

February, 2025

Volume 50, Issue 2

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EAA Chapter 569 Newsletter

Lincoln, NE



EAA 569 Contact Information

President

Tom Trumble
C: 402-540-6089
ttrumble1948@gmail.com
5545 N 17th St.
Lincoln, NE 68521

Vice President

Jerome Clinch
C: 402-499-8213
jerry@bccine.com
2741 N 81st St.
Lincoln, NE 68507

Secretary

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

Treasurer

Mark Gaffney
C: 402-304-0057
gaffneycfii@hotmail.com
7415 N 49th St
Lincoln, NE 68514

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

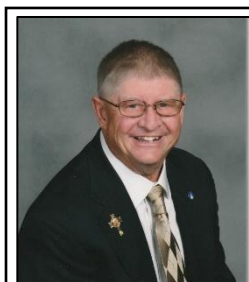
Date: Tuesday, February 4th **Time:** 7:00pm

Program: Paul Selivanoff

Place: Duncan Aviation, Hanger I
3833 N Park Rd, Lincoln NE 68524
Parking is west and south adjacent to Hangar I.
Enter the building at the southwest corner.

Click [here](#) for a map.

Paul spent 6 weeks last September in Australia flying the outback in a Cessna 182 RG. He also visited Poland and logged some time near the Ukraine / Slovakia border. To cap things off, he also logged some time in Germany, flying along the Rhine River.



**Greetings
from
President
Tom
Trumble**

Chapter 569's 20 some year Crete breakfast tradition is ending. We offer our heartfelt thanks to the City of Crete, the Crete Airport Advisory board, and the several hangar tenants that opened the hangar doors, turned up the heat, and turned on the lights for us. Our 3rd Saturday fly in breakfast has been a regional tradition as well as a needed fundraiser for our chapter summer campers.

At the time of this writing, we are actively seeking another location.

The last Crete breakfast was held on January 18, 2025. It was well attended for a cold winter day. I think Doug Roth and Lyle Eisenhower may have been the only ones to brave the below 0 wind chills and fly in.

Many thanks to the breakfast committee. Here are names I can remember with my apologies to those not listed. Lori Oliveros, Dave Fritz, Doug Volkmer, Doug Elting, Harold and Edi Bickford, Cristi Higgins, Paige Higgins, George Carr, Helen Mercurio, Jon Sullivan, Kerm Wenger, Toby, Caleb, and Joshua Jordan, Noah Philson, Dean Hoy, Andy Lahr, Don Osborne, Ed Siudzinski, Marge Kehm,

Buddy Smith, Don and Yvonne Shoemaker, Roger and Charlotte Aspegren, Norm and Joyce Sell, Kevin Rock, Brad Stauffer, Bob Chambers, Keith and Sue Gomon and many more unsung heroes.



From the Journal Star

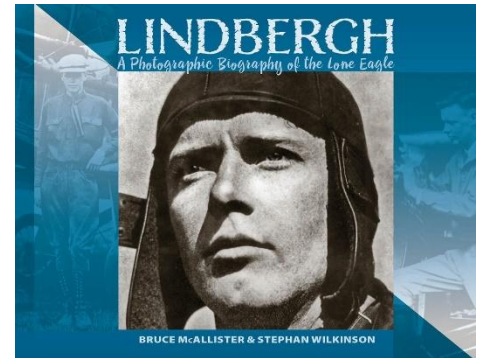
[Lincoln Airport's plan to limit hangar misuse worries some renters](#)



Book Review

By Dennis Crispin

LINDBERGH: A Photographic Biography of the Lone Eagle by Bruce McAllister & Stephan Wilkinson



Go down to your local library and you will find a whole shelf of works on the life and adventures of Charles Lindbergh. Add to it the many books written by his wife, Anne Morrow Lindbergh, and you would think that there is nothing left to say about the 20th century's greatest hero.

Lindbergh – A Photographic Biography of the Lone Eagle is a recent addition to the shelf. Published in 2017 by Roundup Press, the book's 231 pages are mostly photos. The limited text allows you to read it in an evening - but allow a couple more evenings to thoroughly study the pictures.

The authors are Bruce McAllister and Stephan Wilkinson, both extensively published writers and aviation journalists. In addition, both men are highly experienced professional pilots.

The Nebraska Historical Society, Kansas Historical Society and Minnesota Historical Society are included in the acknowledgments. Scot A. Berg's fine biography *Lindbergh* is often quoted and is evidently the key reference.

The book is a photo story of an extremely complicated and accomplished man. Some of the pictures are familiar to anyone who has read anything about Lindbergh, others are rarely published images and give a broader look at an extraordinarily complex personality.

Each chapter is devoted to a particular part of the Lindbergh story, starting with his childhood in Minnesota. Minimal space is dedicated to the preparation for the famous New York – Paris flight or to the adventure itself, however there is a wealth of material on how the world went crazy over Lindbergh and the negative effect it had on him.

An extensive section is dedicated to Anne, an intriguing personality in her own right. The marriage was not a good one and in later years, Anne compensated with a couple extra marital trysts.

Charles, it seems, was not a nice guy. As a young man, he had a penchant for tasteless practical jokes which sometimes left his friends with permanent injuries. His family remembered him as demanding, controlling and generally grouchy.

A story that illustrates his insensitivity was when he took delivery of his Lockheed Explorer airplane. Attempting to set a record, he made a five-hour flight at 14,000 feet altitude, well above the level that it is considered safe to fly without supplemental oxygen. Anne, five months pregnant, was in the rear cockpit and became so ill that, upon landing, it was half an hour before she could recover enough to get out of the airplane.

A lengthy part of the book covers the kidnapping and murder of twenty-month-old Charles Lindbergh Junior. The kidnaper was caught and sentenced to death in a trial that was sensationalized by the press. After it was over the Lindberghs withdrew from American society and hid out in Europe.

The book makes space for many of the parts of Charles's life that other authors tend to omit or minimize. He had the time and money to get involved with a broad range of interests.

As a highly paid consultant, he laid out the routes for some of the early airlines, even specifying airplanes and hiring the first pilots. As part of this work, he made survey flights around the Pacific combining work for the airlines with being a goodwill ambassador for America.

He had a short interest with the then new sport of gliding, obtaining glider license number nine. Anne got license number ten while becoming the first woman to receive certification in gliders.

Charles had a talent for mechanical understanding and became involved with the research and development of the infusion equipment that would eventually allow heart surgery and heart transplants.

As the world fell into the political disasters that would lead to WW-2, Lindberg became involved with the isolationist antiwar America-First movement. This earned him the displeasure of President Roosevelt and he was out of favor with the press, government and public for many years.

As the war proceeded, he went to the Pacific theater where, as a consultant, he taught the Army and Navy pilots how to operate their planes at power settings that vastly increased the operational range and effectiveness of the fighter aircraft. Flying as a civilian, he flew combat missions in P-38s and is credited with shooting down one enemy aircraft.

After the war Lindburgh befriended Robert Goddard and supported Goddard in the development of the rockets that would one day lead to space exploration. He flew as an observer aboard SAC B-52 missions, was on the committee that selected Colorado Springs for the Air Force Academy and was on the advisory committee that monitored the development of nuclear missiles. He was a consultant in the design of the Boeing 707 and 747 transports but sharply objected to the development of the Boeing SST which he thought to be unneeded and an environmental hazard.

President Eisenhower restored Charles's Air Force commission, promoting him to brigadier general.

He participated in an expedition to the Philippines to study the Tasaday people, a stone age culture. In his later years he became quite involved with the environmental movement.

The most interesting part of the book is an epilogue that was evidently added just before the book went to press. It contains information that has not been readily disseminated in the USA.

In 2003, two brothers and their sister in Germany came forward to claim that they were the children of Charles Lindbergh. To support their claim, they had a stack of love letters written by Lindbergh to their mother. A DNA test, with full cooperation of Lindbergh's American children, proved conclusively that the German group were offspring of Charles Lindbergh.

When the story broke in the European press, two other families came forward to make similar claims.

It turns out that Charles maintained a household in Germany with a woman who was the mother of three of his children. There was another woman in Germany with whom he had two kids and a relationship with a woman in Switzerland that produced two more. He made effective use of his unlimited travel privileges on a couple international airlines and kept a car, a VW Beetle, in Europe to facilitate commuting between the different homes.

It is interesting to note that while the American kids found Lindbergh to be a bit of an ogre, the German children thought he was a fun guy who told them neat stories about his travels and made them pancakes for breakfast. The European families knew him by assumed names.

Then much later he had a running affair with an American airline stewardess who was much less than half his age. He met her at flight turnaround points all around the world and maintained an apartment for her in Rome. The book notes that she was the only one of his associates that had the strength of character to stand up to his sometimes-difficult personality.

The last paragraph of the narrative is significant:

"Who knows? It is possible that we don't know the full Charles A Lindburgh story yet."

Lift

By Tom Winter

I read this week that there still isn't a complete theory of lift. And the last time I read a magazine article "explaining" lift, it was mugwumpily non-committal. We certainly have some *pieces* of a theory of lift.

When I was a schoolboy, it was pure Bernoulli: air getting accelerated over the top of the wing reduced the air pressure on top of the wing. The upper part of the Bernoulli chamber was the layer of undisturbed air above the wing, and that was lift. [Neil Degrasse Tyson explains it](#) in just this way. I transcribe from the Science Guy's video: "So you have a pocket of air that the moving wing is passing through, and the air wants to stay as one parcel. It wants to, okay?" "Okay," his stooge replies. "So as you do this, the air on top, to go that bigger distance, has to travel faster to keep up with the air on the bottom, so that when it reconnects it's the same parcel." "Gotcha," says his stooge. "all right so you have forced the air to move faster on the top than on the bottom. And the fast moving air has lower pressure." Don't laugh - that's where we were in 1950.

Since then then we've realized the Coanda Effect applies. Coanda Effect is the tendency of a fluid to follow a surface. When we stall a wing, we take it past the power of the Coanda effect: the airflow gets unstuck, separates, and we drop - and recover if we can. Then I met Mechanical Engineer Walter Erbach. One of the things I learned from this pioneer of aeromodeling (he held several AMA records) was that there is downwash from the wing. Downwash from a high wing, he taught, affects the stabilizer, and this makes a difference in incidence between a low stab and a T-tail stab.

Downwash is the Newtonian part of "lift." This drags in Sir Isaac Newton and the Wright Brothers. The Wrights realized from their wind tunnel experiments that a propeller is a rotating wing. Oh my! It's not "lift" on the front face of the propeller that pulls us through the air, but the thrust; similarly, it's not lift on the upper face of a helicopter rotor blade that lifts a helicopter, it's the blast of air. Pure Newton: mass of air down, mass of helicopter up.

In short, no lift without a trinity: Bernoulli, Coanda, Newton. I have never learned to juggle three balls, and juggling these three savants is beyond me. Fortunately, when I fly, they take care of themselves.

Minutes of the Club Meeting

The January 7, 2025 member meeting of EAA Chapter 569 was held in the Lincoln, Nebraska airport terminal building. A tour of the terminal renovations was led by Samantha Montante Gonzalez.

Following the tour, President Tom Trumble called the meeting to order at 7:24 PM in the terminal conference room.

Mark Gaffney moved to accept the minutes of the previous meeting as published in the newsletter. Jerry Clinch seconded the motion. The minutes were approved.

Our 2025 Treasurer is Mark Gaffney. He can be reached by email at gaffneycfii@hotmail.com or cell 402-304-0057. The checking account balance is \$8,327.67, the breakfast account balance is \$3,333.00 for total cash assets of \$11,660.67. In addition, the chapter holds a \$10,000 certificate of deposit.

Chapter annual dues of \$25 are payable with checks written to EAA Chapter 569. Please fill out the online form at www.eaa569.org, or mail a paper copy to the Secretary at Jerry Mulliken, 118 S. 52nd St, Omaha, NE 68132. Checks can be mailed or given to the Secretary or the Treasurer. Now is also a good time to confirm that your EAA national dues are current at www.eaa.org.

Young Eagle coordinator Cristi Higgins has made inquiries regarding the next Young Eagle events, but no specific plans are ready. Two slots are reserved for the 2025 EAA Air Academy.

Next Chapter breakfast is January 18 at Crete Municipal Airport 8 to 10 am. Justin Haack, currently located at Beatrice, will be moving his avionics shop to Crete, and is unable to provide space for the EAA 569 breakfast after January 18. Discussion was held about an alternate location for the breakfast.

Tom Trumble presented an update on the Ray Scholarship funds. Funds received are \$8,800. Eligible expenses to date are \$5,292.20 leaving \$3,491.80 on hand. Of the balance on hand, \$1,382.20 is on deposit with Oracle Aviation, with \$2,109.60 in the chapter checking account. The Ken Mueller memorial consists of \$260.00. Total scholarship funds on hand therefore amount to \$3,751.80.

Dwana Henry has offered to serve on the 2025 Christmas Party committee. Please contact Dwana's landline 402-791-2116 or email CAGIRL59@aol.com if you can help or have suggestions.

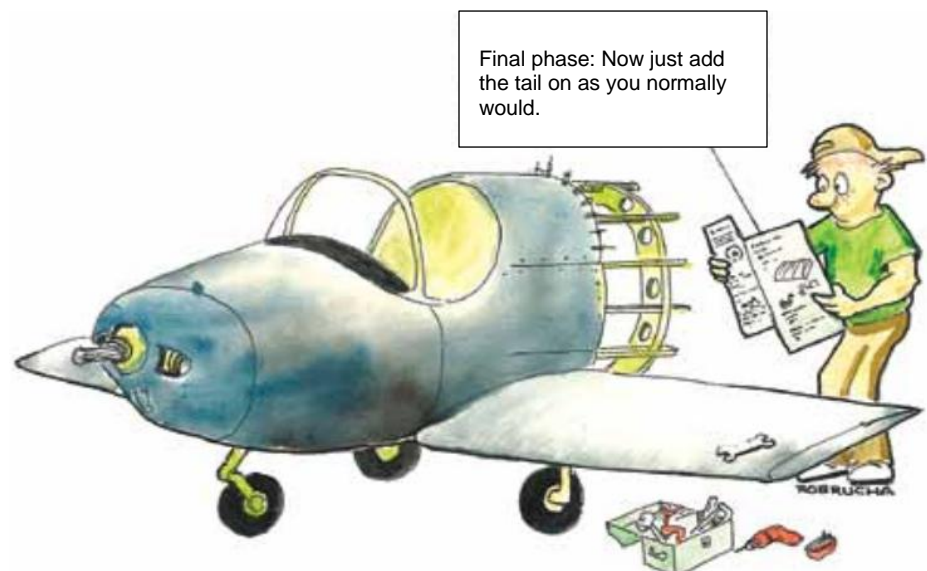
Cristi Higgins is planning a Float Plane Weekend at Harlan County, Alma Airport May 2 thru May 4. Cabins are available for rent through the Corps of Engineers. Contact Cristi at 402-217-9763 or higginscristi@msn.com.

Tom Henry noted that new hangars will be opening at the Seward airport.

The February 4, 2025 meeting of EAA 569 will be at Duncan Hangar I in the Darlene Christianson Room at 7:00 PM.

Respectfully Submitted,

Jerry Mulliken, Secretary



Month		EAA Chapter 569 Calendar
February	4	7:00pm General Meeting - Duncan Aviation Hangar I
	15	8:00am - 10:00am EAA 569 Fly-in Breakfast, Location TBD.
March	4	7:00pm General Meeting
	15	8:00am - 10:00am EAA 569 Fly-in Breakfast
April	1	7:00pm General Meeting
	19	8:00am - 10:00am EAA 569 Fly-in Breakfast
May	2 - 4	Floatplane Adventure - Alma (H63)
	6	7:00pm General Meeting
	17	8:00am - 10:00am EAA 569 Fly-in Breakfast

For Sale

RV-3A, C-90 engine, no electrical system, located at KCEK. \$17k Contact Rod at 402-947-1471.

Click picture to enlarge.



Chapter Dues for 2025

As we flip the calendar to another year, it is time to start thinking about your dues for 2025. 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 who wish to complete a paper form, there is a printable on the Chapter website as well.

And finally ...

Thank you!!!



Thanks to everyone who has attended our fly-in breakfast over the past several years at Crete. The airport has taken on new management and have asked us kindly to relocate. Stay tuned to see where we land for our February breakfast. Once we have it finalized, we will push it out to social media. *Photo by [Doug Prange](#). Click photo to enlarge.*

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

