

December, 2025

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EAA Chapter 569 Newsletter

Lincoln, NE



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Meeting Announcement

Date: Friday, December 12th

Time: 6:00pm (Dinner served at 6:30pm)

Program: Christmas Party

Place: St. Patrick's Church, Finnigan Hall

Address: 6120 Morrill Avenue
Lincoln NE 68507



**Greetings
from
President
Tom Trumble**

November 4, 2025 Regular Meeting at the Lincoln Airport Terminal

A big thank you to Rich Boelts for his demonstration on the Oratex fabric.

EAA Chapter history

The Initial Articles of Incorporation for EAA Chapter 569 were filed with the Nebraska Secretary of State on June 9, 1976. 2026 will be our 50th year anniversary. Please offer your ideas on what we might do to commemorate the event.

Saturday Oct. 18 was the last Fly-in Breakfast for 2025

I'm writing this looking out my window. Third day in a row of overcast, wintry looking skies. Looking forward to the first breakfast next year on Saturday April 18, 2026.

The board of directors were elected at the November 4 meeting

The existing Board of Directors/Officers were elected for 2026.

Director 1	President	Tom Trumble
Director 2	Vice President	Jerry Clinch
Director 3	Secretary	Jerry Mulliken
Director 4	Treasurer	Mark Gaffney
Director 5	Newsletter Editor	Doug Volkmer
Director 6	Immediate Past President	Tiffany Thompson

The Christmas Party and sign-up information is on our web site EAA569.org.

You can also send your reservation to:

Mark Gaffney
7415 North 49th St.
Lincoln, NE 68514

\$25 per person.

Catering by Ricky's Café of Hanover, KS.

Date: December 12, 2025

Time: 6:00pm Social, 6:30pm Dinner

Location: St. Patrick's Catholic Church Social Hall

6120 Morrill Ave. Lincoln, NE

Program: St. Patrick's Children's Choir.

Dwana Henry has been working hard on this year's party to make it a special Holiday event. I am looking forward to a good meal and good company. Please come help set up for the Christmas party at 4:00pm on December 12th.

The January 6, 2026 Meeting will be held at the Lincoln Air Terminal 2nd Floor meeting room.

The program will be Paul Hamer discussing his 1992 around the world Air Race.

Minutes of the Club Meeting

The November 4th member meeting of EAA 569 convened at 7:00pm in the second-floor meeting room at the Lincoln Airport Terminal. There were 13 regular members in attendance.

Rich Boelts gave a presentation on Oratex Aircraft Fabric. He is building a Mitchell Wing Ultralight.

This fabric is lightweight, with glue that is non-toxic, and no coatings are required. It comes in 8 colors and can be painted. You do need a high-quality digital heat gun for specific temperature control. "Glue it, shrink it, fly!" according to their website betteraircraftfabric.com Thanks Rich!

President Tom Trumble opened the business meeting at 7:45pm.

The minutes of the October meeting were approved by Mark Gaffney, 2nd by Tom Henry.

Treasurer's Report by Mark Gaffney:

Interest on CD	\$28.77
Breakfast (October)	\$765.00
EAA 569 checking	\$7,150.27
EAA 569 breakfast account	\$5,628.88
EAA 569 CD	\$10,000.00
Total assets	\$23,572.92

Motion to approve by Tom Trumble, 2nd by Tom Henry.

Elections:

There were no additional nominations for the Board of Directors so there was a call for a motion to close nominations by Lyle Bender, 2nd by Jerry Carlson. Then a motion to accept the current slate by Tom Henry, 2nd by Jerry Carlson. The Board will remain the same as last year. Thanks everyone!

Young Eagle Report:

Tom Trumble reminded us of the next open event November 8th at Seward. To sign up as a pilot, volunteer, or participant, you can now go to the EAA 569 website.

Our Chapter's 50th year-2026:

Tom is asking for your help in creating an activity next summer to recognize our Chapter 50-year anniversary. Hosting the Ford Tri-Motor is not looking favorable. Dennis suggested we consider requesting a visit by "Doc", the B-29??? Dennis is going to check with his sources. Another idea might be to have a 'homebuilt' show, like a car show. Are there enough in the club? Keep those ideas coming!

The Midwest Aerobatic Club is interested in hosting an introduction to aerobatic flying event at the Seward Airport. It might include a demonstration flight and what goes on at an aerobatic contest. If

you are interested, contact Tom Trumble to be added to a list. Tom Henry has signed up! No date has been set.

The EAA 569 Breakfast has been suspended for the year and will continue April 18, 2026. Doug Volkmer reported it appears we have lost a few participants but also gained some perhaps from the Omaha area. Receipts are up :-)

Dues are DUE! Tom shared that the club needs to pay national fees for insurance, etc. by December 1st. So, it would be great if you could pay your dues soon. Dues are \$25. [Online payment is available](#) on the website, or send a check to:

Mark Gaffney
7415 N 49th St
Lincoln, NE 68514

Tom received an email that the Safari Helicopter business (looks like a Bell 47) is for sale. They have been operational since 1992. Contact Tom Trumble if interested.

The next meeting will be **January 6, 2026**. The program will be Paul Hamer and Harlan Hain who participated in an Around the World Air Race.

There was some discussion as to whether we would like to meet in this room or in the Darlene Christianson room over at Duncan Aviation. Due partly to added security at Duncan it was decided that this meeting room at the Lincoln Terminal was fine.

The EAA Christmas Party will be December 12, 2025 at St. Patrick's Church, Finnegan Hall 6120 Morrill Avenue, Lincoln, NE, 6 pm. Catering by Ricky's Cafe, Hanover KS. Cost is \$25 per [person payable online via the website](#), or by check mailed to Mark Gaffney. Treasurer Mark Gaffney will create a list of people who have paid by check and on the website for the Christmas Party.

The meeting was adjourned at 8:09pm by Jerry Carlson, 2nd by Lyle Bender.

Respectfully Submitted,

Holly Dixon, the only person with a pen!



Old Pilots And A New Adventure

By Glen Witte

When we were young, every day was a new, exciting, educational adventure. Especially with a newly minted pilot's certificate in our pockets. Having aged, I, like many of my fellow pilots, discover that a New Adventure means an introduction to another flight-ending syndrome. Every time I visit a new doctor, my magnificent example of hearty mature manhood crumbles into bits of dust to be swept into a janitor's trash can. More tests, more physical invasions, more time depleted, more money exhausted, more alternative insurers frightened away. The goal of returning to the cockpit slips farther and farther away.

My medics usually find no particular problem that a pill can't fix or stave off. But the real problem is the extreme debasement and harsh abuse of the human psyche. My psyche! My self-image. My well-founded and evidentially supported internal concept of a healthy male successfully aging with full faculties and physical capabilities. Destroyed! Again! Repeatedly!

The only prevention of such destruction is to assiduously avoid confrontations with medical professionals. Especially, specialists. Each specialist has a list of defects to be cured, preceded by a catalog of tests to be conducted. The number of specialists exceeds the number of physical parts in a human physique. I conclude my psyche cannot stand any more medical attention.

For my own constitutionally guaranteed right to self-protection, I resolve to never talk to another Specialist!

I had, before my most recent Resolution as stated in the preceding paragraph, contemplated seeking remedy for certain matters that might be considered defects in my physique. For instance, the ribs stubbornly refuse to detach the clingy flab. My spine has adopted a certain conformation to the curves of my favorite rocking chair. Maybe there is a relief from the discomfort my scalp suffers by cold breezes. Should I visit specialists on these issues? NO WAY!

A flab specialist would likely withdraw blood at 15-minute intervals for a 148-hour week to identify a gene missing a necessary enzyme for losing fat that has persisted through thousands of generations originating with the Neanderthals.

A spine specialist would dismiss the curved back complaint as a natural condition, considering the overpowering fact of having defective Neanderthal genes, as detected in the preceding test.

I have heard of implants as a remedy to alopecia, perhaps now within my financial capability. The specialist, however, would certainly advise against such a simple remedy as being without reliable



benefit in scientific tests and would instead recommend an amputation and replacement of defective scalp, and, if it is discovered in the operating room to be necessary, the removal of subcutaneous bony structures and even excavation of the mushy gray matter below!

So, NO WAY! No more doctors! I know my limits. My psyche can't handle any more specialized abuse!

But, if I never talk to a medical professional, how can I get back in the cockpit? My medical professionals found no explanation for my micturition syncope incidents. I was afraid my AME would flunk me for lack of a medical causation of my syncope. So, I did not apply for my medical renewal. But no doctor has said the incidents are life threatening or are a predictably recurring syndrome. (I wish there was a verifiable cause, just so we all would know.) I understand the FAA has allowed pilots to gain medicals even after a second Syncope, but the medical reports are much more closely examined. So, who knows?

You tell me, "Look at Moss Ache." What is Moss Ache? Oh, MOSAIC. So, what is MOSAIC? I guess I better check it out. Just like my good ol' flying friends do! Might be good for my Psyche!

*Glen Witte
Farm Kid, Ex-Lawyer (or soon to be?)
And pilot Wannabe, again*

Condition Inspection

By Doug Volkmer

November is condition inspection month for my RV-7. I started on it the last week of October. With this being my fifth one, I feel like I'm getting pretty good at taking it apart and putting it back together. I have a 3-page checklist I follow and mark things off as I go. No major issues were uncovered. Van's has a great plane here, in that it is a solid performer, a joy to fly and easy to maintain. I have only logged 17 hours on the plane so far this year, the fewest in a year since I've been flying it. I need to fix that!

With the inspection behind me, my plan now is to dig the polish out and finish up that project. I've ordered some stripes from [Aerographics](#) (pictured) and am planning to put them on after the polishing. Should jazz it up a little bit.



I did play around with the GoPro camera this year. I picked out some of the better footage and assembled them into a 3 plus minute video. Click [here](#) to check it out.

Happy Thanksgiving! May your holiday be filled with laughter and joy. Be sure to count your blessings and gobble til you wobble. 😊

Builder Updates

By Doug Volkmer

Andy Lahr is making good progress on his Pelican PL. He recently painted it himself using Aerothane by Poly-Fiber. He'll have the doors and windshield installed soon. Also, once a couple special bolts arrive, he'll have the wheels on too.



Colby Osborn recently picked up the engine for his project. His engine, a Lycoming angle valve IO-540 (K1G5D) will power his Bearhawk 5. Colby has a real nice 24' x 32' shop and is hoping to make good progress on it this winter.

100LL prices as reported by Airtav FBO on 11-16-25					
Prices subject to change without notice. NL=not listed					
		Dist (NM) from KLNK	/Gal.	Service	
Lnk	Duncan	0	\$ 6.22	FS	
Lnk	Atlantic	0	\$ 6.73	FS	
KCEK	Crete	16	NL		
KSWT	Seward	16	\$ 5.50	SS	
KAHQ	Wahoo	24	\$ 5.75	SS	
KBIE	Beatrice	33	NL		
KFBY	Fairbury	44	\$ 4.85	SS	lowest
KAFK	Nebraska City	43	\$ 4.96	SS	
KPMV	Plattsmouth	39	\$ 5.04	SS	
KJYR	York	39	\$ 5.00	FS	
KAUH	Aurora	56	\$ 4.85	SS	Lowest
KFMZ	Fairmont	40	\$ 5.10	SS	
KOLU	Columbus	45	\$ 5.51	FS	
KFET	Fremont	38	\$ 5.40	ss	
OG3	Tecumseh	44	\$ 5.80	SS	
93Y	David City	29	\$ 5.25	SS	

The “hundred-dollar haircut” ain’t easy

By Tom Winter

Flight Plan: fly to Scribner State Airport, bike 4 miles east to Hooper, get lunch and a haircut in Hooper.

Well, that was the plan.

Contretemps at LNK. Tower packed four numbers on to my take-off clearance: “Cleared. [#1] Heading One two zero. [#2] Wind Two one zero at [#3] One zero, [#4] gusts to One four.” “Heading two one zero” I replied. No correction to my readback, and so I turned right to 210! I had switched Two One for the One Two! Tower got excited. TURN LEFT HEADING ONE TWO ZERO! “Turning left,” I assured him. Could have been serious, at least written-up serious. Departure set me free (“Altitude discretion, own navigation”) So I flew north past Lake Wanahoo, and across the Platte to SCB. Lovely day for it.

Crosswind landing required dancing on rudder pedals, coordinating with ailerons. Nobody home at SCB (turns out they have a meeting with Olsson Associates about improvements to the apron. And improvements are needed. That apron is jolting bumpy).

Landed, unloaded the origami bicycle, pedaled 4 miles into Hooper on County Road J. Lunch at The Office. Beef noodle soup there is good. Don the barber, who recently raised his price from \$10 to \$12, has retired. Roxanne at the City Hall directed me to Hair Depot. “How can we help you?” “You’re kidding. Look at my hair. After you cut it, you could knit a sweater.”



“Oh, you are the pilot who called last week. We are appointment only.” I begged that I’d flown and bicycled here for a haircut. The two ladies, each one at work with a client, relented. “We could take you in 45 minutes.” After a moment’s thought, I left and hopped on my bicycle. Now when you pedal from Hooper back to County Road J, there is a long monster hill, and should you succeed in getting across HWY 275, another monster hill awaits. On this second one, I gave up and was walking the bike when an elderly couple pulled alongside. Did I need help? 81 years have taught me to accept offers of help.

“Yes, please!” I folded the bike so my Samaritan could stuff it in the back of the Chevy Tahoe. I got in. We did the introductions. Mike and Pam Milliken drove me back to SCB.

Nice tailwind on the flight back (96 knots on the GPS!) Landed with another crosswind (Wind 14 at 310 gusting to 17). I was landing on 35, so the wind was 40° off the runway. Did my landing dance. Made the first turn-off, put the plane away.

And I still need a haircut.

EAA 569 Annual CHRISTMAS PARTY

We invite you to join us for an evening of fellowship, great food, and festive holiday spirit!

DATE: Friday, December 12, 2025

TIME: 6:00 p.m. (Dinner served at 6:30 p.m.)

LOCATION: St. Patrick's Church, Finnigan Hall
6120 Morrill Avenue, Lincoln, NE 68507

RSVP: by **DECEMBER 1ST**
\$25 Per Person

MEAL CATERED BY:
Ricky's Café of Hanover, Kansas

ENTERTAINMENT PROVIDED BY:
St. Patrick's Children's Choir

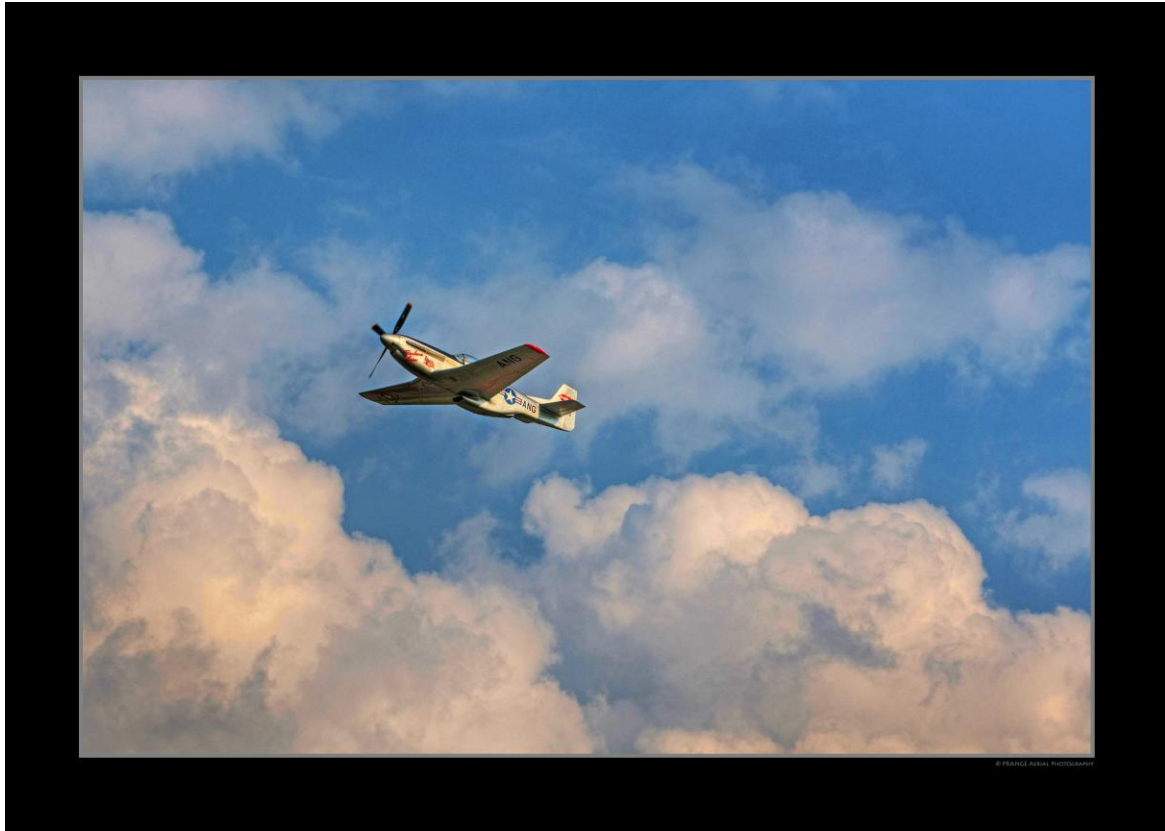
Pay online at (eaa569.org) or mail check to:
Mark Gaffney
7415 N 49th St.
Lincoln, NE 68514



Note – If you can help, setup for the Christmas Party will take place from 4:00 – 5:00 on December 12th.

And finally ...

Barbara Jean



Another great photo by [Doug Prange](#) of Harry Barr in his P-51, "Barbara Jean".

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

