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# EAA Chapter 569 Newsletter

Lincoln, NE



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## Meeting Announcement

### No meeting in November.

We'll have a Business Meeting via Zoom on November 18<sup>th</sup>. Watch your In-Box for the invite.



### President's Message Tom Winter

[Note: This story was sent to PIREPS so you may see it twice. This version for EAA 569 has updated information]

David Haring, Manager of the Lincoln Municipal Airport, assisted by Chad Lay, Planning and Development Director, and Bob McNally, Operations Director, hosted the October meeting of EAA Chapter 569. We learned about the present and the near future of KLNK.

Most significant is that huge changes are in store for 2021: For 18 months, the USAF ops at Offutt AFB will take place in Lincoln while the main Offutt runway is torn up and redone. The impact is a bit of a list:

LNK will be busier.

LNK will receive up to \$30 million (26 for projects, about 4 for being general contractor) to

- 1) upgrade the existing "Goodyear Hangar,"
- 2) build an entirely new hangar, and
- 3) improve the west apron. This improvement was a matter of milling

the west apron and blacktopping. [All three done as we go to press]

Further, LNK will be Charley Air Space 24-7, or at least 24-5. (Current tower hours of operation are 6 a.m.-10 p.m.)

I got a follow-up from the Offutt website:

*"The Air Force Civil Engineer Center (AFCEC) has awarded a \$143.9 million contract to replace the runway," and further on down: "During the two-year project, the 55th Wing's fleet will conduct flight operations out of Lincoln Airport, roughly 50 miles away. Funded by AFCEC, preparations are underway by Lincoln Airport Authority to provide an alternate location for the aircraft at Offutt while the runway is replaced. The LAA is making the necessary adjustment to their airfield and facilities to accommodate Offutt's operations, and is scheduled for completion by Aug. 1".*

Recent: Runway 17-35 was rehabbed in 2019, and the lighting was updated.

Currently: The airport was in line for \$5.8 million, COVID relief money: The FAA encouraged the airport to draw on it immediately. \$3.8 of it has already been used, and it balanced the budget, atoning for lost revenue.

Business is down 75%, approximating the worldwide 70% downturn, but an improvement over the nadir earlier this year of being down 90% from 2019. We

(continued on page 2)

have four flights a day, three to Chicago, and one to Denver. These planes are 50-seaters.

Other projects coming up: enlarge East Ramp parking areas. Repave the south lot off West Adams Street, renovate North Park Road which goes around the airport.

I asked what can be done to get Approach and Departure back to Lincoln. It is unseemly for the Capital of the State not to have its own Approach: to land at Lincoln, you must call Omaha Approach. Bob McNally answered: "We made that case years ago. But it wouldn't hurt for the FAA to hear from pilots, and he equipped me with this information:

The contact for Omaha Approach (aka Tracon R90) is:

Mark Grant  
Air Traffic Manager  
Omaha TRACON - R90  
402-682-4340  
[Mark.grant@faa.gov](mailto:Mark.grant@faa.gov)

A final, almost comic note: David Haring had this meeting on his calendar for October 6. So did the chapter president. The EAA newsletter listed it for the 13th. We waited and waited, and started after almost 20 minutes, with me reverting to my first paying job, newspaper reporter, interviewing the Lincoln Airport Authority's main personnel. "Situation normal..." We laughed.

Tom Winter,  
Chapter 569 President

### Minutes of the Club Meeting

Tom Winter called the meeting to order on October 13<sup>th</sup> at 7:03pm in the Lincoln Airport Terminal conference room. Tom handed the meeting off to Bob McNally (Director - Operations) and Chad Lay (Planning and Development) who shared with us the latest news at the Lincoln Airport.

As we all know, Runway 17 - 35 was shut down for a while in 2019 as new asphalt was put down and new LED lighting was installed. Work has shifted now to the west side of the airport where some new asphalt has been poured and a temporary hangar built. Offutt Air Force Base will utilize this space while their runway is being replaced. The fleet of 18 airplanes will start arriving in February, 2021. The runway project is estimated to last around 18 months. The Control Tower hours may also expand during this time.

An Uber and Cell Phone Waiting parking lot is being contemplated for the Lincoln Airport.

More hangar development is being considered in the grassy area on the northeast corner of the airport.

Alliance and Davis Design are currently studying the layout of the Lincoln Terminal. The Terminal was built in 1974, way before checkpoints were enforced. Perhaps some changes will come back from this study.

Passenger travel saw a resurgence in September.

There being no items on the agenda, the meeting adjourned at 7:55pm.

Respectfully submitted by Doug Volkmer for Jerry Mulliken, Secretary

### EAA 569 Business Items

*By Tom Winter*

No regular in-person meeting in November. The November meeting will be on Zoom at 7 p.m. Wednesday November 18. Watch your e-mail for the link!

### Proposed agenda:

- o 2021 officers
- o Final planning on the Christmas party
- o Staying right with EAA HQ

### The slate:

Cristi Higgins and I, serving as a nominations committee, have come up with the following slate:

**President:** Tom Trumble  
**Vice President:** Don Osborne  
**Treasurer:** Cristi Higgins  
**Secretary:** Jerry Mulliken  
**Newsletter Editor/Webmaster:** Doug Volkmer

A personal note: My heartfelt thanks, first to Tom Trumble for agreeing to step up from the Vice President position, and to Don for agreeing to serve, and to Cristi, Jerry, and Doug for agreeing to stay on.

As for yours truly, even though it has become customary for a Chapter President to serve two terms, 2021 is already my third time as Chapter President. It has been a pleasure and an honor.



News from

## EAA Headquarters

### A Challenge to Members to Share the Gift of EAA

By David Leiting, EAA Lifetime  
579157

Vice President of EAA Chapter 252  
EAA Membership Development  
Manager

The past 10 months have flipped the world upside down for many of us, but they have also allowed us to spend more time focusing on our families and our passions. For all of us, the shared passion is aviation. It is what brought us together, and has been the one constant we can look to when the days get rough.

The flying club I am a member of shut down operations for 90 days as we evaluated how we could safely operate amongst the COVID-19 pandemic. It pained me to stay out of the cockpit for more than three months. This was the first time since I passed my private pilot check ride that I was out of my 90-day currency! Additionally, my local EAA chapter put all of our events on hold. Although we were able to conduct virtual gatherings and board meetings, it wasn't the same as our usual in-person events.

This lack of aviation activity caused me to reflect on my passion for aviation, and remind myself how easy it is to take for granted the aviation opportunities afforded by EAA. Like many of you, much of what I use to fuel my passion for aviation has come from EAA. EAA AirVenture Oshkosh, my Young Eagles flight, the relationships built through my local chapters, and the

educational opportunities. Without EAA, I am not quite sure where I would find myself on my aviation journey.

One of the great pillars of EAA is the opportunity to give back, and pass the torch to future members. Perhaps you have given a Young Eagles flight that led to a career aviator, or lent a helping hand to a friend building their own aircraft. There is also a great chance that you have benefited from the generosity of a fellow EAAer. It is the lifeblood of our organization!

We all remember our mentor who introduced us to aviation and are forever grateful for the gift they gave us. That mentor may still be a close friend of yours within your EAA chapter. EAA is now asking you to join us in helping to preserve the legacy of EAA Founder Paul Poberezny, and of all our past and current members, by gifting an EAA membership to someone you feel will continue to carry on EAA's mission within The Spirit of Aviation.

It is EAA members such as yourself that can bring aboard the next generation of members. Your involvement in your local chapter is even a greater reason to introduce them to EAA. Chapter members are the most engaged and passionate members you'll find within EAA. There is no better group than a local chapter to welcome a newcomer to EAA.

**Once you identify whom you'd like to sponsor, simply visit [www.EAA.org/Legacy](http://www.EAA.org/Legacy) to register EAA's newest member.** After you gift this membership, invite the individual to your chapter, and show them the opportunities and

community that exist in their own backyard. By gifting a membership and becoming a Legacy sponsor, you will receive a Legacy sponsor pin and patch.

EAA cannot thank you enough for your continued support of the organization, and especially of your local chapter. Chapters are the lifeblood of EAA, and without them the impact of EAA would be a fraction of what it is today. Enjoy your holiday season, and we hope to see you in Oshkosh this July!

### The Symbol of the Passing of an Era

By Tom Winter

"Without Don Shoemaker, we'd be in a world of hurt" — Roger Aspegren

I heard him say it. It was true.

In the 90's our meeting site was the conference room at Don's Shoemaker Inn. It was a secure home, our chapter library was secure there, instead of being scattered to member garages. In those days, when lining up Young Eagle Pilots, I would call the Cobbler Inn and ask for Don. That four-seat Camair, now headed for a museum, was a mighty welcome sight at Young Eagle events. BEING in one of the seats is a treasured memory.

Of course, Don is gone, followed shortly after by his beloved Yvonne. And now, our old home, too, is history. The demolition crew spray-painted a "Kilroy Was Here" on the side of the building. Well. Unforgettably, EAA was here.

Damnably nonsense for there to be tears over bricks, mortar, and lumber, but I'm getting maudlin in my old age.

## EAA 2021 Calendar Orders

If you would like a [2021 EAA calendar](#), contact Harold Bickford. Call / text him at 402-274-7530 or by email [habickford@gmail.com](mailto:habickford@gmail.com). Deadline is November 21<sup>st</sup> and they are \$14.99 each.

## Builder's Report

*By Doug Volkmer*

Building an airplane is a culmination of several milestones. I started with the empennage. It was a trial run to see whether or not I really wanted to go down this path building an RV-7. It entailed learning and using basic sheet metal skills. Drilling, deburring, riveting. There is a lot of that in building a sheet metal airplane. Completing the empennage was a milestone and I felt like it gave me the confidence to proceed with the next sub-kit, the wings.

The wings were pretty straight forward. With my long skinny arms, I was able to do most of the riveting myself. The only messy part about building the wings were building the fuel tanks. Even that wasn't too bad.

The next milestone was in the fuselage sub-kit. Watching that come together and then being able to sit in the cockpit was pretty cool. And being able to move it around in the garage on its landing gear was sweet. Another milestone in the builder's log.

Outgrowing the garage and moving the project to the airport was another big day. It was to the

point in the project where I needed the space to mount the wings. Having the project out at the airport has been a plus. The extra room along with like-minded hangar neighbors (most of them from EAA 569) has been wonderful.

Another milestone was added to the project on October 1<sup>st</sup> with the first engine start. This was the most exciting one yet, [hearing the O-360 come to life](#). Thanks to Andy Bajc and Tom Trumble for their assistance. That was a great day.

Next up is preparing for the inspection, yet another milestone!

## Minutes of the Board Meeting

The board meeting was called to order on October 14<sup>th</sup> by President Tom Winter at 7 pm and was held via teleconference Zoom.

Tom Trumble led a discussion on arrangements for the Dec. 5 Christmas party. He is expecting 30 or 40 attending. Tables will be 6' to 8' apart. We will wear masks until seated. Hand sanitizer will be available at each table. Entrees will be Italian-American beef, chicken, or meatless choice. Tom Winter suggested we ask Cristi Higgins to share her comedic talents for entertainment. Tom Trumble moved we offer Cristi \$200 honorarium, and provide two meal tickets. Harold Bickford seconded.

Harold Bickford is handling 2021 EAA calendar sales. Email Harold at [habickford@gmail.com](mailto:habickford@gmail.com) to reserve yours.

Harold announced that the Midwest Aerobatics evaluations will be held November 14<sup>th</sup> at 10:00am at the Seward airport. Volunteer ground judges are needed and anyone interested is welcome to participate. It will be a good chance to practice for the competition in July.

No member meeting has been planned for November beyond the November 21 Crete breakfast.

No further business was conducted, and the meeting was adjourned at 8 pm.

Respectfully submitted,  
Jerry Mulliken, Secretary

## Events

**Nov-Dec**, EAA Webinars. [Click here for more information](#).

**Nov 7** – David City, NE (93Y), Young Eagle Event – 9:30am  
More info: Cristi Higgins (contact info on page 1)

**Nov 14** – Seward, NE (KSWT), Midwest Aerobatic Club – IAC 80 Meeting and fun day, 10:00am.

This provides an opportunity to observe and learn about critiquing aerobatic maneuvers for those interested in working a contest from the ground side.

More info: Tom Trumble 402.540.6089 or Harold Bickford 402.274.7530

**Dec 5** – Chapter 569 Christmas Party - Villa Amore Italian Restaurant – 5:30pm



**EAA 569 CHRISTMAS PARTY**

**Saturday December 5<sup>th</sup>**

**5:30pm**

Villa Amore Italian Restaurant

5353 N 27<sup>th</sup> St

Lincoln, NE 68521

**Please R.S.V.P. by November 15<sup>th</sup>**

Enclose payment of \$36.00 per meal with your reservation

Make check payable to: EAA Chapter 569

Dinner Reservation for Name(s): \_\_\_\_\_  
\_\_\_\_\_

Total Enclosed \$ \_\_\_\_\_

Send reservation & payment to: **Cristi Higgins**  
P.O. Box 335  
311 South West Ave  
Western, NE 68464



# And finally ... Shoemaker's Camair on takeoff



According to Dennis Crispin who took this photo, “Don particularly liked this photo and kept a print on the hangar wall. He also used it on his business cards. It was the only photo he had of the plane on takeoff. He liked to point out that it took a skilled pilot to keep the props as well synched as they appear in the photo.”  
Click picture to enlarge.

John Cox  
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