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EAA Chapter 569 Newsletter

Lincoln, NE



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Meeting Announcement

Date: Tuesday, February 7th

Time: 7:00pm

Place: Duncan Aviation Engine Shop

Address: 5000 NW 44th St – Lincoln, NE

Topic: STOL Drag Racing presentation by Collin Caneva.



President's Message Tiffany Thompson

As your new president, I want to tell you a little about myself.

I grew up in Osceola, Nebraska, but I have lived in Lincoln for almost 20 years. My husband, Shaun, and I will be married for five years this coming May. I have two-step kids, Shea (24) and Asher (15), and two dogs, Mack and Molly, that are litter mates. I discovered my love of aviation when I was hired as a civil engineering technician on the airport team at Kirkham Michael 17 years ago. Working with airports became my passion, and I recently took a new job as the Airport Services Manager at the Nebraska Department of Transportation, Division of Aeronautics, allowing me to continue my passions.

I've really enjoyed attending EAA meetings and events, and it has allowed me to make new pilot friends, learn about flying, and learn about airplanes. Now when I see an airplane, all I can think about is what it's like to fly in it!

Avoiding Eternity: The Lesson of a Steeplejack

By Tom Winter

Executive summary: When eternity is ever so close, you've got to respect where you are. If you want to keep something, maintain it and keep a roof over it. And again, and always, respect where you are.

Back in the 70s, the Lincoln Star sent a reporter to interview the steeplejack who was mending the capitol dome. There were no scaffolds, just a safety cable.

In the interview there was this unforgettable nugget:

"Ever get complacent up there?"

"Oh heavens no! You've got to respect where you are!"

And long-lived domes bring thoughts of maintenance. Without a budget for maintenance, any structure is doomed to ruin, same for domes in Rome or domes in Lincoln. Why is the Pantheon in Rome still complete? Easy. This greatest and oldest poured concrete dome has always been in use, whether as temple of all the pagan gods or as a Christian church or as today's tourist magnet, in use and maintained. Even when the infamous Urban VIII stole its copper roofing to make cannons, he respected the building enough to replace the copper roofing with lead sheets, which to this day are subject to repair or replacement as needed.

Contrast this with the typical aerial view of an ancient site: you see lines where once walls were standing, and the lines are all that's left of the ancient buildings. Mud brick is great, so long as the roof holds, but when the roof fails, it's all over. Even a roof of kilned tiles needs maintenance, or, the sun-dried bricks they protect simply wash away, and here is just mud higher than the surrounding ground. It's the upside down of the car-collector motto: "No floor, no car." I.e., no roof, no building.

In our case, eventually, it can be no hangar, no plane. One of the Cessnas I learned in was out in the open when a thunderstorm passed through. I saw it upside down and crumpled like a beer can. If I hope to fly, I'm going to hangar my plane. We are blessed at LNK for hangars. My hangar rent for this current year comes to \$4.70 a day. I'm glad I can pay it; I'm glad to pay it.

Back to respecting where you are, it applies well almost everywhere.

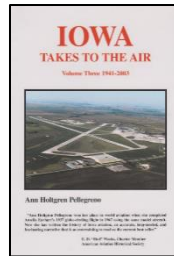
More than once, in my 45 years of college teaching, trying to help a student who thought partying was important, I repeated the steeplejack story, closing: "You've got to respect where you are. In your case, you're in college."

But finally, every pilot reading this can relate that steeplejack's line "you've got to respect where you are" to every point of our flying procedures, including the joy of flight itself.

Book Review

Iowa Takes to the Air Volume Three 1941-2003

By Dennis Crispin



Ann Holtgren Pellegreno established her place in aviation history by flying around the world, successfully retracing the Amelia Earhart route. Flying a Lockheed Electra 10E only a couple serial numbers from the one that Earhart flew, she planned her flight to arrive over Howland Island thirty years to the day, and almost to the hour, after Amelia should have been there.

Ann Pellegreno's bio says that she is a professional musician, teacher, aviator, lecturer, farmer and author. As an author she has penned several books involving her adventures as a pilot and a trilogy on the history of aviation in Iowa. *Iowa Takes to the Air, Volume Three 1941-2003* is the subject of this report.

It is not a large book, only 350 pages including lengthy references and index, but it is filled with extensive research on everything that happened in Iowa aviation during that time period. It is not about airplanes and airports, but rather about the people that made it all happen. Almost every paragraph contains names of those men and women who were involved. If you have had any exposure to aviation in the central states in recent years, you will recognize many names and perhaps find people that you have met.

There are countless little stories that the reader will find absolutely fascinating. There was the attempt to start an airline with a single Cessna 195 airplane. An enterprising farmer got into the crop-dusting business by rigging a hopper under his homebuilt, Model A Ford powered, Pietenpol. The mortuary that offered air ambulance service with a special stretcher in a Beechcraft Bonanza.

As the book covers the time span just before, during, and after WW2, there is a wealth of information about the many governmental programs that were intended to increase the supply of pilots and aircraft technicians and the proliferation of flight schools to take advantage of the G.I. Bill flight training.

One is amazed at the amount of bonded indebtedness that small communities used to establish new airports in the 1940s & 1950s when every town wanted to get in on the aviation boom.

It is all here: airlines, FBOs, flight schools, ag operators, maintenance facilities, museums, flying cubs, air shows, fly-in pancake breakfasts, EAA chapters, Flying Farmers, charter services, Air National Guard, Air Force Reserve, collegiate aviation programs, air age courses in the public schools, air ambulance, aircraft manufacturing, production of aviation radios, instruments & electronics and any other endeavor connected to aviation.

The aircraft range from airliners and corporate jets through light aircraft to helicopters, gliders and balloons. Included are antiques, classics, homebuilts, and military craft.

The book is the history of aviation in Iowa, but if you change the names of the people and towns, the stories could have been in any of the central states.

If you are interested in an often-overlooked part of recent American history, *Iowa Takes To The Air, Volume Three 1941-2003* is highly recommended.

Minutes of the Club Meeting

The January 3, 2023 general meeting was called to order by Vice President Jerry Clinch at 7:12pm, as technical difficulties with the AV system were being ironed out. About 15 members were present in real time, and another 4 joined virtually via Zoom, including President Tiffany Thompson, who is recovering from a tough couple of months. We wish her well.

The business meeting was paused at 7:17pm when the problems were diagnosed by an ever growing team of local experts, so that Buddy Smith could tell us about his Air Force career flying the Phantom F-4. He flew many unarmed reconnaissance missions that depended on skill and speed to elude the bandits. The F-4 was an excellent warbird, and Buddy knows how to fly it.

After an hour or so, the business meeting resumed.

Treasurer's report:

- Checking account \$5245.23
- Breakfast account \$1957.01
- Bank CD \$10,000

Cristi Higgins reported that EAA is doubling the chapter reimbursement for flying Young Eagles. She is approaching companies such as Duncan to recruit. Open events have had unpredictable turnouts, and public school administrators are uncooperative. Mark Gaffney suggested advertising events on Nebraska Pilots.

Thirty-four Christmas party tickets netted a deficit of \$58.06 after expenses. Tiffany is preparing a survey to learn how members feel about several options for the next Christmas party. Because of inflation, the next party will likely cost more.

Noah Philson has 13 hrs and is nearing solo with John Cox. John has billed EAA 569 \$2058.27 of \$4,000 in the Ray Scholarship account. The remaining \$6,000 payment from EAA will be available after Noah solos.

The EAA 569 Secretary (yours truly) is charged with filing with the Nebraska Secretary of State an annual form listing organization officers.

Next meeting will be February 7, 2023, 7 pm, Duncan Engine shop. The meeting may be moved downstairs to a classroom with better AV facilities and no steps to climb. Check the newsletter for location.

Cristi Higgins moved the meeting to be adjourned. Motion passed at 8:52pm.

Respectfully submitted,

Jerry Mulliken, Secretary

We want to hear from you!!

Please help us in the planning of the Christmas Party for 2023. The attendance numbers have been declining the past few years. It is time to wipe the slate clean and start over. This is where YOU come in. A survey has been put together to gather your thoughts and comments. You will remain anonymous as we are not capturing any identifiable information. Please take a few minutes and fill it out. Click [here](#) for the survey.

Meanwhile, the Christmas Party for 2022 was held at Misty’s on December 4th. Cristi Higgins provided the entertainment and service awards were handed out. Also, Jon Sullivan was presented his First Flight Award. Pictures of the event have been posted in the [Photo gallery](#) on the Chapter 569 website. The evening concluded with the raffling of the door prizes. Thanks to everyone who donated a prize.

Classifieds

Numerous items for sale after some upgrades to an RV-7A. Contact Paul Selivanoff at richmondhillhomes@yahoo.com if interested in any of the following items. Click on any picture to enlarge.

							
AOA System	Pitot tube Cover	Basic Van’s Air Vents	Halon Fire Extinguisher	Optional Air Vents	Ray Allen Trim	Ray Allen Trim	Safety Trim

Tesla For Sale

2019 Tesla Model 3 SR+, 21,000 miles, EPA range 240 miles, Asking \$39,900.00
 Contact Tom Henry at 402-791-2116. Leave message.

Month	EAA Chapter 569 Calendar	
Febuary	4	8:00am York Fly in Breakfast, EAA Chapter 1055 - KJYR
	7	7:00pm General Meeting. Collin Caneva - Program: STOL Drag Racing, Location Duncan Aviation, 5000 NW 44th. Lincoln, NE
	18	8:00am Crete Fly in Breakfast, EAA Chapter 569 - KCEK
March	4	8:00am York Fly in Breakfast, EAA Chapter 1055 - KJYR
	7	7:00pm General Meeting.
	18	8:00am Crete Fly in Breakfast, EAA Chapter 569 - KCEK
August	26-27	Guardians of Freedom Airshow featuring the Blue Angels - KLNK

And finally ...

Jacob “Buddy” Smith



Jacob “Buddy” Smith headlined the January EAA 569 meeting. Buddy gave a very informative presentation about his Air Force career, flying the F-4 Phantom doing reconnaissance work. That career led him to such places as Bergstrom Air Force Base (Austin, TX), Zweibrucken Airbase, Germany, Shaw Air Force Base (Sumter, SC), Taegu Airbase, South Korea, as well as the Air National Guard Base (Lincoln) and Offutt Air Force Base (Bellevue). Pictured above is Buddy flying next to the Rock of Gibraltar.

Buddy now spends his time in the left seat of an RV-9A, which he is a part owner of. [Click picture to enlarge.](#)

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