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EAA Chapter 569 Newsletter

Lincoln, NE



EAA 569 Contact Information

President

Tom Trumble
C: 402-540-6089
ttrumble@windstream.net
5545 N 17th St.
Lincoln, NE 68521

Vice President

Don Osborne
C: 402-300-0493
osbornewelding@yahoo.com
70225 Yale Ave
Fairbury, NE 68352

Secretary

Jerry Mulliken
C: 402-720-0125
jmulliken@speednet.com
118 S. 52nd St.
Omaha, NE 68132

Treasurer

Cristi Higgins
H: 202-217-9763
higginschristi@msn.com
PO Box 335
311 South West Ave.
Western, NE 68464

Tech Counselors

Erick Corbridge
402-499-1039
Corbe99@yahoo.com

Tom Henry

H: 402-791-2116
W: 402-479-1540
TomHenry3@aol.com

Young Eagles Coordinator

Cristi Higgins
H: 402-217-9763
higginschristi@msn.com

Newsletter and Web Editor

Doug Volkmer
C: 402-890-2818
rv7doug@gmail.com
3720 Stockwell Circle
Lincoln, NE 68506



Meeting Announcement

No business meeting in August.



President's Message Tom Trumble

Our meeting on July 6, 2021 was at the Duncan Aviation Engine Shop with a tour of the jet engine test cell by Lanny Renshaw. A short business meeting followed.

Oshkosh is upon us and I, as well as several others, are attending. I am hoping for good weather and looking forward to catching up for missing 2020.

Cristi and Lori are proceeding with the purchase of new chairs for our breakfast.

Some bullet point items of interest-

- o August – No general meeting (too close to Oshkosh).
- o The next Zoom business meeting will be Wednesday, August 18 at 7:00pm.
- o September 12, 4:00pm – Chapter Fly in/Drive in picnic at Shoemaker's airstrip hosted by Holly and Jon Dixon. Food at 5:00. Oshkosh debrief after. The location is 2/3 of a mile west of SW 98th St on West Yankee Hill Road. There are two driveways going south. Take the west drive. It's a long private drive (¾ mile or so). Holly and Jon Dixon have been at work making sure that the airstrip and parking are cleaned and ready for aircraft. So, feel good about flying in.

Janice Fix [donated a leather jacket](#) that belonged to her husband Jim. The jacket was used very little (as new). It is

autographed by John Glenn. We are raffling it at the picnic. The drawing will be from the names on our current chapter membership roster. If you haven't paid dues for 2021 or are unsure, please check with Cristi or Jerry Mulliken. You do not need to be in attendance to win.



The Chapter 569 picnic will return to Shoemaker Airfield in September.

Photo by [Doug Prange](#)

Lazy Crazy Hazy Days of Summer

By Tom Winter

My CFII, in 1999: "Do you know where you are?"

Me, finally, in 2021: "No."

That was Takuo Yamamoto, a young man who had come from all the way from Japan to UNO for their flight program. Last I knew, he was a freight dog. I've lost track of him, but I can still see his face, and I can still hear his voice. A very clear-spoken young man, who pronounced every syllable, and put some teeth in every consonant. When he spoke, I never had to ask "What?" I wish controllers spoke so clear, and on our first CC, he asked "Do you know where you are?"

"Des Moines Approach, I'm lost, frankly. Can you give me a vector to Pella?" After giving me a squawk, Approach gave me a vector: Recommend (recommend!) 310°.

I had already done the Piper Cub pilot trick: descend to read a water tower. Before I was a pilot but just good friends with one, I'd been in the front seat of Wally Peterson's Cub, not a care in the world, simply enjoying the day. We were on our way to a breakfast in St. Joe. At one point Wally descended. We were circling a water tower. "How did I get so far off course!" he said. Only then did I know he was pin-pointing our position!

So here I am decades later, noting a likely looking water tower. Made a smooth descent. And the darn, uncooperative water tower said RURAL WATER DISTRICT. Oh good. Thank you, Wally. We tried.

Enough screwing around.

Use the radio.

Following the vector from Des Moines Approach, I pondered my situation.

There was a mystery about getting lost: Pella, my fuel stop, is just east of Iowa's biggest lake, Lake Red Rock. It is formed by the Red Rock Dam on the Des Moines River. I held heading fearlessly, knowing I couldn't miss it. I missed it. I knew I had come far enough, so I followed the river south, thinking I had it in sight, but no. Approaching, I realized "That's not water!" What I took through the haze for Iowa's biggest lake was just a big beanfield with about the shape of the lake. I was headed the wrong way! Where is Iowa's biggest lake?

"Do you know where you are?"

"No."

The Des Moines Controller added: "at your 1 o'clock there's a highway, highway 163. It goes right into Pella."

"Thank you." Minutes pass.

"Pella is at your 12 o'clock. Do you have it in sight?"

"Affirmative."

"Radar service terminated, squawk VFR."

"Thank you."

Actually, I lied. I did NOT have PEA in sight. I finally had Iowa's biggest lake in sight, and I knew PEA was just at the south end of it. End of problem.

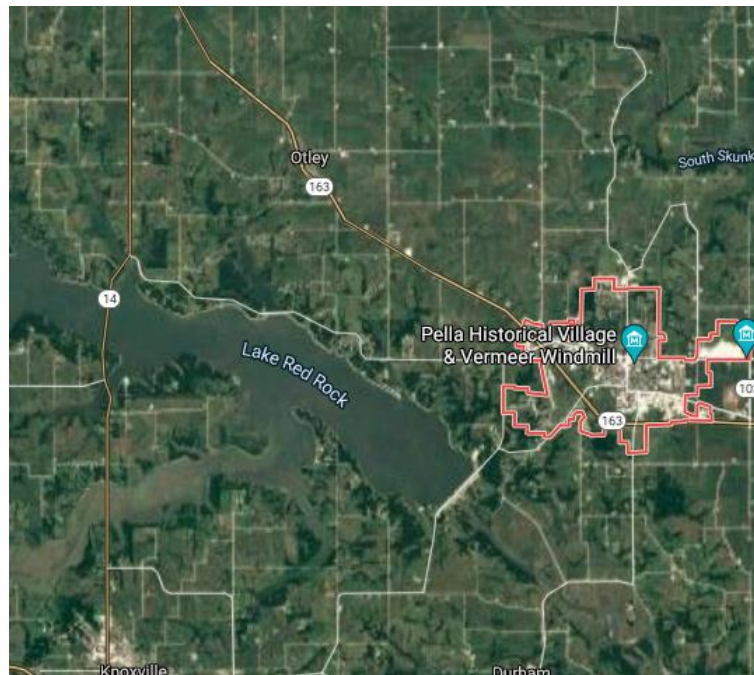
How did I miss Red Rock Lake? Haze. It took away all distinctness, and turned any color into a shade of grey. We speak of a cone of visibility; the haze, in contrast, leaves a cone of color. Green fields are green right below you, but farther out, the color distinction gets lost. I tell you, at a distance, I could not discern a big bean field from a lake.

Pilotage from Pella to Lincoln was uneventful. The waypoints on the

yellow highlighted line clicked by just like soldiers marching.

Omaha Approach was very good. The guy could talk fast, yet precisely, clearly. I hear him scold a pilot: "Heading 360, and this time I mean it!"

Another scold: "For



How do you miss Lake Red Rock?

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future reference, I gave you heading 360, and you turned on course. You missed traffic, but it could have been serious.” What an understatement!

The haze was even worse in Nebraska. Omaha Approach turned me over to Lincoln Tower before I could even see Lincoln, not to mention LNK. Worse, Tower cleared me to land before I described the runway. But I knew where it was — I had Capital Beach Lake in sight! Landed, put the Bluebird of Happiness away, unwound with a beer.

And in the west, a firefighter observed: “We don’t have a fire season. We have a fire year.” For pilots, haze is a side effect, a pilotage challenge, a pilotage inconvenience. We are all of us affected by fires that burn hundreds of square miles. Overall, it is a large-scale tragedy. And it’s not going away.

Postscript - All my GPS needed was a replacement cigarette-lighter power cord. Glad I did not know that. Pilotage gave me something essential and interesting to do through the whole multi-hour flights. Doing what the GPS line says to do is a security blanket, an eye magnet, and a bore!

For Sale

25% share in a beautiful RV-9A
[IFR equipped including ILS EFIS](#)
[with synthetic vision and](#)
[highway in the sky](#)

6 GPH cruise at 150MPH

And more! \$18,500

Click [here for picture](#)

For Sale

Tesla Model 3. I’m moving up to a model Y. Only 10,000 miles.

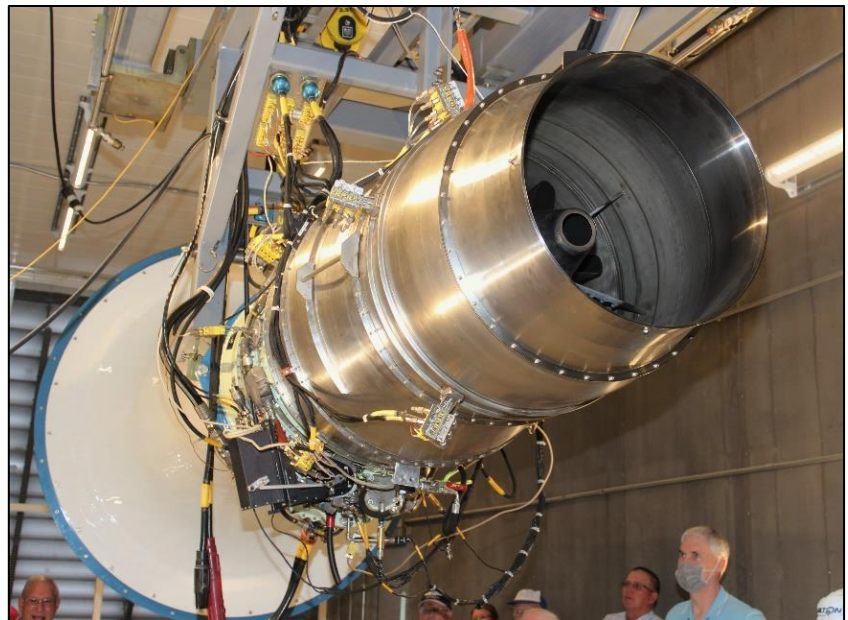
Contact Tom Henry if you are interested in any of these. His contact information is on page 1.

Chapter 569 Tour the Duncan Engine Test Cell

By Dennis Crispin



At the July meeting, Chapter 569 members were treated to a tour of the Duncan Aviation engine test cell. Lanny Renshaw (in the center of this photo), engine shop assistant manager, explained the workings of the amazing facility.



The jet engines under test are instrumented to monitor fuel flow, speed, thrust, temperatures, vibration and all the other relevant test parameters. The facility is certified for 20,000 lb. thrust turbofan engines.

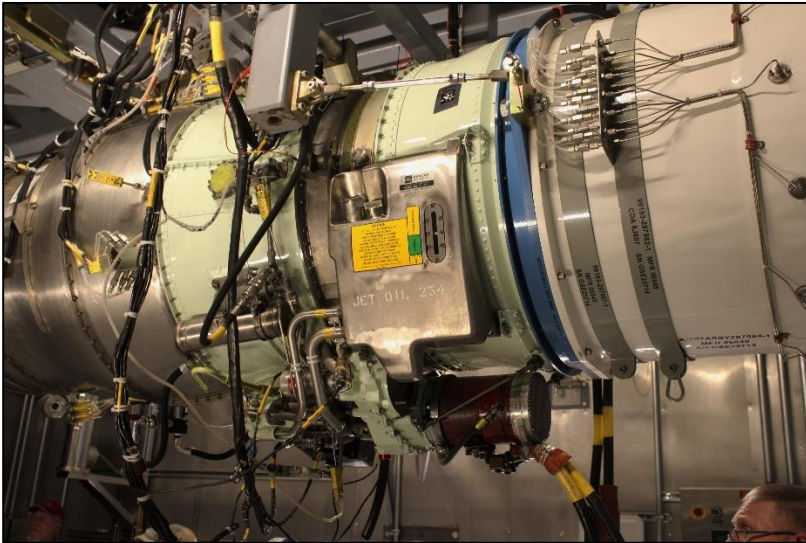
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A built-in crane lifts the engine onto its mount. Here you see the air inlet on the front of the engine. The black area behind is the vent tube that carries the jet blast outside. When running a 5,000 pound thrust TFE731 engine at full power the test cell has a 20mph wind blowing through it.



Two engineers man the test console. The extended tests can run for several hours. The system instantly discontinues the test if any anomalies are detected. The test cell is so well acoustically insulated that the screaming engine cannot be heard in the adjoining control room.



The light green section in the center of this photo is the actual Honeywell jet engine. The white device on the right is the inlet horn and the stainless-steel part on the left is the exhaust shroud. These test attachments simulate the actual mounting of the engine in the aircraft.



Two rebuilt engines are prepared for their turn in the test cell. The Duncan facility supports the Honeywell HTF & TFE jet engines, the most popular propulsion systems in executive aircraft. The shop has the capability to perform all the many repair procedures applicable to these powerplants. Engines are received for repair from all over the world.

RV Training

By Doug Volkmer

Shortly after the first flight of my RV-7 I headed to Vernonia, Oregon for some RV training with Mike Seager. Mike trains pilots to fly any of the RV models and Van's supplies him with the aircraft. Vernonia is a small town in the northwest corner of Oregon nestled in the hills. It's a logging community with trucks hauling logs of Douglas Fir through town several times a day. The airport has a single runway (turf) in pretty good shape.



Built in 2004, the RV-7 trainer has 6,000 hours on it.

I flew twice a day for three days with Mike. Each flight lasted anywhere from 1.4 to 1.7 hr. Day one started off with an hour of ground school. Mike went over the V speeds for the RV-7 along with pattern entry and landing procedures.

The plane had a couple Advanced Deck 5600 screens (think glass panel). This was new to me. Mike configured them to look like a standard 6 pack panel. It also had a constant speed prop which I don't have. Mike handled the management of that.

Each flight consisted of really getting to know the airplane. We would do steep turns, slow flight, stalls and typically ended practicing landings. We would cross the hill and head over to Scappoose and do several stop and goes on their 5,100 x 100 ft. asphalt runway.

By the end of day three I felt pretty good about what I learned. Did I feel like I could come home, hop in my RV-7 and fly it? Heck no. It was a great jump start into the transition training though. I had a pretty good handle on take offs and managing the plane in the air and in the traffic pattern. I need a little more consistency in my landings. Some veteran RV flyers say they are still trying figure the landings out.

Airspeed management is super critical for a good landing in the RV. You only have about a three or four knot window. Too fast and you'll skip and bounce. Too slow, you'll sink and bounce, thanks to the springy gear.

With practice and patience I'll get them figured out.

Minutes of the Club Meeting

Member and business meetings were held in the Duncan Engine repair facility.

At 7 PM, Lanny Renshaw, manager of the Duncan Engine Shop, led a tour of the turbine engine test cell. The facility is one of a small number in the country. The cell is in a large room the size of several shipping containers, with the engine mounted to a load cell. Intake air and exhaust enter through baffles, so the exterior noise

footprint is quite low. The engine operation and measurement protocols are highly automated. The shop is planning to expand the number of engine types they can handle. Tom Trumble thought if one of these engines could be mounted to his 172, he would have almost enough power.

At 7:42 pm, President Tom Trumble called the business meeting to order, with 15 attending.

Trumble reported that only an unsigned copy of the current bylaws can be found, although they were approved by the members as reported in the minutes. The last signed version was dated 1999. The original articles of incorporation were signed in 1976.

One clause in the bylaws states that a meeting must be held in October to elect officers.

Dennis Crispin moved, Harold Bickford seconded that the minutes of the previous meeting (as published in the newsletter) be approved. Motion passed.

Several builders provided updates on their projects.

Trumble reported on the progress of getting the EAA Ford Trimotor to Lincoln in spring of 2022. A volunteer will be needed eventually to assist with details of the event.

In old business, Colby Osborn will be taking over Dean Hoy's hangar, but volunteers are still

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needed to remove chapter equipment from the hangar. Many of the items have not been used in a long time.

Harold and Edi Bickford will be hosting with S'mores and cake for Edi's birthday on Thursday 6:30 at Camp Scholler during AirVenture. Their campsite is near the entrance.

The next business meeting will be August 18, 7 PM, by Zoom. There will not be a member meeting in August.

The Chapter picnic will be Sept 12 at the Shoemaker strip. A workday led by Cristi will be held at 9 AM Sept 7 at Shoemakers. Volunteers are needed.

Harold reported on the Midwest Aerobatics Championship. Twenty five aircraft flew. Weather was a factor, preventing ten others from participating.

Cristi Higgins moved, Steve Becker seconded a motion to adjourn. Motion carried. The meeting was adjourned at 8:16 PM.

Respectfully submitted,
Jerry Mulliken, Secretary



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News from

EAA Headquarters

EAA Sees Blue Skies Ahead After Weathering 2020 Storm

EAA survived 2020 in solid financial shape, despite not being able to hold a fly-in convention last year due to COVID-19. At EAA's Annual Meeting on July 28, EAA Treasurer Stuart Auerbach said fiscal year 2021, which ended February 2021, was a challenging year. But he said EAA managers and the board believe the organization weathered the impact of the pandemic reasonably well and that their financial position remains solid. But in early 2020, things didn't look as promising.

"Just as the year began, EAA was faced with the sudden need to navigate the unknowns of the COVID pandemic," Auerbach said. Programs and activities were placed on hold, staffing adjustments were made, and by early May, it was clear that the annual convention would be canceled. EAA staff began implementing a contingency plan to save almost all uncommitted costs of AirVenture and to implement a virtual event.

"Financially, the loss of AirVenture net income had a devastating impact on the organization's finance performance in FY 2021," Auerbach said. But support from donors and investment yields helped to offset operating losses.

Total income in FY 2021 totaled \$28.8 million, down \$24.4 million or 48.9 percent from FY 2020. However, investments increased to \$8.8 million, up \$6.8 million or 340 percent, from FY 2020. EAA's operating income was \$20 million in FY 2021, down \$31.2 million or 60.9 percent, from FY 2020, mainly due to no income from AirVenture. Donations were also down \$2.2 million in FY 2021, to \$9 million. "Much of this decline is a result of the cancellation of The Gathering, our annual fundraising gala held during AirVenture," Auerbach said.

The remaining \$11 million in other income sources in FY 2021 came mainly from memberships and subscriptions, advertising, and merchandise sales.

EAA membership decreased by 6.9 percent to 224,975 during FY 2021, likely due to the loss of renewals and new joins that occur during AirVenture. However, recent membership campaigns have recovered a considerable portion of that loss. EAA CEO and chairman of the board Jack J. Pelton said total membership is now at 240,651. "So membership is back and stronger than ever," he said.

EAA incurred \$28 million in operating expenses in FY 2021, down \$17.6 million or 38.6 percent from FY 2020, as many EAA programs were either canceled, curtailed, or delivered online. AirVenture costs were \$3.8 million, down \$9.7 million from the year before as EAA only incurred fixed costs for such things as insurance and depreciation, as well as staff

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August 11-15, 2021

Ross Aviation
1751 W. Kearney Ave.
Lincoln, NE 68524

Wednesday, August 11, 2021

9:00 a.m. to 5:00 p.m.

- B-29 & B-24 cockpit tours available all day.
- T-6 & PT-13 available for rides all day.

Thursday, August 12, 2021

9:00 a.m. to 5:00 p.m.

- B-29 & B-24 cockpit tours available all day.
- T-6 & PT-13 available for rides all day.

Friday, August 13, 2021

9:00 a.m. to 5:00 p.m.

- B-29 & B-24 cockpit tours available all day.
- T-6 & PT-13 available for rides all day.
- P-51 arrives at noon, rides available after 1:00 p.m.

Saturday, August 14, 2021

9:00 a.m. to 5:00 p.m.

- B-29 flies at 9:00 a.m. and 10:30 a.m.
- B-24 flies at 9:30 a.m. and 11:00 a.m.
- B-29 & B-24 cockpit tours available after noon.
- P-51, PT-13, & T-6 available for rides all day.

Sunday, August 15, 2021

9:00 a.m. to 5:00 p.m.

- B-29 flies at 9:00 a.m. and 10:30 a.m.
- B-24 flies at 9:30 a.m. and 11:00 a.m.
- B-29 & B-24 cockpit tours available after noon.
- P-51 rides available until noon.
- PT-13, & T-6 available for rides all day.

Attending Aircraft:

- | | |
|---------------------------|---------------------------|
| ○ B-29 Superfortress FIFI | ○ P-51 Mustang Gunfighter |
| ○ B-24 Liberator | ○ T-6 Texan |
| ○ Diamond Lil | ○ Boeing Stearman |

Cost:

\$20 Adults

\$10 (Children age 11 thru 17)

Free (Children age 10 & under)

Click [here](#) for more info

costs invested in planning for the 2020 event.

Auerbach said some of EAA's expenses were offset by a loan through the federal Paycheck Protection Program, as EAA was awarded \$2.4 million in funds. The loan was forgiven early in FY 2022.

The overall result for FY 2021 was an increase in net assets of \$800,000, or almost 1 percent. At fiscal year-end, EAA had total assets of more than \$116.5 million, a substantial portion that was liquid and available to cover debt repayment, the operating reserve requirement, and investment in furthering the organization's mission over time.

"EAA's financial reserve position was key in absorbing the impact of AirVenture 2020's cancelation and curtailed operations of fiscal 2021," Auerbach said. Auerbach said EAA held off on significant capital purchases due to the uncertain economic impact of the pandemic. Capital spending was targeted to AirVenture site development and safety. In addition, EAA acquired land on the south end of the site, he said, with plans to ultimately relocate the ultralight Fun Fly Zone.

Pelton said it is sobering to see what the organization has been through financially. "But it's been rewarding to know that we managed through the storm. The team worked hard to stick to our strategic plan and to have reserves and keep us financially solid, even without AirVenture 2020."

Pelton said he was also proud that EAA continued to deliver to its members — through publications, webinars, and so on — and never lost contact throughout the pandemic. "While we may have kept a calm presence, we were paddling feverishly under water while trying to keep calm."

However, Pelton said he wasn't too worried going into AirVenture 2021 because he knew the event only happens because of its 5,000-plus volunteers. They're committed, and they're here. I promise EAA will be strong, vibrant, and making a difference well into the future."

And finally ...

T28s at AirVenture



Thanks to Dennis Crispin for submitting this photo of T-28s performing at AirVenture 2011. The North American Aviation T-28 was a basic trainer that was ordered in three advanced versions, the T-28A for the U.S Air Force and T-28B and T-28C, by the U.S. Navy, with the latter version designed for carrier operation. It was the first trainer designed to transition pilots to using jet aircraft. Click picture to enlarge.

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

Events

Aug-Sep, EAA Webinars. [Click here for more information.](#)

Aug 6, EAA Chapter 80 Aircraft Building Laboratory and Aviation Center Open House, Omaha, NE 5:30pm Oak View Mall (3001 S 144th St.). Click [here](#) for more information.

Aug 8, Red Cloud Lions Fly-in breakfast, Red Cloud, NE (7V7), 0700 – 1000. Fly-ins eat free. More info: 402.746.3818

Sep 12, 4:00pm Chapter 569 Picnic, Denton Airfield (NE40)