its identifier, 07S, was not in the database. Turns out Beaumont was actually several miles east of those coordinates. A quick look at the chart and we found the field.

Joined the pattern for runway 18 and made an uneventful approach and landing. After landing we taxi off the south end of the runway, turn west and taxi down the street into town. Go through the stop sign at Main St. (obeying the sign of course), and park in the “Bent Prop Aircraft Parking” area across from the hotel. A Cessna 172 was just leaving as we got there, and we parked next to a very nice A36 Bonanza. There is a wooden water tower beside the parking area that they say is the last wooden water tower in the country. The hotel itself is very well restored and renovated, and includes a café that serves excellent food. Behind the



Aircraft parking,  
hotel in background

*(Thanks to Matt for the trip write-up. If you have a trip you'd like to share, please email it to me at [rv7doug@gmail.com](mailto:rv7doug@gmail.com). More pictures of Matt's trip are in the photo gallery at [www.eaa569.org](http://www.eaa569.org). - Ed.)*

hotel sits a Beech 18 that is now on permanent static display. For more on the history of the hotel, as well as airfield and café information, visit the website [www.beaumonthotelks.com](http://www.beaumonthotelks.com).

The hotel hosts a fly-in breakfast on the second Saturday of the month, and a biker breakfast the last Sunday of the month. The day we stopped in for lunch, the last Saturday of June, the place was overrun with several motorcycle clubs. It's a magnet for motorcycles, airplanes, and even Corvette clubs get together out there.

This is a very interesting destination, highly recommended. The runway is a short grass strip,

2400 feet long, so make sure your flying skills and your airplane's performance for the day's density altitude conditions are up to the challenge. Call ahead for current field conditions, they say it takes 24 hours to be useable after a rain.

One thing to watch out for when operating at this field is the fact that the runway slopes downhill at the south end. If you are on the south end of the runway, you cannot see an aircraft on the north end until you clear the top of the slope. CTAF is 122.9. Use it!

Flying into Beaumont Hotel is a unique experience that will be hard to forget. Now, we need to organize a chapter fly-out to this place sometime. Who's in?

### Minutes of the Club Meeting August 7, 2012

The meeting was called to order at 7:30 PM by President Cristi Higgins.

The program was presented by Larry Bartlett about parachuting, when parachutes are required, the safe use of a parachute. Larry provided a power point presentation of the different types of parachuting.

A parachute is required when doing aerobatics. A certified parachute rigger may be certified for seat, chest, back and lap systems. The highlight of the evening was the presentation of the flag jumpers at Oshkosh including the preparations, planning and execution of the jump. The team has been jumping at Oshkosh for the last 29 years.

Tom Henry provided the Treasurers report.

Boy Scout Troop 56 is working toward an aviation merit badge. There will be a Young Eagles flight at the Seward Airport on September 29<sup>th</sup> to accommodate 25 to 30 scouts.

Everyone had a great time and a good experience with the DC 3 visit. A total of 10 seats were sold. It was flown by a great crew who were appreciative of the hospitality of Chapter 569.

The next meeting will be the annual picnic to be held at the Don Shoemaker International Flight Center just outside of Denton. Everyone is encouraged to bring a dish starting with the first letter of the last name of the member.

The meeting was adjourned by President Cristi Higgins at 10:15 PM.

Respectfully Submitted

Doug Elting, Secretary, Chapter 569

## Classifieds

### FOR SALE RV-7 Quickbuild Project

Because of the unfortunate death of the owner, an RV-7 QB project is for sale, located in Kansas City, MO. \$18K. Also for sale, a 3<sup>rd</sup> generation Eggenfellner H6 engine, \$10K.

Contact Larry at 816.863.0215

### FOR RENT

Nice Cessna 152 available for rent out of Beatrice. \$89/hr includes all fuel and oil...you provide the fun! Complete checklist and radio script always handy. No instructor charge for rental checkout. Call John Cox 402 239-3953

### Want to learn to fly this fall ?

Do you know someone who is interested in taking flying lessons? Local instructor is now accepting new students.

- Clean affordable airplanes
- Peaceful relaxing airport
- Quality patient instruction
- Free digital video of each lesson

Call John Cox 402 239-3953

### Want to own a 1/4 share of a 2007 Van's RV-9A ???



This is a strong running airplane that can go anywhere right now. Runs on auto gas with a very economical burn rate. Cruise speed is 170 MPH and the prop and engine combination is smooth as silk. More information at [http://www.geicodevelopment.com/rv\\_9a1](http://www.geicodevelopment.com/rv_9a1). Please contact Andy Lahr at 402-423-1722 or Tom Henry at 402-417-8558.

### FOR SALE 1996 Van's RV-6



RV-6 with 185 HP Titan engine (210 smoh by Nevada Engines)), TT 820. New Sterba prop, King KY96 com, Apollo SL60 GPS-com & Apollo 360 moving map, Narco AT50 Txp mode C, RST-504 audio panel, electric flaps, manual pitch and aileron trim. Strobe, nav, taxi & landing lights. Digital Tach & Hobbs. New altimeter, oil temp, tires, brakes and seats. Built by an AP. Great short field performer and fast cross country plane. Bought last December and flown 120 hours since but have decided to go Sport Pilot. Based in Seward, NE. 402 643-3464 or Cell 402 540 5679. Asking \$ 52K obo. • Contact Charles H. Krutz, Owner - located Seward, NE • Telephone: 402.540.5679 . 402.643. 3464

### FOR SALE Ercoupe 415-C

Light Sport qualified (fly without a medical). About 2300 TT, with zero time on rebuilt Continental C-75 engine. Engine has new Titan ECI nickel cylinders and new slick mags. Propeller rebuilt by Fix Prop Shop. Wings rebuilt by Skyport. Rudder peddle STC. All logs and paperwork since new in 1946. Call Wayne at 402-450-6170 if interested.

## 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 8, Shoemaker Field (NE40)**, Chapter 569 picnic, 1700, Dinner at 1800. Chapter provides loose meat sandwiches and hotdogs. Others bring a dish that starts with the first letter of your last name. Such as: Peterson – Potato Salad.

**Sep 8**, Grand Island Airport (KGRI), 75th Anniversary Celebration. 0900-1600. Contact: Debra Potratz 308-385-5170 ext. 110

**Sep 15**, Loup City Airport (0F4), Fly-in breakfast. 0800-1100. Contact: Larry Reiter 308-383-0352.



### How to Become a Member...

Becoming an EAA Chapter 569 member is very easy to do! We now have an online registration system which helps make the registration process easier and faster. If you would prefer not to register online, we also have a form you can print off, fill out, and mail in. For more information about these options and how to become a member, go to [www.eaa569.org](http://www.eaa569.org).

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