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EAA Chapter 569 Newsletter

Lincoln, NE



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Meeting Announcement

Date: Tuesday, April 2nd **Time:** 7:00pm

Place: Duncan Aviation Engine Shop

Address: 5000 NW 44th St – Lincoln, NE

Program: Jon Vanderhoof

Jon is a member of the International Aerobatic Club 80 (IAC) and will share with us his aerobatic flying background. Jon flies a Pitts S-2A.

Note: IAC 80 will meet prior to the above meeting at 6:15pm in the lunch room.

***** Also worth noting,** this will be Chapter 569's last meeting at Duncan Aviation. Beginning in May, we will meet in the Community Room, which is on the 2nd floor at the LNK Terminal. More to come. Stay tuned!



**President's
Message
Tiffany
Thompson**

As we transition into the blossoming days of spring, I'm delighted to bring you our April update. We have received a lot of great responses to my March message asking for ideas to make our chapter even better. So, I thank you for your participation in the conversation and hope we continue to have these discussions. A couple of new changes include 1) having a separate Zoom business meeting to focus more on our programs during our in-person meetings and 2) beginning in May, we will be holding our monthly meetings in the Community Room at the LNK Terminal. The LNK Community Room is a very new public space, so we must be patient as LNK works out some details. But I have no doubt this space will benefit our chapter. Stay tuned for more announcements and upcoming events as we enter the aviation event season.

Thank you for your continued dedication to our shared love of aviation, and I look forward to soaring to new heights together in the month ahead!

Natalie Novak

By Hoosier Aviation

Hoosier Aviation has some exciting news to share. We would love to introduce you all to our new Chief Flight Instructor Natalie Novak. Natalie is from Dawson, Nebraska. She went to Kansas State University where she graduated Summa Cum Laude with a Bachelor's of Science in Aeronautical Technologies and a minor in Aviation Safety. While there she got her Commercial and Certified Flight Instructor certificates along with her instrument and multi-engine ratings. Additionally, she has her high performance, complex and tailwheel endorsements. For her future career goals, she either wants to enter fire aviation and fly Single Engine Air Tankers or work for the United State Forestry Service in another aviation role.

A little fun fact about Natalie is she was four years old the first time she flew a plane. She comes from an aviation family so when her family took trips in their family plane, a Piper Comanche, her brother would get to sit up front with her dad. When she was three, she decided that she wanted to fly up front but her brother declared she had to be four years old to be the copilot. Shortly after her 4th birthday, her brother thought she had forgotten about the age requirement, but her brother was surprised when she announced it was her turn to be copilot since she was now four. Her parents agreed, so her brother got demoted and she got to fly a plane for the first time.

Both of Natalie's parents are pilots. They both inspired her to join the world of aviation. One of Natalie's favorite things to do is fly their family Cessna 120 with her dad and loves showing him up on landings. Her mom has always supported her in all her decisions and has been an amazing role model from day one.

We are all so excited and happy to welcome Natalie to our Hoosier Aviation Family!!



Natalie and her dad have frequented the Chapter 569 breakfast in their Cessna 120.

The Other Oshkosh...

By Jon Sullivan N3348V

In March I took advantage of the nice weather and flew to my hometown of Oshkosh. No, not Wisconsin, the other Oshkosh located in western Nebraska (KOKS). After departing Lincoln, the controller promptly instructed me to turn northeast. I immediately knew what he was thinking, so I requested a west departure towards "the other Oshkosh". We laughed and he pointed me west. One hour and thirty minutes later I began a slow decent over Kingsly Dam, the second largest hydraulic fill dam in the world at the time of its completion. Then continued over the sprawling Lake McConaughy, 26 miles long and 2 miles wide. I leveled out over Lewellen and continued my trek up the beautiful North Platte River Valley. I watched as thousands of cranes, ducks, geese, and pelicans flew

far below me. Most were making the morning commute from their Platte River overnight roost (all night party) to the surrounding fields for a day of feasting on western Nebraska grain. When reaching Oshkosh, I landed at Garden County Airport/King Rhiley Field. The airport is a “top notch” facility offering a 4700’ x 60’ cement runways 12 and 30. To my surprise, the Oshkosh airport now has a fulltime manager/mechanic. His name is Whit Rothwell. Whit has just started his business there and made sure my RV-4 was put safely away for the night. Whit is a great guy with big plans for his new business. He said they are considering a repeat of the 2020 fly-in to Oshkosh NE this summer or fall. He promised to keep me posted on this.

The airport is located directly adjacent to Oshkosh. Visitors can literally walk through the airport gate and be at Loyd’s Hardware Store where you will meet some of the nicest people in the state. A convenience store is across the road and main street is a short ten-minute walk east. Main street consists of many businesses including a motel, a grocery store, a couple of places to eat, two museums, many churches, and of course a two “watering holes” to wet your whistle or have a bite to eat.

Geographically Oshkosh is a unique place. It is nestled in the base of the North Platte River Valley. To the south is the North Platte River, adjacent are rugged canyons that rise up over 400 feet out of the valley to meet miles of farmland that is so flat you can see Texas. To the north is endless miles of the “Nebraska Sandhills”. The Sandhills is the largest system of sand dunes in the Western Hemisphere. They are made up of rolling, grass covered hills and valleys. They include thousands of wetland areas, which are a mixture of shallow lakes, marshes, wet meadows and small streams. They are sustained by Nebraska’s greatest treasure, the Ogallala aquifer. Seventy miles west is Chimney Rock and the Scottsbluff National Monument which served as waypoints for the pioneers moving west.



I am very fortunate to have grown up in such a wonderful place as Oshkosh. I would like to invite my aviation friends and colleagues to visit. It is a great place to refuel, stretch your legs, grab lunch, spend the night, golf, hunt, fish or just relax.

As Chuck Yeager said to my uncle King Rhiley many years ago on his way to the EAA Fly in. “I saw this place on the map and had to land at the other Oshkosh”.

Want to Buy – Engine

65 or C-85 – 90 engine for a '47 Vagabond ASAP. If you have one or know of one contact P. J. at 402-429-9999. Rebuildable or ready preferred. Cash paid.

Dean Hoy

Chapter 569 received the sad news that member Dean Hoy passed away on February 19th. You can [view his obituary here](#).

Dean was a long time State Farm agent, with his office located at Lorraine Plaza (39th & Normal). The plaza was named after his high school sweetheart.

In 2002, Dean went down to Sebastian, FL and worked full time on an airplane build. Dennis Crispin did a wonderful story on the build [in the August, 2005 newsletter](#).

Dean served as Chapter 569 Secretary in an interim role in 2008 and was reelected in 2009.

Dean is member of the of the Lincoln High Athletic Hall of Fame, where he excelled in football. He also participated in baseball, wrestling and track.



Dean sharing the joy of flight with some Young Eagles at a rally in 2010.

Nuts and Bolts

From Sport Aviation – Oct 2017

INFORMATION IN A PART NUMBER

- The first portion of a part number identifies the type of hardware.
- AN3 through AN20 are "standard" hex-headed bolts with a hole in the shank for the installation of cotter pins.
- If a C follows the AN number, it designates a corrosion resistant bolt.
- If an H follows the AN number it designates a hole for safety wire in the head of the bolt.
- If an A follows the complete part number, it designates that the cotter pin hole is absent.
- The number after AN designates the bolt diameter in 1/16-inch steps.
- The number after the diameter designates the length of the bolt in 1/8-inch steps up to 7/8 inch; then the length numbers start at 10 and again increase in 1/8-inch steps to 17, and so on. (For example, AN4C-14A is a bolt with a 1/4-inch diameter of corrosion-resistant steel that has a 1-4/8 (1-1/2) inch overall shank length and does not have a cotter pin hole.)
- AN365, MS20365, and MS21044 all identify the same part – a nylon self-locking nut.
- Dash numbers after the primary identifying number indicate the diameter and the threads per inch – an AN365-428 nut fits onto a AN4 bolt and has 28 threads per inch.

The key to understanding the evolving world of aircraft hardware part numbers is a good reference book.

An owner bought a 1960 Cessna 182 and wanted to practice preventive maintenance chores. He picked up a parts book published in 1959, on eBay or off a table at an aviation swap meet. Fortunately, most of the hardware part numbers in the 58-year-old book are still valid. But there will always be part numbers that have been superseded.

The part number in the Cessna book for the common cotter pin is AN380. That number is no longer listed by most aircraft hardware suppliers. It's been replaced by MS24665.

You can start a good discussion around the airport coffee pot by holding up what looks like a common 3/16-inch diameter bolt and asking how many part numbers there are for it. For even if the diameter and grip of a bolt is known, there are other variables that must be factored in when ordering. For instance, that ubiquitous AN3 bolt can be ordered as standard cadmium-plated, as corrosion-resistant, with a hole in the head for safety wiring, with a hole in the shank to accommodate a cotter pin, with no holes, or with both holes.

What's the best way to get to the bottom of the hardware jungle?

One tool is the internet. The most comprehensive aircraft hardware website is maintained by Genuine Aircraft Hardware of Paso Robles, California, and you can find the link at www.EAA.org/extras. Genuine has also produced a toolbox-sized reference book.

Others include the Aircraft Spruce & Specialty and Wicks Aircraft websites.

MORE FLYDAYS, NOT FEWER!

By Tom Winter

I wrote to the chair of UNL's Earth and Atmospheric sciences asking if there were fewer flying days in recent times. The correspondence will be of interest to all of us.

Dear Professor Crowe,

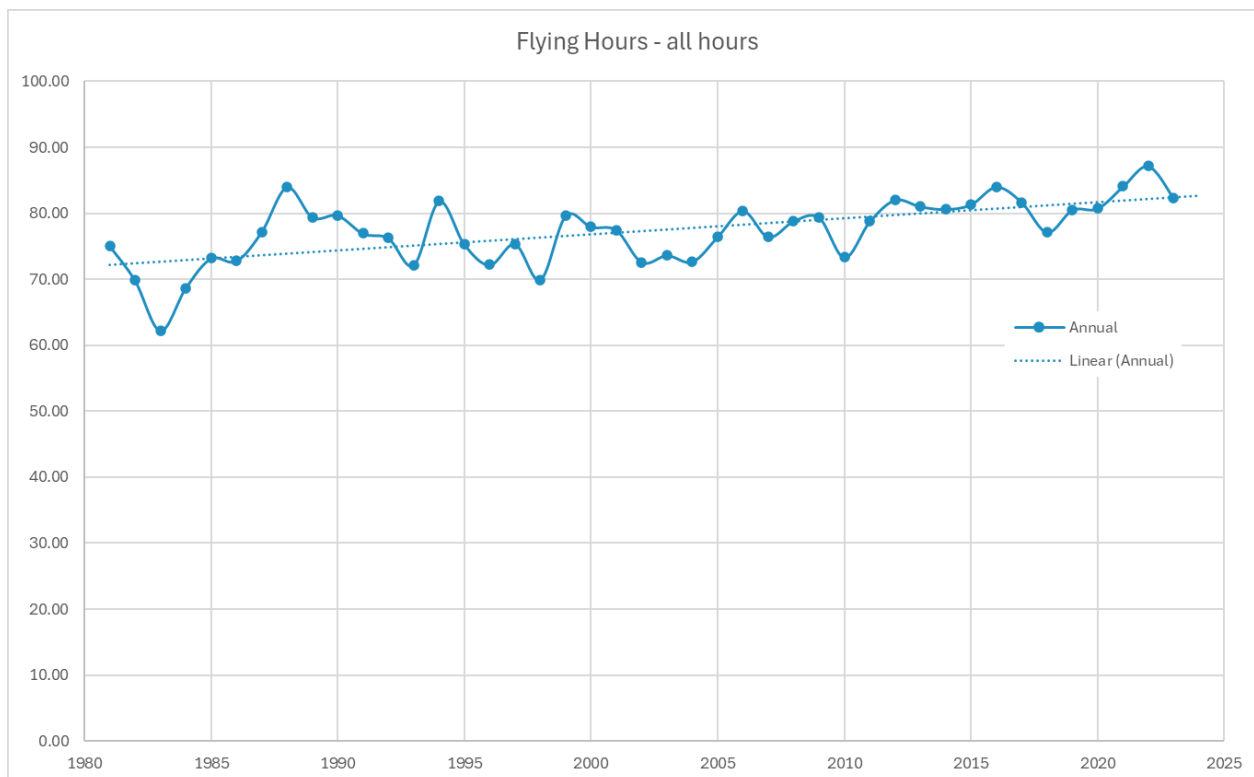
It occurs to me that you or others in the department may have the answer to a question that has been troubling me.

My question: Is it my imagination, or are good flying days rarer than they used to be?

Define a good flying day? Sure: wind less than 20, ceiling more than 1500' AGL, visibility at least 8 miles. All of this week, for instance, is a scrub. Oh - I should add wind direction: the general aviation runway at LNK is straight north-south. A cross-wind - straight out of the east or the west above 12 is not safe for my Cessna 150.

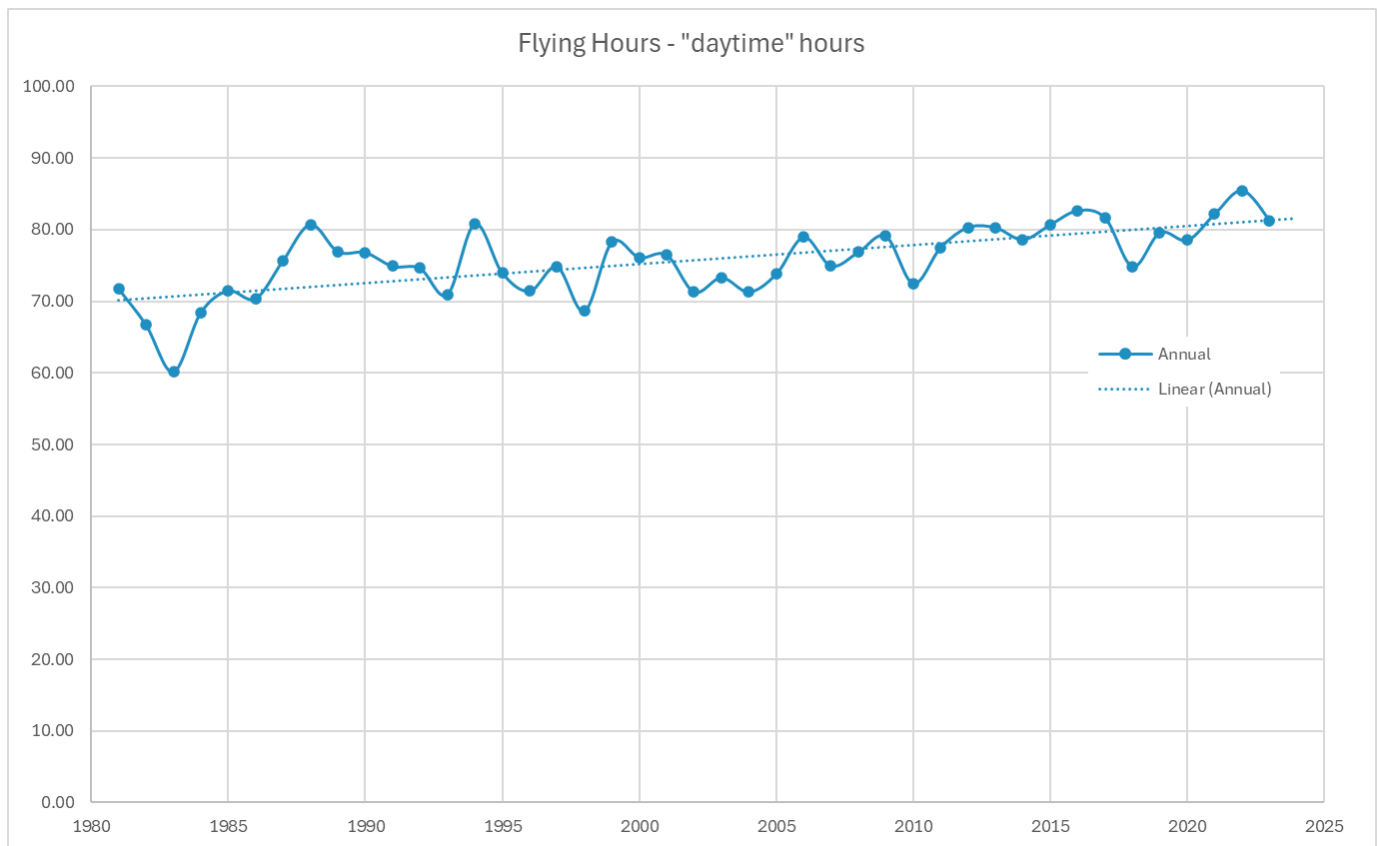
Hi Tom,

I sliced and diced the data this weekend and the bottom line is that the probability of flyable conditions have slight improved over the years starting in 1981. Annually, the trend is toward more flyable hours over the past 40+ years:



I looked month-by-month and every month except January has a positive trend – and January is essentially flat. Lots of variability from year-to-year in the monthly conditions.

Finally, I also looked at a rather crude way to get “daytime” hours – essentially just taking the portion of each day from 1200 to 2359 UTC [or 6:00 am to 5:59 pm CST (winter) or 7:00 am to 6:59 pm CDT (summer)], rather than computing sunrise/sunset times. Not much change is evident annually or monthly and all the trends except January are positive:



I haven't had a chance to factor in crosswinds.

Anyway, whatever the trends might be, I hope you have plenty of good flying weather coming your way.

Clint



Clint Rowe

Professor & Chair

University of Nebraska-Lincoln

[Earth and Atmospheric Sciences](#)

Minutes of the Club Meeting

The March 5 meeting of EAA Chapter 569 was held in the Duncan Aviation Engine Shop classroom. Vice President Jerry Clinch called the meeting to order at 7:00 pm. Twenty-four were in attendance. Guests recognized were Ed and Lynn Bowes from EAA International Aerobatics Club Chapter 80 of Seward, and Roy Burgess of the AOPA Airport Support Network. Prospective members recognized were Brian Brede of Ohio, and Nathan Wakefield, Zodiac flyer.

Mark Gaffney, FAASTeam Program Manager, and 569 member, presented a program on after-market safety equipment for certified and experimental aircraft. Seat and shoulder belts were covered, emphasizing proper installation. ELT beacons are required equipment, but the Civil Air Patrol primarily uses ADSB data and cell phone pings in its searches. For those with unlimited funds, Garmin autoland is an option.

After the presentation, a short break followed with food provided by Cristi Higgins. President Tiffany Thompson called the business meeting to order at 8:09 pm.

Treasurer's report: Treasurer Cristi Higgins reported \$6,961.31 in the checking account, \$3033.07 in the breakfast account, and a \$10,000 CD.

Young Eagle Coordinator report: Coordinator Cristi Higgins has scheduled an event for a Baptist youth group, April 6 at Crete. There will be a David City event April 27 flying Boy Scouts, and a Flying Start for those 18+ at Beatrice May 18.

Membership and dues report: Yours truly reported 41 paid members. EAA headquarters has not responded to requests to engage the membership roster service.

Tom Trumble suggested anyone interested in attending the EAA air academy should apply by fall for 2025. Attendees sponsored by our group less than 15 are eligible for \$1,300 scholarships, those over 15, \$2,000.

Tom Trumble reported Toby Jordan has 6 hours of ground school, and 5.5 hours flight time at Oracle Aviation in a C-150. Jon Vanderhoof donated the ground school. \$4,400 in funds have been received by the chapter, and \$1,440 paid to Oracle.

A message from the breakfast boss, Lori Oliveros, says the March 16 breakfast will be green eggs and ham, with green hats for the cooks. Tom Trumble reported the Corvette club will attend the April meeting.



Ed Bowes from the Seward Aerobatics Club announced the club will have an aerobatic contest the first weekend in June. They will also schedule a chili feed to celebrate Harry Barr's birthday. Although the active member roster for the club is not large, Ed thinks both our chapter and theirs would benefit from sharing rosters, since we are both local EAA organizations. Tom Trumble moved that the two organizations merge rosters, and Edi Bickford seconded the motion. The motion passed.

In other business, Edi Bickford asked that a block of 4 RV sites at AirVenture the Bickford family has secured be designated the Chapter 569 camping area. Two dry RV sites for active members for \$324 each are available, subject to a June 14 deadline. No motion was offered, but everyone present was in favor of the plan.

President Tiffany suggested that in the future, the board meet by video chat to cover most routine business so the chapter business meetings can be shorter.

The meeting was adjourned at 8:55 pm.

Respectfully submitted,

Jerry Mulliken, Secretary

Month		EAA Chapter 569 Calendar
April	2	7:00pm General Meeting
	5	9:00am - Noon Young Eagles, Seward, NE
	6	9:00am - Noon Young Eagles, Crete, NE
	19	9:00am - Noon Young Eagles, Beatrice, NE
	20	8:00am - 10:00am Crete Fly in Breakfast, EAA Chapter 569 - KCEK
	25	11:30am Lincoln Airport Authority Board of Directors Meeting
	27	9:00am - Noon Young Eagles, David City, NE
	27	11:30am - 1:30pm Hastings Hamburger Fly in Lunch (rain or shine) - KHSI
May	7	7:00pm General Meeting
	18	8:00am - 10:00am Crete Fly in Breakfast, EAA Chapter 569 - KCEK
	18	10:00am Flying Start, Beatrice, NE - A program which welcomes, inspires, and educates aspiring aviators about their pathway to becoming a pilot.
	23	11:30am Lincoln Airport Authority Board of Directors Meeting
	25	11:30am - 1:30pm Hastings Hamburger Fly in Lunch (rain or shine) - KHSI

Some random pictures of the March breakfast



Doug and Dave



"Sully"



Harold and Edi



Cristi and Paige

And finally ...

Jessy's Cessna 120



[Doug Prange](#) captured this stunning photo of Jessy Panzer flying her Cessna 120 with the State Capitol as a backdrop.
(September, 2014)

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