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# EAA Chapter 569 Newsletter

Lincoln, NE



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## Meeting Announcement

**Date:** Sunday, September 13<sup>th</sup>

**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 Wenger you could bring watermelon. 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 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.

Although it never really needs much cleaning, we will gather Saturday, September 12<sup>th</sup> at 10:00am to prepare the hangar for the picnic.



## President's Message Harold Bickford

Summer is coming to a close with the airshow season (in particular, Oshkosh) coming to an end as well. It always seems amazing how activity builds through the spring into summer and then ends almost as quickly. That also signals that it is time for our annual picnic and gathering at Shoemaker Field by Denton.

The date this year is Sunday, September 13 starting at 5:30 in the afternoon while folks typically gather a bit before that. Hamburgers and hot dogs are the main fair while we bring side dishes starting with the letter of last names. Though I like beets, others might have other particular tastes. At the same time don't fear being creative!

Remember that this is in lieu of our regular meeting. Our next regular meeting will be October 6 for those who wish to plan ahead.

Dennis Crispin will have a photo report on Oshkosh 2015 for us and as ever we will have a chance to see some aircraft up close and personal; maybe even an unexpected type.

We look forward to seeing you there and having a great late afternoon of meeting and greeting plus plenty to eat. See you then!

Harold Bickford,  
Chapter President

## 'Coupes over KOSH: More Adventures of the General Aviation Air Force (part 1)

*By Wayne Woldt*

**News break** “Breaker Breaker 19”: Good news everyone. The Supreme Allied Commander (aka Holly Woldt) of the General Aviation Air Force has approved the release of top secret files associated with a recent mission of global importance and national security interests. The following is a briefing from these files, which have subsequently been sealed in wax and burned over the campfire, while chomping on S’mores.

Planning for this critical mission began in earnest, in January of year 2015, and involved the assembly and safety checks of the subject - 1946 “Commemorative RATO Ercoupe finished in Nevada Silver with Pontiac Red accents”, (Model 415-C, adorned with N99310, and light sport eligible). Once assembled and safety checked, the venerable “RATO ‘Coupe” was assigned the highly coveted mission of flying, through the air, from York, NE to Sheboygan, WI, and then on to Wittman Field, Oshkosh, WI. All of the pilots in the General Aviation Air Force wanted the mission, but only one would be lucky enough to draw the short straw. All of the “top brass” were present, in the top secret bunker, at the initial planning meeting; including General Lightfoot (aka Wayne Woldt), General Hard Drive (aka Walter Lueke), 2nd Lt. Too Fast Frankie (aka Franklin Lueke), and the ever important “Maintenance Command” under the able

leadership of Randy and Justin, based in York, NE.

Now, I know, you want to know what a “RATO ‘Coupe” is, right? So before going any further with this briefing, it is important to clarify this alphabet soup. RATO stands for Rocket Assisted Take Off. And the 1946 Ercoupe, Model 415, is the first aircraft to have rockets attached to the airframe, “in order to see what the heck would happen, when rockets are lit off, while mounted under the wings of an airplane”. Well, as the Army Air Force found out (and this is why this project is so Top Secret), these rockets help the airplane take off quicker and in less distance than without the rockets. More about this later, but for now, back to the top secret planning meeting.

With all the “top brass” present in the bunker, a conceptual briefing was delivered by Gen. Lightfoot, on a mission that would be so monumental, that words can hardly describe the main elements. In short, a lonely, neglected, Ercoupe 415-C in blue and white color, that had so admirably served all of the prior pilots that dared to dance with the clouds; would be “brought back to life,” with a paint scheme to honor and commemorate the heritage of the two ‘Coupes that had gone before, and broken the surely bonds of earth, under the power of ROCKETS! A new frontier, that would lead to the Jet Propulsion Laboratory, and NASA, and men landing on the Moon, and a job for General Hard Drive at

Johnson Space Center, in Houston, TX (but then I digress). Anyway, you get the idea. The Ercoupe is essentially the beginning of NASA, and the ventures of humankind into outer space, the final frontier. And, since two Ercoupes were purchased by the Army Air Corps in 1941 for the top-secret research project, with designation YO-55 and XPQ-13; the Ercoupe is officially a “warbird”. Now you see where the January briefing is going – we are going to take the lonely Ercoupe hidden in the York hangar, and give it a new breath of life, and fly the ultimate mission to AirVenture 2015 as a “RATO ‘Coupe Warbird”.

As noted previously, all the top brass were present at the kick-off meeting in January, and the plans were written in “invisible ink”, so that any spies that might get ahold of them, wouldn’t have the foggiest idea what they were looking at. If those plans fell into the wrong hands, especially into the hands of the Supreme Allied Commander, our collective rears would have been in deep kimchi. So, with the plans held under the highest security, we proceeded to file them under the mission entitled ‘Coupes Over KOSH. Little did we know what we had started. A mission so daring, and so provocative, that it will be difficult to describe in mere words. But I will do my best.

Through continued diligence by the Maintenance Command of Randy and Justin, the RATO ‘Coupe slowly took on a new life. Necessary repairs were completed, Hooker shoulder harnesses were

installed for added safety, among a closely guarded list of additional items that needed attention, and the next thing you know, we went straight to the 4th of July. Time “literally” flew by. Less than two weeks to go, and time to make a “go” – “no go” decision. Time for another “all hands” briefing, with the York hangar breakfast providing an excellent backdrop to the continued evolution of the plan, and the inclusion of Major Tom (aka Tom Winter) in the top secret scheme. Of course, Major Tom had a bit of a difficult time seeing the vision, since the plans were written in invisible ink, but once he realized “rockets” were involved, he was “all in”. The 3-foot omelets cooked up by Colonel Rod Matlock provided us with the energy to continue the grueling pace of final planning. Everything was coming together, and Maintenance Command was convinced that they could deliver a RATO ‘Coupe Warbird in time to make the legendary flight. ALL SYSTEMS GO, as they say at NASA.

The intricate paint scheme on U.S. Army Air Force – Ercoupe designation YO-55, was studied by Maintenance Command, in great depth, so that the commemorative version would be identical in all details. An archived video, held in top secret vaults since 1941, was reviewed and replayed, again and again, to make sure all lines and accents would be correct. This was a thoroughly enjoyable part of the extremely arduous mission. The Nevada Silver and Pontiac Red paint arrived via UPS, with stripes ordered from AeroGraphics according to the plans written in

invisible ink, and the next thing you know, the RATO ‘Coupe is looking like an airplane again. Ready to take to the sky, and haul a lucky pilot, 543.5 statute miles across this great country, called the United States of America. I can see it now, farms and cities passing by, white fluffy clouds providing guide posts, cool weather at altitude helping the time pass quickly, at an exhilarating air speed of 100 mph. Take-offs and landings with people lining the runway, trying to get a glimpse of the rumored “RATO ‘Coupe Warbird,” that might be passing thru on the way to KOSH. Oh - the splendor of it all !!

The final two weeks went by in a blur, and with final preparations completed, the launch date of July 17, 2015 was just around the corner. All details were taken care of, and now weather plays the trump card. Would it cooperate, or throw a kink in the top-secret plan. Of course, since the plan was so top secret, the weather didn’t even know about it, and thus couldn’t throw a kink at the plan. Outlook briefing late July 16 indicated an extended stationary front from southeast Nebraska to Sheboygan, WI that might cause some problems, but the briefer, (well aware of the extreme importance and top secret nature of the mission!), recommended to continue preparing and completing final logistics, because anything is possible when it comes to the weather. So, the preparations continued, with all the “top brass” communicating via encrypted cell phones and email messages (located on private servers!). The morning of July 17 arrived as a typical sunny day in Nebraska. Gentle breeze

from the southwest, with a forecast for winds to build as the day progressed. Standard briefing secured, all systems check positive, and everything looks good for the mission to GO, with a planned 15:00 Zulu launch. Gen. Lightfoot drew the short straw (and paid all the bills), and thus was selected to be the lucky pilot to take the RATO ‘Coupe Warbird on this flight of historic proportions. Gen. Hard Drive made the long (20 hour) drive up from Houston, driving all day and night, to be present at the flight launch from York, NE, first thing on Friday morning. In case you didn’t know, that’s why our only EAA 569 member in Houston (Walter) has the call sign “Hard Drive”.

Well, this is a good location in the story to conclude Stage 1 of the mission briefing. Hopefully you enjoyed learning about the beginning of this historical event. Stage 2 will be briefed in the next issue, and will provide insights into the cross country flight, an Ercoupe Rodeo at Sheboygan, the RATO Ercoupe, flying into KOSH, and returning to York, NE. Stay tuned for more adventures of the General Aviation Air Force, where everyone is a general – for fun.

Disclaimer: Some parts of this story may be true, some parts may be kind of true, and some parts may be completely fabricated. Let your imagination be the guide. Also, all people involved in this effort have the upmost respect for our military and the individuals that serve our country on a daily basis, and don’t intend any disrespect with references to military or rank.



## A few random pictures from AirVenture 2015



**1982 Puffer Cozy**



**AirVenture guests were treated to nice weather.**



**1999 Glasair Super II**



**Camping by your plane. How cool is that?**



**Harold and Edi volunteering at the Zenith exhibit.**



**Bill Straw and grandson Ashton.**





**AeroShell Aerobatic Team (T-6s) performing at the night airshow.**



**USMC AV-8B Harrier showing off its stuff.**



**The only Boeing B-29 Superfortress flying in the world, the Commemorative Air Force's FIFI.**



**Chapter Member Jim and Janice Fix promoting their Hi-Tech Foam ([www.seatfoam.com](http://www.seatfoam.com)).**

### **AirVenture 2015 Final Numbers**

**Attendance:** Approximately 550,000, with a total attendance increase of approximately 2 percent.

**Total aircraft:** More than 10,000 aircraft arriving at Wittman Regional Airport in Oshkosh and other airports in east-central Wisconsin.

**Total showplanes:** 2,668 (up 1 percent over 2014) – including 1,031 homebuilt aircraft, 976 vintage airplanes, 350 warbirds, 130 ultralights and light-sport aircraft, 101 seaplanes, 30 rotorcraft, and 50 aerobatic aircraft.



**1948 Temco Swift GC-1B**





*Thanks to Dennis Crispin for sharing these pictures from AirVenture 2015. Check out more of Dennis's photos in the Photo Gallery at [www.eaa569.org](http://www.eaa569.org).*

**A few Chapter members gathered for dinner at TJ's.**



**1978 BD-4**



**Did I say AirVenture guests were treated to splendid weather?**



**This shiny Ercoupe has flown 1,164 Young Eagles, one at a time.**



**1950 Bonanza from Coffeyville, KS.**



## Comparing the Flight Design and the Cessna 150

*By Tom Winter*

When I got back into the 150 after one half hour in Mark Werth's Flight Design, it was "Everything old is new again" — I newly realized "This is an old plane!" The difference sure brought it home to me. Well, here is a "compare and contrast," just like your standard high school English assignment.

This started because I wanted to overfly the new construction at the Beatrice airport and take pictures. I had to give it up. Fly the 150 AND mess with my camera in the pattern? It just wasn't working.

I landed, got out the folding bike, unfolded it, and rolled over to visit John Cox and his student Barbara Cypher.

Mark strolled over: he had just landed. I reported the word from Airport Manager Diana Smith about when the projects would be completed (See sidebar) and mentioned my camera-and-traffic-pattern problems.

Would Mark either be my pax and take the pix while I piloted? Or fly his plane while I took the pix? Mark replied that since I had the camera, I should photograph, while he flew.

So that's how I got my ride in the Flight Design CTSW! And this brought home the huge advantage that the Flight Design has over the 150. Visibility! I want to put that in all caps. VISIBILITY. To improve on it, you'd need a helicopter.

First, the Flight Design is about 300 pounds lighter than the 150; it climbs faster. It goes faster. Mark observed that it can float on landing. Mark observed that the controls are light in pitch, and heavy in roll. When I took the stick (a stick for each of the side-by-side seats!) I confirmed this. No problem controlling pitch, but my arthritic wrist complained about the roll. I tried a 360 to the right, and was very messy, and gave up. Tried a 360 to the left. Got this one smoother, but was happy to turn the controls back to Mark. Easier for the wrist than the side stick in a Cirrus! but if Arthur bedevils your wrist — well, either you'd get used to it, or want a longer stick to have more leverage. Or a Cessna 150 yoke, that never jolts the arthritis in my wrist. This won't be a problem for everyone: Arthur problems? Yeah. I have to be careful how I pick up a cup of hot coffee!

The Flight Design has a modern panel! The panel in the 150 is reminiscent of the dashboard in

your car; the panel in the CT is more of a burble atop a pedestal, like a in a helicopter. Mark says the CT people call it "the Mushroom."

The switches are spaced down a console that comes down between the seats. Of course, in the 150, there's nothing between the seats, and you and your passenger are so close you should get married!

The glider ancestry of the CT shows up everywhere. And it's got autopilot! Mark treated me to a demo of the autopilot. Fly with your hands in your lap. It called to mind the driverless cars that Google is working on. Magic. Over all, though, the huge benefit of the Flight Design is visibility.

The baggage door is a little panel on each side, and when you unhook the top, it hangs down on two little cables. And here is the one thing that forbids me to turn in my 150: Your folding bicycle will not fit back there in a CT!



**Mark Werth's Flight Design CTSW.**

## Minutes of the Club Meeting August 4th, 2015

The meeting was called to order promptly at 7:38 PM CST by President Bickford.

The program for the evening was presented by Mr. Mark Werth. Mark provided an entertaining and educational program covering the subjects of Light Sport Aircraft and the possible rule changes entailed in the Pilot Bill of Rights relating to medical examinations.

Mark reviewed the definitions and differences between Special Light – Sport Aircraft (SLSA) Experimental Light Sport Aircraft (ESLA) and Experimental Amateur Aircraft flown as light sport aircraft (Ex-Ab).

A SLSA is a manufacturer built aircraft and is closer to a certified aircraft with the understanding that no one can modify an SLSA except in accordance with the aircraft manufacturer's procedures. The FAA is completely out of the

modification and maintenance loop. An ESLA is not the same as an experimental aircraft in the traditional sense. There are three ways that an aircraft can receive an ESLA airworthiness certificate. 1.) Conversion of a former two-seat ultralight trainer (through 2008), 2.) Construction of the aircraft from and ELA kit or plans, 3.) Conversion of a existing SLA. If your aircraft meets the basic definition of a Light Sport Aircraft, you can fly it with a Light Sport license without a FAA medical. The aircraft remains in its original Experimental Amateur-built category and none of the maintenance rules of the SLA or ESLA apply. If you are a licensed private pilot who owns an Ex-Ab aircraft that meets light sport rules you can forgo medical examination and continue to fly as a light sport pilot. (verify credentials as a light sport pilot)

Mark also reviewed the status of the Pilots Bill of Rights. The consensus is that we are cautiously hopeful that the Senate will pass

the legislation soon allowing pilots with a private license to forego medical examinations.

The Christmas committee will meet at The Lodge at Wilderness Ridge August 14th at 1:30 pm and is in need of volunteers.

The Christmas party will be held on the first Sunday of December at Wilderness Ridge.

The Bylaws will be published for comment of the membership.

Harold committed to serve a second term as Chapter President.

The annual Chapter 569 picnic will be held at the Don Shoemaker International Airport on the evening of September 13th.

The meeting was adjourned at 9:14 PM.

Respectfully Submitted by  
Doug Elting, Secretary, Chapter 569

## The Construction at the Beatrice Airport

*By Tom Winter*

By the time you are reading this, the crosswind runway at Beatrice should be open: Diana Smith, Airport Manager, told me that 14/32 will be open Friday, August 21 or Monday, August 24. She added that the main runway should be fully open in mid November if everything goes as planned, and that by year's end, 400 feet will be added to the north end. This will be an "over-run" until money is found to extend the taxiway to match up it.



**Runway 14/32 at BIE should be open by the time you read this.**



## Chapter 569 Shirt Order Form

T-SHIRT ORDER FORM								
QTY	SIZE				NEED IT LONG?	COLOR (please circle)	PRICE PER SHIRT	TOTAL
	S	M	L	XL	(add \$2 for long)	GREY or WHITE	\$7.50 ea	
	2X	3X	4X	5X	(add \$2 for long)	GREY or WHITE	\$9.50 ea	

LONG SLEEVE SHIRT ORDER FORM							
	S	M	L	XL	(add \$2 for long)	GREY or WHITE	\$12.75 ea
	2X	3X	4X	5X	(add \$2 for long)	GREY or WHITE	\$12.90 ea

SWEAT SHIRT ORDER FORM							
	S	M	L	XL	(add \$2 for long)	GREY or WHITE	\$12.75 ea
	2X	3X	4X	5X	(add \$2 for long)	GREY or WHITE	\$12.90 ea

HOODED SWEAT SHIRT ORDER FORM							
	S	M	L	XL	(add \$4 for long)	GREY or WHITE	\$25.00 ea
	2X	3X	4X	5X	(add \$4 for long)	GREY or WHITE	\$27.00 ea

(price includes tax)  
Grand Total: \$

Name: \_\_\_\_\_ Want a name on your shirt?  
If yes, spell it out below.  
There is no charge for this.

Address: \_\_\_\_\_

City: \_\_\_\_\_ ST: \_\_\_\_\_ Zip: \_\_\_\_\_

Phone: \_\_\_\_\_

Name on shirt \_\_\_\_\_

Make check payable to: State line Promotions  
Mail the above form and payment to: Keith Gomon  
207 John St  
PO Box 132  
Odell, NE 68415



Front



Back

## Classifieds

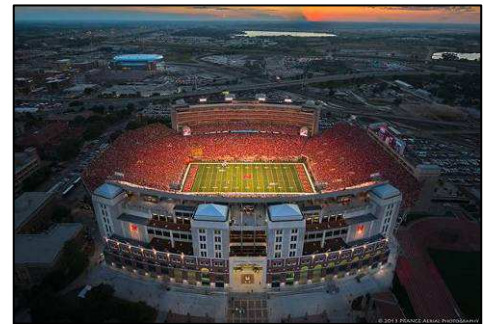
## For Sale

New in box, Icom A220 panel mount transceiver. \$1000

Contact Lyle Eisenhauer - 402-866-6649 or  
[leisenhauer@diodecom.net](mailto:leisenhauer@diodecom.net)



## Prange Photography



Check out Doug Prange's Aerial Photography work at [www.prangephoto.com](http://www.prangephoto.com).

### Thank You for continuing to make our Chapter Breakfast a success!

*The Crete breakfast last month (August) served over 100 people, and we had over 15 aircraft fly in. The club would like to recognize and express appreciation to James Dux and Crete Aviation for making space, cleaning house, and letting us use their facility. I would like to recognize those members who have helped make this tradition possible! Special thank you to Kerm, Dave and Lori, Doug, Buddy, Cristi, Harold and Edi, and all of the other members who have picked up tables, washed dishes, taken out trash and made the whole event a success! We salute you for your help, and thank-you to all of the club members who attend, and enjoy the food and friendship!*

*The Breakfast Committee*

## Help Wanted

I am needing to fabricate a compound curved "baggage door" on the airplane I'm building (Quad City Challenger) and could use some assistance on that as my sheet metal skills are very limited.

Please contact Derek Schroeder at 402-990-0952 or [dschroeder83@yahoo.com](mailto:dschroeder83@yahoo.com).

## 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.

**Aug. 28-30** - Seward (SWT), NE Chapter Antique Airplane Association Annual Fly-in. More info: Todd Harders: 308.380.5079

**Sep. 5** - Council Bluffs (CBF), Commemorative AF Fly-in breakfast 0800 - 1100, PIC eat free, adults \$7, kids \$3.50, under three free. Military aircraft on display, museum will be open. More info: [jeffhutcheson3@gmail.com](mailto:jeffhutcheson3@gmail.com) or 402.981.4633

**Sep. 13** - Shoemaker Field (NE40), Chapter 569 Picnic, 1700 - 2100. (hangar cleanup, Sep. 12, 1000 - 1100)

**Sep. 19** - Pawnee City (50K), Annual Fly-in breakfast, 0700 - 1100. Flour drop contest at 1000. Classic cars and poker run. More info: Matthew Christen [pcflynincowboy@hotmail.com](mailto:pcflynincowboy@hotmail.com)



### Welcome new member!

**Name:** Jim Wittkamp

**Experience:** A&P / IA

**Comments:** I am interested in assisting in building a plane.

John Cox  
2279 County Road 2425  
DeWitt, Nebraska 68541-2518