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EAA Chapter 569 Newsletter

Lincoln, NE



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Meeting Announcement

Date: Sunday, September 14th

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

Program: Chapter 569 Picnic

Place: Denton Airfield (NE40)
Don Shoemaker's "snazzy" hangar
11215 W Yankee Hill Rd
Denton, NE

Everyone should bring their own table service and a dish that starts with the first letter of your last name; for example, if your last name is Shoemaker you could bring steak for everyone. You may also want to bring your own chairs and table if convenient. Drinks will be provided. After eating, Dennis will brief us on what was new at AirVenture this year.

Fly-ins, be sure to use CTAF 122.9



From Denton Rd, south on SW 98th 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.

President's Message Cristi Higgins



Almost my favorite time of year... Fall. Nothing better than a smooth cool flight over amazing colors mother nature will display.

We had a full and busy summer with many events. Now we can reflect on those things we accomplished.

Our camper Nick wrote us a thank you letter for sending him to Air Academy. He was one of only 320 youth to receive that gift nationwide. I have included it here so you can see for yourself how wonderful our efforts turn out.

I encourage everyone to come to our picnic at Shoemaker field this month. It is always a great time and definitely an event for the whole family. Don't forget some lawn chairs. See you all soon and happy landings.

Cristi Higgins

Dear EAA Chapter 569,



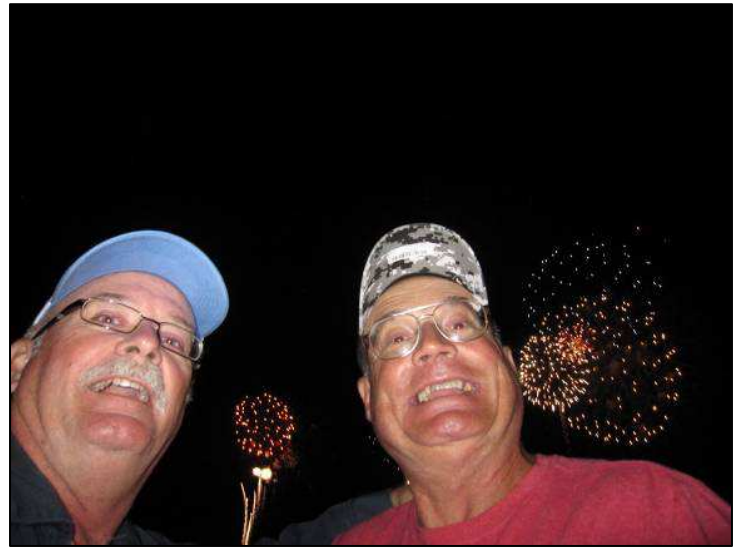
I would like to thank you for giving me the funding for the opportunity of a lifetime to visit Oshkosh, WI and get the privilege to expand my knowledge on how airplanes are built. I got to learn how airplanes are built into two separate categories, sheet metal and composite. I really enjoyed working with both forms. Sheet metal working was very interesting because there are so many different tools that were fairly complex and took some time to get used to. I learned accuracy was key in sheet metal working because you needed to make sure all of the holes you drilled lined up perfectly. Composite projects we did were working on arts and crafts it seemed like. I also got to experience flying in a Bell-47 helicopter which was spectacular. I also got to have a flight lesson in a Cessna Skycatcher. I was having alot of fun exploring the EAA Museum and working in the computer room doing Flight Simulators. I loved staying in The Lodge. It made my stay very comfortable. Once again, thank you so much for giving me this amazing opportunity to learn about flight.

Sincerely,
Nick Scholz

AirVenture 2014



Wayne Woldt sitting in a F-86.



Wayne and Walter Lueke.



AOPA's '152Reimagined', a refurbished C-152. The '152Reimagined' is a project that AOPA and Aviat Aircraft are working on to test whether older Cessna 150/152s can be refurbished to as-new conditions at an affordable price.



"Dewey" and "Cheatum"

The U.S. Air Force Thunderbirds performed for the first time ever at AirVenture.



AirVenture 2014



The Gee Bee was a BIG airplane.



One of seven Lockheed Model 12s on display.



A very rare antique - the all-metal Lockheed Vega.



The replica Benoist flying boat.



Jetbeetle's 250lb thrust turbojet engine was unveiled at Airventure.

Max take off thrust (5 minute rating):	250 lb	113 kg
Max continuous thrust:	230 lb	104 kg
Engine weight:	42.0 lb	19 kg
Weight with starter:	46.2 lb	21 kg
Max RPM:	56,000 RPM	
Diameter:	9.85 in	250 mm
Length:	19.5 in	495 mm
Length with starter:	22.6 in	575 mm

AirVenture 2014



The Holmes Jetmobile. Is it the world's fanciest golf cart?



An RV-12, built by Mike Howard (Omaha) with exceptional paint work.



Dick Rutan's Long-EZ has flown around the world.



This eight cylinder Comanche was absolute perfection.



The missing man formation salutes those remembered at the Memorial Wall Ceremony.



This section of memorial wall now contains the names of John Cox and George Meyers.

AirVenture 2014

By Dennis Crispin

It was my thirtieth trip to Oshkosh and my twenty ninth time to camp at Camp Scholler. The weather was excellent with pleasant days and two blanket sleeping conditions at night. There was a bit of rain near the end of the convention week – but it just isn't Oshkosh without something getting rained out.

I had my favorite camp spot in a shady part of the woods with all of the old friends that have camped near me for years. The friendship and camaraderie of the campground is one of the best parts of the Oshkosh experience.

Things went very smoothly on the Campground Registration Ramp where I volunteer. We had new yellow safety vests to visually separate us from the paid security personnel.

The only logistical problem I had this year involved maintaining the charge in the battery pack that powers my C-PAP breathing device. I solved it by buying one of the super quiet Honda generators. Now I can slow charge the batteries without disturbing my campground neighbors. The Honda dealer in the fly market had the inverter-generator at a really good price.

The ceremony at Memorial Wall was a touching and solemn event, even though the missing man flyover got a bit out of synch. New names on the wall that you will recognize are John Cox, George Meyers and Paul Poberenzy.

Of course all the standard events

were there – forums, workshops, concerts, entertainment, air show, commercial displays, etc. I have reported on them many times in the past so I will just say that they collectively make up one of life's great experiences.

I never tire of looking at airplanes – the only limit is the endurance of my worn out arthritic knees. The quality of the display aircraft keeps getting better all the time. I spent a bit of time looking at the 400HP Comanche that was last year's grand champion vintage aircraft. The airplane is so perfect that you can hardly believe that it was actually flown in. The home built area contained a great number of totally gorgeous airplanes.

The most significant aircraft on display was a metal Lockheed Vega. Young engineer Jack Northrop designed the Vega in 1927 with an all wood structure. The Vega was one of the great advancements in aircraft technology. Willy Post flew one around the world a couple times. Amelia Earhart set a bunch of records with hers. Near the end of the production run, the Vega was re-engineered in metal and nine examples built. The plane on display is the only surviving metal Vega and the only Vega currently flying.

There was a whole row of Lockheed 12s and a Gee Bee replica as well as a fine Fairchild and other historic aircraft.

The most interesting item on the field was the replica of the Benoist Type XIV flying boat that made the

first airline flight in 1914. It had a few modifications like the four cylinder GM (Chevrolet) marine engine with a cog belt drive. The builders said that they first tried to duplicate the original control system, but decided that no modern pilot could possibly figure out how to fly it, so they changed it to a conventional stick and rudder peddles system.

It was the fiftieth anniversary of the Breezy at Oshkosh, so about a dozen showed up. Included were a couple "super breezys" with extra large engines and an enclosed framework. One Breezy was on amphibious floats! A tragedy occurred when a Breezy came down in the Oshkosh Truck Company storage lot east of the airport, killing the pilot and severely injuring the passenger. It will be some time before the NTSB releases their report on the cause of the accident.

Boeing had a presence by sponsoring the large aircraft display area (formerly AeroShell Square).

There was a display of the "Mojave planes" of the past. Included were the V-Jet, Grizzly, Catbird, and Dick Rutan's blue Long-Ezy - at Oshkosh again for the first time in several years.

The Marine Corps had an Osprey tilt rotor aircraft on display and another one that flew flight demonstrations. It is rather interesting to watch it go from the helicopter mode (with the rotors horizontal) to the fast flight mode (with the rotors vertical.)

(continued on page 6)

The first production Honda Jet was there and flew daily demonstrations. The prototype was the show “hanger queen” for so long that many of us suspected that Honda was not serious about ever actually building it.

The Liberty Parachute Team was not there, the first absence in all the years that I have been going. At one afternoon air show, they flew the Flag down the show line under a helicopter for the National Anthem observance.

An absurd bit of whimsy was the Holmes Jetmobile, a 747 engine nacelle that rolls along on an electric golf cart chassis. It has a seat on the top that is occupied by its developer, an airline 747 pilot. It has no purpose except to be a lot of fun and the subject of many photos.

Each year the Alaskan bush pilots get together in Valdez for a short field landing contest. This year they duplicated the event at Oshkosh. I was going to go watch the finals, but it rained so I didn't go.

The big attraction of the year was the U. S. Air Force Thunderbirds Jet Demonstration Team. I think that it was a big mistake. I will comment on it elsewhere.

Thanks to Wayne Woldt, Tom Henry and Dennis Crispin for sharing their AirVenture 2014 photos. – Ed

The Thunderbirds at AirVenture 2014

By Dennis Crispin

The feature airshow act at Oshkosh this year was the United States Air Force Thunderbirds Jet Demonstration Team.

This was the first time one of the American military teams performed at AirVenture. Years ago the event was visited by the Canadian Snow birds and the Italian Frece Tricolori.

Please pardon me for being negative on this issue, but, in my opinion, bringing the Thunderbirds to Oshkosh was a great mistake.

I know that this statement will be hotly contested by some. Let me give my reasons.

1. When you bring one of the military teams – The Thunderbirds or their Navy rivals, the Blue Angels – It must be their show and it will run on their rules. We have a sixty year tradition of how we like the airshow at AirVenture and let's not change it.
2. There are a bunch of young performers that deserve the chance to perform at the Worlds Greatest Airshow. Displacing them with a military team is not the EAA way.
3. Each year there are about 80 other venues where the public can see the military teams.

The air show “box”, the restricted airspace that is reserved for the performers, was greatly expanded for the Thunderbird performance. This displaced the show line, the area for spectators, to a line that ran right down the middle of the show

plane area. So hundreds of show planes were out of bounds to the AirVenture attendees. Also the owners of these aircraft could not have access to their planes during the half day that the restriction was in effect. The entire area south of the ultra light strip, including the south forty aircraft camping area, was closed. These restrictions went into effect about noon for a Thunderbird performance that began about 5:00 PM. The trams were rerouted during this period causing a great inconvenience for the tram riders and a lot of frustration for the tram operators. This disruption of the convention is, by itself, sufficient reason not to have an air show act that cannot fit into the standard AirVenture format.

5. The Thunderbirds are a public relations/recruiting tool for the Air Force. While this is a commendable effort, it is not what EAA AirVenture is all about.

Let me emphasize that I hold no grudge against the Thunderbirds. They do a fine, entertaining show; however, EAA AirVenture Oshkosh is not the place for it.

I invite other EAA members to comment on this.

(I agree with Dennis on this one. I chuckled when I saw the Thunderbirds on the cover of the July, 2014 issue of Sport Aviation. – Ed)

Classifieds

**Minutes of the Club Meeting
August 12th, 2014**

The meeting was called to order promptly at 7:30 PM CST by Vice President Gomon.

The speaker for the evening was Major Dan Smith who is in command of all Army air operations in the state of Nebraska. Major Smith has served in El Salvador, Iraq and in the aftermath of Hurricane Katrina. Some of the duties of the Army National Guard include fire fighting for forest fires. Practice is done at the base at Ashland, NE. The base at Mead serves as the low level map of the earth training site. The guard units fly three types of helicopters including Blackhawks, Chinooks also known as "Big Windy" and Lakota for domestic medivac response and observation.

Response time in Iraq operations was 7 minutes from head on the pillow to helicopter in the air. There were so many helicopters in the air over New Orleans that it looked like a swarm of mosquitoes. It is because of the skill level and response to emergency operations that NANG gets new equipment before other units.

The annual picnic will be held at the Shoemaker International Airport on September 14th. Volunteers are encouraged to help Don make the accommodations suitable on Saturday the 13th at 10 a.m.

The meeting was adjourned at 9:15 CDT.

Respectfully Submitted
Doug Elting, Secretary, Chapter 569

Hangars for Rent

Tecumseh Municipal Airport (0G3) currently has several t-hangers available for rent. Reasonable rates. 3500x75 concrete runway in excellent condition. New self serve 100LL pump. Contact Mike Wendt (Airport Manager) 402-335-3303

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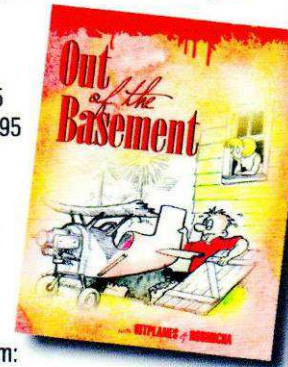
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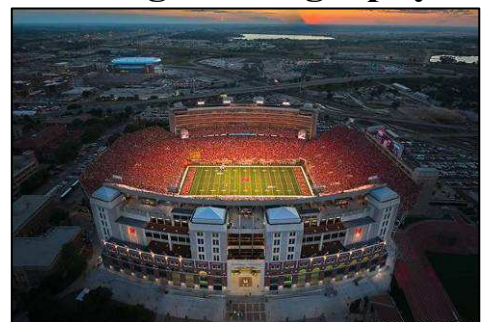
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Books are available from:

www.Kitplanesbooks.com

Prange Photography



Check out Doug Prange's Aerial Photography work at www.prangephotography.com.

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.

Aug. 31 - Genoa (97Y), Fly-in breakfast, 0730 - 1130 sponsored by Genoa Lions Club. Pilot and passengers eat free. More info: Don Pearson: 402.948.0067

Sep. 6 - Council Bluffs (CBF), Fly-in breakfast, 0800 - 1100 sponsored by The Great Plains Wing of the CAF. PICs eat free. Military Museum will be open, numerous aircraft will be on display. More info: Jeff Hutcheson 402.981.4633 or email jeffhutcheson3@gmail.com.

Sep. 20 - Pawnee City (50K), Fly-in breakfast, 0700 - 1100. PICs eat free or free will donation. Flour drop contest at 1000. More info: Christen Aviation 402.335.0256



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 and select Join.

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