

August, 2022

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# EAA Chapter 569 Newsletter

Lincoln, NE



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## Meeting Announcement

**No business meeting scheduled for August!**



### President's Message Tom Trumble

Greetings from your President.

As usual I am a day late submitting this. I'm preparing to go to Oshkosh. That's my excuse. We have had a busy month so I will be short and sweet with my report.

### Next Meeting

#### Home workshop aircraft tour Saturday, August 13, 2022

Time	Name	Address	Phone	Project
8:00 AM	Mark Gaffney	7415 N 49th St. Lincoln, NE 68514 Google Maps Unreliable	402-304-0057	Teenie Two (Nearly Complete)
9:15 AM	Steven Becker	3220 N 72nd St. Lincoln, NE 68507	402-429-0106	Whittman W10, Lyc O 320, Whirlwind Prop, Dynon
10:30 AM	Bruce Holtmeier	2210 Lynnridge Cir. Lincoln NE 68521	402-937-3482	RV 10 Fuselage
11:45 AM	Colby Osborne	1436 Cheyenne St. Lincoln NE	308-546-7006	Bearhawk Model Five
1:00 PM	Doug Elting	5701 S. Coddington Ave. Lincoln NE 68523	402-423-3916	Helicycle single seat helicopter

**Coffee, Juice, Donuts at Mark's**

### EAA Air Academy camps.

Please contact me or Cristi Higgins if you know of a young person that would be a candidate to go to the EAA Air Academy in 2023. Age 12-18 in the summer of 2023. If you have someone in mind, please contact them to see if they have an interest and then let Cristi or I know. Building an aviation interest with youth is a core value of EAA 569's mission.

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Jerry Mulliken flew Caleb and Joshua Jordan to Oshkosh on June 20 for 4 days at the Basic Camp. He flew to Oshkosh on Friday June 24 for their return. Please be sure to thank Jerry as this is a huge contribution to our camping resources. Removing the need for the Chapter to provide travel funds frees up finances (the price of two round trip airline tickets). They can't stop talking about it.

#### **From Caleb Jordan:**

*Thank you, Lincoln EAA Chapter 569 for sponsoring me to go to the Aviation Camp in Oshkosh, WI. We stayed at the Air Academy Lodge for 5 days. The lodge's basement had 5 red bird flight simulators, and many other flight simulators. Our group flew in a helicopter and also a light sport aircraft. We visited the EAA Air Museum every day. My favorite part was talking to the camp counselors who are all pilots about every aviation topic. Also, a special thanks to Jerry Mulliken for a flight to and from camp and his great explanations on planes and piloting.*



**Jerry Mulliken with Caleb and Joshua Jordan**

#### **From Joshua Jordan:**

*I love aviation, and my dream is to be a pilot. Thank you, EAA Lincoln Chapter, for letting me have this experience at Air Academy in Oshkosh, WI. I learned about stalls, trim, landings, takeoffs, how to taxi around the airport, and so many other things. We experienced 2gs and zero gravity. Aside from classroom instruction time and flight experiences, we also had hands on learning. We built air ribs that were metal, other wooden, and styrofoam air foil. The lodge we stayed at had comforting food in the dining hall, bedrooms, a game room, a library, and flight simulator rooms. I would GLADLY go again. Thank you to all EAA members for making this possible, and especially to Jerry Mulliken for flying my twin and I to Wisconsin.*

#### **Ray Scholarship Update**

Noah Philson is our Ray Scholarship candidate. We have received notification that EAA Chapter 569 has been awarded a \$10,000 scholarship for flight training. He has been working with John Cox. Noah should begin his training after the first of August with a goal of completing his private pilot check ride August, 2023. Noah will be a Junior at Pius next year so he will have quite a feather in his cap to be a pilot before graduating from high school.



**EAA Air Academy Lodge**

I am acting as the scholarship administrator.

This scholarship is at no cost to our chapter. I would like to do this every year. Now is the time to be grooming a candidate for 2023. Must be 16 prior to receiving the scholarship so that would be by May of 2023. (19 is the upper limit.)

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Noah at the EAA Museum

**Noah Philson** attended the Air Academy Camp July 12-16. He had a great time interacting with attendees from all over the U.S. and Canada. He flew in a fixed wing and helicopter. He also built a wing rib and a clock.



Noah's EAA Air Academy Class

### Young Eagles

A Young Eagles event was held on June 29 at the Division of Aeronautics to accommodate the St. Patrick's kids that we cancelled this spring. 3 YE flown.

6 YE were flown out of Duncan Aviation 7/21/22. Tom Trumble - Pilot



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### **Tri Motor**

The Tri Motor event which ended up being May 3 through about May 11 was a great success. Again, thanks to Jon Sullivan, Tiffany Thompson, Dave Fritz, Dennis Crispin and all that volunteered. 185 seats were sold.

We have received \$2,492.88 from EAA national.

Our expenses were \$797.76.

Net income \$1,695.12

### **Treasurer's Report**

<b>EAA 569 Checking</b>	\$ 1,978.87
June 7 Mtg food collection	\$ 45.00
Tri Motor Income June 22	\$ 2,492.29
Balance 7/23/22	\$ 4,516.16

<b>EAA 569 Breakfast Checking</b>	\$ 458.48
July Breakfast	\$ 455.00
Balance 7/23/22	\$ 913.48

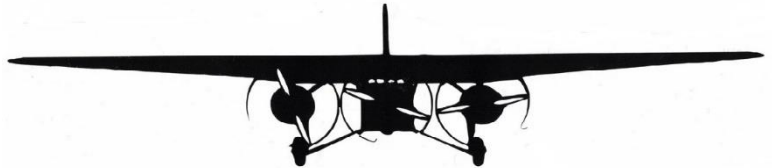
### **EAA 569 Certificate of deposit.**

Amount	<u>\$10,000.00</u>
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**Total cash assets 7/23/22    \$15,429.64**

### **President's comment**

Our financial stability is amazing. It is the result of our membership volunteering, getting things done in a professional manner at minimal costs. A huge thank you to the volunteers and members.



## The Confab in the Corn 2022

By Tom Winter

### 1. Pilotage vs GPS

This year's flight to the Cessna 150 Brigadoon, the 22nd annual Confab in the Corn, was nowhere near as much fun as last year's. Why? This year my GPS was working! Turn left 6 degrees, then seconds later, turn right 2 degrees. Constant constant course corrections, and boring boring eye-bait. Pilotage last year was better, even though I got lost amid all the smoke and asked Des Moines Center for a vector. [I'm lost frankly, I said. Can you give me a vector to Pella? He gave me a squawk, told me where to go, and that's where I went] Heat: Air was bumpy no matter how high up. Good part: GPS showed eastbound groundspeed 105 when the ASI was showing 75. "I'll pay for this" quoth I. And on the way back, I sure did!

### 2. On the ground at Clinton

This year was marked — pock-marked, I could say — with heat and wind and drenching, tent-killing thunderstorms.

Before landing at CWI, I circled Dave Paarmann's farm. I got to know him in the 13 prior gatherings at the morning kaffeeklatches in Low Moor, IA. Low Moor is so close to CWI, that it is under the pattern, and an easy bike ride. Biking there for morning coffee was one of the Confab's attractions.

There is lots to do once at the Confab: there are nerf drops, and spot landing contests, poker runs, and treasure hunts — like a car club rally — and I did none of them as it was too darn hot for flying around to be fun. What did you do then? Chat with other Cessna 150 pilots. There were 97 registrants, and almost that many 150s and 152s. Roy Lewallen, engineer who gave a seminar on shielded wiring and antennas, flew in from Portland Oregon. Jan Sederstam came from even farther away, from Finland! "How did you end up here?" I asked. Answer: He's in a flying club, and the SAAB flying club in Sweden sold off its fleet of 150s and his flying club scored one of them. He flew commercial from Helsinki Finland to Chicago and then rented a car to drive across Illinois to Clinton, IA. His English is better than mine and we had a wonderful talk about — languages!

### 3. More Interesting People

Remember when smoking indoors was permitted, and restaurants and coffee houses in Lincoln had a smoking section? In those days I concluded that the interesting people were in the smoking section. The Confab has a pavilion outside with a sign "If you must smoke, do it here." And by golly, again, the interesting people are in the smoking section. AOPA columnist and CFI of the year Catherine Cavagnaro and I are honorary smokers. She and I both started coming to the Confab in 2007, 16 years ago. Student of Bill Kershner, she is the ACE Aerobatic School (as well as a math prof). She gave a talk entitled "Ask The DPE." Her mentor Kershner had two Cessna Aerobats, one is in the Smithsonian, and Catherine has the other. (Kershner wrote THE BASIC AEROBATIC MANUAL.) She gave me two Ace Aerobatic School patches. Why? Well, most times somebody wants something cool put into Latin, I refuse on the grounds that no Roman ever said that. But the Romans



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knew all about upside down and topsy-turvy. It's SURSUM DEORSUM. And that's on the patch. I'll bring them to the next meeting.

#### 4. Zeus

Zeus Cloud Gatherer had the last word. Camping in the tent was all good until about 3:30 Saturday morn. First, I realized my tent was no longer under the wing of the plane, then the rain fly was flapping like a flag, and the rain was thrashing in. I skedaddled to the FBO. Winds at 49 knots were recorded. Doughty volunteers went out to re-do the tiedowns on the wandering airplanes. For my plane, one tie down rope held, so the Bluebird of Happiness scribed an arc in the grass! Once under a roof, I was as sodden wet as my sleeping bag, but I put my white shirt in the FBO microwave. Procedure: microwave for 30 seconds, then take the shirt out and shake the steam out of it, and repeat 4 more times, so I eventually had one dry item of clothing.

Good side: No need to pack up the tent! I actually put the remains of the tent and the sodden sleeping bag in the trash, put the wet clothes (the other wet clothes!) in the plane and launched. Took two more hours flying west than it took to fly east. Thirty miles out the Lincoln AWOS said "Wind 210 at 18, gusting to 30." About what I had already dealt with to refuel at Pella, but fortunately a familiar voice giving me the landing clearance added "wind 190 at 18, gusting to 26." Nicer. No need for a crosswind landing on the upwind wheel. I told Catherine once that the only aerobatic trick I do is the Bob Hoover, you know, that crosswind wheelie on the upwind wheel.

Glad to be home.

### Minutes of the Club Meeting

The meeting began with pizza supplied by Tom Trumble, 7:00 pm on July 5<sup>th</sup> at the Duncan Aviation Engine shop. Present were Tom Henry, Tom Trumble, Mark Gaffney, Harold and Edie Bickford, Jerry Clinch, Cristi Higgins, Dennis Crispin, Wayne Woldt, Doug Volkmer, Lyle Bender, Jerry Mulliken with Derek Schroeder and Lyle Eisenhower connecting via Zoom.

Mark Gaffney presented a FAASTeam program on advanced slow flight aerodynamics.

President Trumble called a business meeting at 8:12 pm.

No treasurer report.

Four Young Eagles were flown since the last meeting from the Nebraska Department of Aeronautics at LNK.

There will be no regular member meeting in August.

A Lincoln area member off-airport builders tour is planned for Saturday, August 13.

Tom Henry reported a technical counselor visit to a 34' Mitchell Wing project being built by Rich Boelts.

The meeting was adjourned.

Respectfully submitted,  
Jerry Mulliken Secretary

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## Nebraska Aviation T-Shirts

The Nebraska Aviation Council has a limited quantity of shirts still available for purchase.

Here are the details:

- EAA Chapter 569 has collaborated with the Nebraska Aviation Council to make their Nebraska Aviation t-shirts available for us to purchase.
- T-shirts are \$16 each (to be paid in advance)
- Our chapter will place a bulk order (need a minimum of 6 shirts for the order).
- Quantity and Sizes are limited and on a first come basis.
- Contact Tiffany Thompson to place an order ([tiffthomps518@gmail.com](mailto:tiffthomps518@gmail.com) or 402-219-2289)
- Photos of the front and back

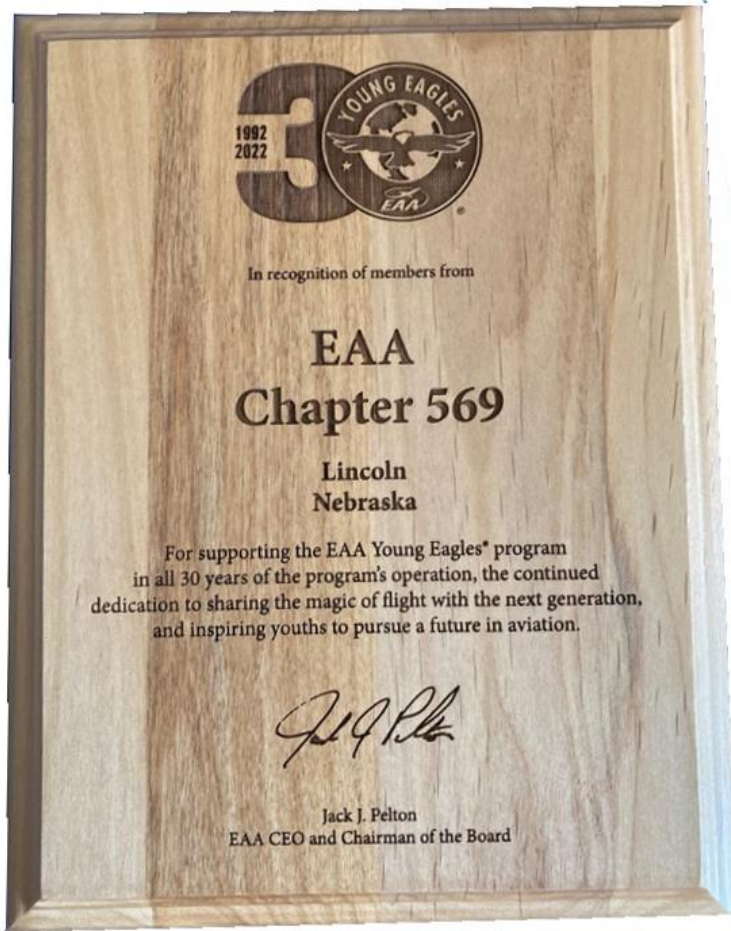


Month		EAA Chapter 569 Calendar
July	25-31	AirVenture
August	6	8:00am York Fly in Breakfast, EAA Chapter 1055 - KJYR
	13	EAA 569 Home workshop project tour.
	20	8:00am Crete Fly in Breakfast, EAA Chapter 569 - KCEK
	27	11:30 to 1:30 Hastings, Flyin Hamburgers, Antique Airplane Association
September	3	8:00am York Fly in Breakfast, EAA Chapter 1055 - KJYR
	11	EAA annual fly in drive in picnic Shoemaker's Airstrip. Hosted by Holly and Jon Dixon
	17	8:00am Crete Fly in Breakfast, EAA Chapter 569 - KCEK



And finally ...

## 30 Years of Young Eagles



Chapter 569 took home some hardware from AirVenture this year. We were recognized “for supporting the EAA Young Eagles program in all 30 years of the program’s operation, the continued dedication to sharing the magic of flight with the next generation, and inspiring youths to pursue a future in aviation”. Thank you to all who have and are currently volunteering your time to this fantastic program. So many stories have been told where it was a Young Eagle flight that sparked the aviation interest of a youngster and they went on to make a career of it. Our very own Tom Trumble is approaching 1,000 Young Eagle flights. If you’re interested in partaking in the Young Eagles program, contact Tom or Cristi Higgins.

John Cox  
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