

# EAA Chapter 569 Newsletter

Lincoln, NE



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## Meeting Announcement

**Date:** Tuesday, February 3<sup>rd</sup>    **Time:** 7:00pm

**Program:** Mark Gaffney, FAASTeam Program Manager

*In too deep...an analysis of four recent Nebraska aviation accidents which ended tragically.*

We will review four recent aviation accidents in detail. All the accidents have two things in common. First, the accidents occurred in Nebraska and second, the primary causal factors were loss of control or controlled flight into terrain (CFIT). Loss of Control is the number one cause of aviation accidents in the state of Nebraska, with CFIT being the number two. We will examine how each of the accidents occurred, address other factors, and look at ways we can mitigate our own risk as pilots based on these case studies.

**Place:** Lincoln Airport Terminal – 2<sup>nd</sup> floor meeting room

Take your parking ticket to the information booth to get free parking.



**Greetings  
from  
President  
Tom Trumble**

Our winter has been relatively mild as Nebraska winters go. Be mindful with flying activities to remember that in the Midwest the weather can turn on you quickly despite the forecast. So be careful out there and check the forecast one last time before launching a flight.

## Thoughts on learning to fly

With two scholarship students dropping out of our Ray Scholarship program before getting a check ride, I have done a lot of thinking about flight training and the dedication and expense that it takes to obtain a pilot's certificate.

The obvious conclusion is this endeavor is a much more serious undertaking in today's world than when I obtained my private pilot certificate in 1972.

My recent transition from a 6 pack of round instruments to a glass panel after a year of inactivity has humbled me.

In conclusion I am so grateful to have obtained my pilot certificate when I was young. I would not have had the finances, dedication, and/or time to obtain a certificate later in life. My pilot privileges have given me many hours of pleasure and volunteer flying.

**Breakfast at B & B Runway Café, St. Joseph MO. Rosecrans Field.**

**KSTJ, Tower 126.9**

**Distance from Lincoln is 107NM.**



On December 31 of 2025 I took a trip to St. Joseph, MO to eat at the airport restaurant. I had heard about this location over the years but had never taken the time to go there.

Big mistake on my part. The restaurant is located on the east side of the airport in a relatively new building that is located adjacent to their old tower. Getting into the building requires entering a door code (which is the tower frequency). The restaurant is situated so you have a view of the airport and has outside seating.

It turned out to be a really good experience that I will be doing again. The food is comfort food and very reasonably priced.

They are open for breakfast and lunch, Tuesday – Friday 6:30am – 2:00pm and from 7:00am to Noon on Saturday.

### **Chapter Dues – Friendly Reminder**

As we begin the new year, it is time to pay your annual Chapter dues. The amount remains \$25, and you may now pay online for your convenience.

To pay, please visit the Chapter website at [www.eaa569.org](http://www.eaa569.org) and complete the online form. You can find this by selecting "Join" on the home page and following the instructions. This same form is used for both credit card and check payments.

If you are unsure of your payment status, the following members are currently up to date as of Jan 26 –

Bartels	Bickford	Dalton	Glaze	Lottman	Nast	Stokes	Trumble
Basel	Bounds	Dixon	Henry	Lueke	Norris	Sullivan	Volkmer
Bate	Carr	Eisenhauer	Lahr	Lukehart	Osborn	Thompson	Wenger
Becker	Clinch	Ellison	Lewis	McDonald	Selivanoff	Tracy	Wiksell
Bender	Crispin	Gaffney	Linke	Mulliken	Shortridge	Trumble	Woldt
Bickford							

## Builder's Report

*(I reached out to our builders for an update on their project. We'll publish their reports as they come in. Click any picture to enlarge. – Ed)*

**Builder:** Mark Basel

**Project:** [Van's RV-8](#)

After getting the fuselage skins, longerons and bulkheads all match and final drilled, it all came apart for machine countersinking the longerons, priming and dimpling. Kinda slow going in the cold as the hangar is an icebox now, even with a heater going my fingers don't work well.

Started on making the fuel and brake lines with the supplied aluminum tubing and failed miserably at bending and shaping the tubes into anything resembling the plans. So, I broke down and ordered pre-made hoses from TS FlightLines/Aircraft Specialty. Also had to choke down buying the electric fuel pump and filter from Vans, a necessary evil anyway so got those situated in the fuse and did a pre-install of the new hoses to make sure they all fit. They will come out when time to paint the interior.

I'm really close to hanging fuse skins again but no riveting just yet. I've jumped around to other parts of the fuse that will need to be done anyway but don't require another set of hands to help run a rivet gun and/or bucking bar. I'm quickly running out of those things to do so fuse skins will be hung soon with Cleco's to drive some (100' s of) rivets, Yeah!!!!?!

Will be asking for some assistance soon, maybe someone with riveting experience and to help set the fuse on a couple of low stands to start the riveting process.



**Main longeron riveted to the firewall/engine mounts.**



**Main longeron and center skin.**



**Fuel selector valve installed on the mounting bracket. The handle initially must be removed from the valve. It's a press fit so just pulling it off didn't happen. So, I used cleco pliers to pull it off the stem. Will be looking for an aftermarket handle at Air Venture as this one looks like it came off a bathroom faucet from the 40's.**



**Tail wheel and vertical stabilizer bulkhead.  
Bulkhead is upside down.**



**Brake and fuel vent lines.**



**Electric fuel valve for fuel injected engine.**

**Builder:** Andy Lahr  
**Project:** [Pelican PL](#)

The Pelican project is making progress. After getting it painted this summer, the Com antenna, VOR, ELT, transponder, magnetometer are mounted. I have assembled the disc brake system at least four times and safety wire tied everything properly. I rebuilt the brake cylinders, mounted the pedals, installed the brake line, including push rods from the brake pedals to the nose wheel for steering. Have test fitted the wheel pants. The elevator is installed along with the trim system, anti-servo tab, mass balance weights and covers. The firewall now has an engine mount, oil tank, voltage regulator, fuel pump, battery etc. My wife is wondering if I'll ever come home.

If a chapter member needs silver and copper Clecos, I have a bunch to give away. I also have Whelen wingtip lights. One set has flash tube strobe, with incandescent forward color and rear white. The second set has flash tube strobe with LED forward color and rear white. I have the power pack for the strobe flash. Need to verify that it still works. Make me an offer.



## Fill-R-Up!

100LL prices as reported by Airnav FBO on 1-16-26				
Prices subject to change without notice. NL=not listed				
		Dist (NM) from KLNK	/Gal.	Service
Lnk	Duncan	0	\$ 6.23	FS
Lnk	Atlantic	0	\$ 6.53	FS
KCEK	Crete	16	\$ 4.99	SS
KSWT	Seward	16	\$ 5.50	SS
KAHQ	Wahoo	24	\$ 5.75	SS
KBIE	Beatrice	33	NL	
KFBY	Fairbury	44	\$ 4.85	SS
KAFK	Nebraska City	43	\$ 4.80	SS
KPMV	Plattsmouth	39	\$ 5.06	SS
KJYR	York	39	\$ 5.00	FS
KAUH	Aurora	56	\$ 4.85	SS
KFMZ	Fairmont	40	\$ 5.10	SS
KOLU	Columbus	45	\$ 5.51	FS
KFET	Fremont	38	\$ 5.23	ss
OG3	Tecumseh	44	\$ 5.80	SS
93Y	David City	29	\$ 5.25	SS

Lowest

**Builder:** Jon Sullivan  
**Project:** [Van's RV-8](#)

In February 2025 I traveled to Phoenix Arizona to do a pre-buy inspection of a RV-8 project that I was interested in. The owner had been building it for four years and admitted he had become frustrated with the tedious work and has lost interest in the project. When asked how much work is left he said "it's 60% complete with 90% left to do". After the inspection I realized what he meant.

We agreed upon a fair price and I traveled back with a trailer and a friend to haul it back to Lincoln.

Similar to my last project, 90% of the parts had been purchased so I have not had to buy many big-ticket items. Much of the structure (fuselage, wings and empennage) were in fair shape with the exception of some riveting that needed replaced and some of the tail structure needed rebuilt. I removed all other systems and re-installed to insure correctness. The project included a V-PX Circuit Breaker System is an advanced, solid-state system that enables easier airplane wiring, safer flying, and provides a better, more flexible solution than traditional thermal breakers or automotive-style fuses.

The avionics equipment includes a Dynon HDX 1100 package with a com radio, a MGL nav receiver, two axis auto pilot, full ADSB transponder, battery backup and much more.

The engine is factory re-manufactured IO-360-200hp with all zero-time accessories. The propeller is a new constant speed from Hartzell. It came with all the appropriate paperwork from the Lycoming factory. During the pre-inspection I detected some minor surface corrosion on the cylinder walls. I had them re-worked at Central Cylinders in Omaha. The inside of engine looks like new.

Currently I am finishing up the canopy, wind screen and fairings.

I plan to have this painted in March while it's disassembled then, do the final assembly at the airport in Lincoln and hope to begin test flying in June. I'm very excited to be nearing the finish line on yet another aviation project.

## Minutes of the Club Meeting

The January 6<sup>th</sup> member meeting of EAA 569 convened at 6:30pm in the second-floor meeting room at the Lincoln Airport Terminal. There were around 16 regular members in attendance along with 1 guest, Larry Bartlett.

Samantha L Montante Gonzalez, who serves as the Customer Experience Coordinator for the Lincoln Airport, provided an update on the happenings at the airport –

- Samantha singled out some new members on the airport board.
- Breeze Airways has begun service to Orlando. They will begin another service to Las Vegas and Orange County in April.
- American Airlines will begin service to Dallas and Chicago in June along with seasonal operations to Phoenix.
- Runway 18/36 will undergo a complete replacement. The 2-year, \$85 million project will be done in 4 phases –
  - 1) January 12, 2026 thru October, 2026 (All traffic will be on Rwy 14/32, No ILS)
  - 2) October, 2026 thru December, 2026 (traffic back to a shortened Rwy 18/36, GPS RNAV)
    - Rwy 36 TORA = 9,132'
    - Rwy 18 TORA = 10,323'
  - 3) December, 2026 thru October, 2027 (traffic still on shortened Rwy 18/36)
  - 4) (small phase just to remove the displaced threshold, prior to reopening) October, 2027 – November 2027

*FAA funding is covering 51% of the construction costs and the Air National Guard is covering the other 49%. Lincoln Airport's share is 5% of the FAA's 51%.*

After Samantha's visit, a Martin Pauly video was played where his guest, Doug Rozendaal creates a V-g diagram and goes into great detail explaining what it means and how to use it.

President Tom Trumble opened the business meeting at 7:30pm.

A few EAA 2026 calendars are available at a discounted price of \$5 each.

There was no Treasurer's Report as our Treasurer was out of town on business.

There was no Young Eagles report.

The Chapter 569 breakfast will resume in April.

Dues are due. A couple payment options are available, either by credit card or check. Either way, just go to the Chapter 569 website to pay them.

The next Chapter meeting will be February 3<sup>rd</sup>, 7:00pm at the Lincoln Airport Terminal.

Meeting was adjourned at 7:46 pm.

Respectfully submitted,  
Jerry Mulliken, Secretary

## KBIE update

By Tom Winter

Radio call as I taxied around the new Beatrice apron: "Tom, there's still no fuel!" "I know, I'm here to take pictures." Photography done, I taxied close to the FBO, carefully maneuvering to avoid the contractor pickup trucks. Parked safely and shut down. Imagine the Bluebird of Happiness nestled in amidst a row of pickups! I didn't realize then how rare it was. Several workers gathered around the plane. They peeked into the windows. One asked for a ride. It was as if they'd never seen an airplane there before! Plainly, the Bluebird of Happiness was a rare bird there, and I think it's fair to say that Airport Manager Dennis Schmitt is not a happy man. Moments later, sitting in the office: "Dennis, here's the obvious question: Target date?"

"October."

Silent pause while I asked myself "Does he mean October 2026?" After a minute the disappointment sank in.

Update: Now we're shooting for the first week of February. The above-ground tank is in place, and is being tested and retested. Once the Fire Marshall passes on it, the self-serve gizmo and the 10,000 gallons of 100LL will be added.

The apron sure looks different. Before, you had a straight shot to the runway, and could go straight out for an intersection take-off. Not anymore! Current rules say you have to make at least one turn before getting to the runway. And it's a good rule, if an expensive one. From the air, the new concrete looks like a footed chalice.



That photo/news-gathering mission had been the excuse to fly. Perfect flyday, despite the total overcast at the start. ASOS said ceiling at 10,000 feet. NavMonster said the lowest ceiling in Eastern Nebraska was 7,000 feet. So, despite the forbidding look of the sky, go fly! The engine started reluctantly, even though Atlantic had sent a line guy to plug in my preheater the night before. AWOS Quebec said the wind was calm. Ground sent me to 35 so had to take off going the wrong way. But Departure didn't monkey with

me. "Radar contact. Altitude discretion. Turn right on course Beatrice." No vectoring! And soon the sun scattered the clouds and shone on all. "Calm" was not the word for wind aloft. Heading south, I had to crab, and looking straight ahead, sometimes I was looking out the left window! At BIE, I took several pictures while on downwind for runway 32.

Cold weather flying has rewards. Wintertime performance, as Jeff Clausen told me last century, is wonderful. Backing off throttle and leaning, I was CLIMBING at 2200 RPM. Try that in July!

One final blessing: Back at LNK, the wind was 12 at 360°! Steady wind, right down the runway! Finally, an easy good landing.

## Space for Making in Lincoln

By *Jon Sullivan*

Nebraska Innovation Studio (NIS) is a community-oriented makerspace that serves as a hub for innovators, artists, and entrepreneurs. NIS is one of the nation's top makerspaces, a 16,000-square-foot facility with a full metal shop, wood shop, rapid prototyping room, art studio, ceramics and textiles equipment, and more. It is located just east of the Devaney Sports Center and is open to anyone. Membership is on a month-to-month basis and at a very reasonable rate considering you have access to millions of dollars' worth of equipment. Every member receives a short training session on whatever piece of equipment that they want to use then, they let you build! If you need help, their excellent staff is there to walk you through every step. I have used this wonderful facility for several years and find it very useful.

Also, if you need something made but don't have time to do it yourself, you can hire a current member to make it for you. Usually at a reasonable rate.

Check out their website at: <https://innovationstudio.unl.edu/> or call for a tour. Dave Martin is the director and is very proud of his facility.

Also, if you have questions, give me a call @ 402-770-3501 and I will tell you all about this Lincoln treasure.

From the  Gmail

- Heavyweight Air Racer: The Incredible Story of Super Snoopy The DC-7 That Beat Warbirds- [Click here](#)

And finally ...

50 year anniversary



This year marks 50 years as a Chapter for us. The Initial Board of Directors, which was composed on June 9, 1976 were Rollie Woodruff, Don Shoemaker and Tom Trumble. If you have a great idea on what we should do to mark this wonderful accomplishment, please pass it along to President Tom Trumble.

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