

December, 2022

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EAA Chapter 569 Newsletter

Lincoln, NE



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Meeting Announcement

Date: Sunday, December 4th

Time: Happy hour 5:00pm, Dinner 6:00pm

Program: Christmas Party

Place: Misty's Restaurant & Lounge
6235 Havelock Ave
Lincoln, NE 68507

Parking in big lot west of building. Enter through door on south side of lot - not the main entrance.



President's Message Tom Trumble

Greetings from your President.

EAA 569 Christmas Party

Date Sunday, December 4

Time 5:00pm

Location: Misty's 6235 Havelock Ave, Lincoln, NE

I am looking forward to an evening of relaxation and visiting with friends.

Cristi Higgins will be entertaining.

Awards for Chapter members will be presented.

Harold and Edi have some great door prizes.

The new officers will be introduced.

Linda has set up a great menu that will far surpass the meager meeting menus.

(continued on page 2)

THIS IS AN UPDATE ON WHAT I HAVE BEEN DOING OTHER THAN FLYING FOR A MONTH

How time flies when you're old and having fun.

I have been assisting with my annual inspection on my 172 for some weeks now and am glad to be seeing the light at the end of the tunnel.

I find that I learn a lot about my airplane each year by doing this. One can do a lot of the grunt work, greasing wheel bearings, changing oil, cleaning and rotating Spark plugs, lubricating hinges, and getting into the deep dark reaches of the bird to find that one pulley that has been hiding.

Problem is that I find items to fix that others may opt to say its good for another year.

The good news is the engine is still giving me compression and oil burn numbers as when new despite nearing TBO.

So, with the cold weather and my OCD, this year's annual has taken a week or three longer than normal.

Good news is some maintenance items were completed that make me warm and fuzzy.

Crete Breakfast Sat. Nov. 19, 2022

The weather was cold and windy.

My airplane was mid annual.

A last-minute request to watch grandkids sealed the deal that I would not make it.

Thanks to Dave and Lori, Jon, Doug, Cristi and others who put on the breakfast.

Chapter 569's breakfast event is one of the best and most reliable.

Election of Officers

Elections were held at the last meeting on Nov. 4, 2022 with the following results.

Board Member No. 1. Tiffany Thompson (president)

Board Member No. 2. Jerry Clinch (vice president)

Board Member No. 3. Jerry Mulliken (Secretary)

Board Member No. 4. Cristi Higgins (Treasurer)

Board Member No. 5. Doug Volkmer (Newsletter editor)

Board Member No. 6. Tom Trumble (immediate Past President)

We have a great team for 2023.

Young Eagles event was held.

Date: Friday Oct. 28

Location: Nebraska Division of Aeronautics.

Time 9:30am

St. Patrick's 8th grade

Welcome Dennis Schmitt, new BIE Manager

By Tom Winter

“Without fuel, pilots are just pedestrians” — motto of the POL Airmen

Dennis Schmitt grew up in Ord, Nebraska, and regularly biked to Evelyn Sharp field to enjoy seeing the airplanes. Lifelong aviation fan, Dennis built stick and tissue models, and radio control models and, logically, joined the Air Force, and did so early enough that the choice of specialties included being a tail gunner on a B-52!

Instead, he got into fueling them. His background will serve him well at BIE and serve us well, too: He spent his military career as a POL Airman. POL? you say. That’s for Petroleum, Oil, Lubricants. It’s a specialty that I knew nothing about. “Besides handling jet fuel, these professionals are also responsible for operating the vehicles, maintaining the equipment and storage facilities that are essential to the refueling operation and ensuring compliance of all safety regulations while handling these volatile liquids.” To see more on Air Force POL Airmen, check out the story “We Fuel The Flight” at [POL: we fuel the fight](#). Dennis noted that they had other meanings for the POL acronym.

After the Air Force, Dennis handled line operations and customer service for KCAC Aviation at Johnson County Executive Airport (OJC), then assisted with marketing for Pilatus, a job with a huge perk: staffing the Pilatus/Piper booths every year at Oshkosh.

Dennis is committed to Diana Smith’s tradition of keeping a welcoming airport, with good presentation. In addition to BIE being a good fit and a good home, an attraction of the job was renewed closeness to family, as Beatrice is hometown for his wife Shannon. Let’s all welcome him to the eastern Nebraska pilot fraternity.



Dennis's Mug, a souvenir from his Air Force Days.



Dennis Schmitt and Diana Smith, together on the occasion of Diana's retirement after 50 years at BIE.

Minutes of the Club Meeting

The November 1, 2022 7:00pm general meeting was held at the Duncan Aviation Engine Shop.

Jon Svoboda shared his experience with flying the back seat in a F-104 Starfighter. While most of those participating in the program are F-16 or F-18 pilots, no turbine or warbird experience is required. You too can go from Mach 1 to Mach 2 in roughly 60 seconds. You may sign up at [Starfighters.net](https://www.starfighters.net) if you have \$31,000 available.

At 7:56 pm, President Tom Trumble called a business meeting to order.

Treasurer's report showed \$7,146.09 in EAA 569 checking, \$1,795.22 in the breakfast account, and \$10,000 in a certificate of deposit.

Harold Bickford moved, and Tom Henry seconded, a motion to close nominations and approve the following slate of directors for 2023:

Director 1 (President)	Tiffany Thompson
Director 2 (Vice President)	Jerry Clinch
Director 3 (Secretary)	Jerry Mulliken
Director 4 (Treasurer)	Cristi Higgins
Director 5 (Newsletter editor)	Doug Volkmer
Director 6 (Past President)	Tom Trumble

The motion was approved.

Tom Henry moved, Harold Bickford seconded a motion to elect the proposed slate of offices by acclamation. The motion was approved unanimously.

Candidates for the EAA AirVenture Air Academy session (July 28-August 5 2023) are being sought. Candidate maximum age as of March has been raised from 14 to 18. Mark Gaffney and Cristi Higgins were appointed to the selection committee.

The next fly-in breakfast will be November 19. Cancellation date is November 16.

Noah Philson now has 10 hours dual with John Cox.

The EAA 569 Christmas Party will be December 4, 5 pm, at Havelock Misty's. RSVP to Cristi by November 28. Bring door prizes.

Tom Winter moved the meeting be adjourned, Lyle Bender seconded. Meeting was adjourned at 8:12pm.

Respectfully submitted,
Jerry Mulliken,
Secretary

Aviation Investigation Final Report

Location:	El Dorado, Kansas	Accident Number:	CEN12LA135
Date & Time:	January 13, 2012, 17:50 Local	Registration:	N714BS
Aircraft:	Cessna 150M	Aircraft Damage:	Substantial
Defining Event:	Loss of engine power (partial)	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot was on a local flight and the airplane had climbed to an altitude of about 10,700 feet. The pilot reduced the power and established a glide. At an altitude of about 8,000 feet, he advanced the throttle, but the engine only reached about 1,500 rpm. He checked the throttle and mixture controls and applied carburetor heat; however, the engine rpm kept getting lower. During the forced landing in a field, the airplane impacted an embankment and nosed over, coming to rest inverted. An examination of the engine failed to identify any anomalies that would account for a loss of power. A review of the carburetor icing probability chart revealed that the weather conditions were just outside favorable conditions for the formation of carburetor icing. Additionally, the air temperature and moisture content at 8,000- to 12,000-foot altitude were not conducive to carburetor icing. A review of Transport Canada's publication, TP10737, "The use of automobile gasoline (Mogas) in Aviation," dated March 31, 1993, noted that, "Mogas is generally higher in volatility than Avgas [aviation gas]. Mogas will thus absorb more heat from the mixing air when vaporizing, resulting in ice accumulation at higher ambient temperatures. The likelihood of carburetor icing while flying on Mogas is higher." Despite the low power setting during the glide and the use of Mogas, the weather conditions near the accident site did not appear to be favorable for the formation of carburetor icing. The reason for the loss of engine power could not be determined.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The loss of engine power for reasons that could not be determined because postaccident examination of the airframe and engine did not reveal any anomalies that would have precluded normal operation.

Chapter 569 Picnic

The Chapter 569 picnic was hosted by Jon and Holly Dixon on September 25th at Shoemaker Field. The picnic was very well attended. A nice variety of items on the buffet line cured whatever appetite picnickers had when they arrived. Dennis Crispin capped off the picnic with a review of AirVenture 2022. This was Dennis's 37th year volunteering at AirVenture. More photos from the picnic can be found in the Photo Gallery at www.eaa569.org. A BIG thanks to Jon and Holly for hosting this event.



Month		EAA Chapter 569 Calendar
December	3	8:00am York Fly in Breakfast, EAA Chapter 1055 - KJYR
	4	5:00pm EAA 569 Christmas Party Misty's 6235 Havelock Ave
	10	1:00pm to 4:00pm Omaha Chapter 80 - Youth participation Airplane build. RV-12, Oakview Mall 2nd Level
	17	8:00am Crete Fly in Breakfast, EAA Chapter 569 - KCEK
January	3	7:00pm EAA 569 Meeting. Duncan Engine shop 5000 NW 44th Lincoln, NE Food Served
	7	8:00am York Fly in Breakfast, EAA Chapter 1055 - KJYR
	14	1:00pm to 4:00pm Omaha Chapter 80 - Youth participation Airplane build. RV-12, Oakview Mall 2nd Level
	21	8:00am Crete Fly in Breakfast, EAA Chapter 569 - KCEK



Chapter Dues for 2023

Believe it or not, it's that time of the year again to renew your Chapter dues. The annual amount is \$25.

Whether you are a new member or renewing your membership, we are encouraging members to go to the Chapter website (www.eaa569.org) and fill out the online form. To get to the form, select **Join** on the Chapter website home page and follow the instructions on the page. After submitting your form, you will be instructed on where to mail your \$25.

For those members who prefer to fill out the paper form, a copy is included below.

EAA Chapter 569 Membership Form
Include your \$25 check made out to EAA Chapter 569

Mail to: Jerry Mulliken
118 S 52nd St
Omaha, NE 68132



New Registration or Renewal: _____

Full Name: _____ Spouse: _____

Address: _____

City: _____ State: _____ Zip Code: _____

Phone: _____ Email: _____

EAA Number: _____

Would you like to receive the monthly Chapter Newsletter via email? Yes No

Experience With (wood, metal, welding, composite, fabric, electronics, paint)?

Flying and/or Building Information:

Other comments:



And finally ...

200 mph club!



Jon Sullivan is over half way through his 40 hour Phase 1 testing in his RV-4. He is using [the EAA Flight Test Manual](#) as a guide. Along with that, he is also following the guidelines spelled out in FAA AC 90-89B. On a few occasions, he [has seen groundspeeds over 200 mph](#). Jon, who would regularly make trips back to his old stomping grounds in Oshkosh, NE in his Cessna 150, now will be able to cut that flight time in half. Oh, and his 89 year old mom wants a ride in his RV-4 next time he comes back. Click picture to enlarge.

John Cox
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*May your holidays glow
bright and all your dreams
take flight.*