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www.eaa569.org

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EAA Chapter 569 Newsletter

Lincoln, NE



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Meeting Announcement

We'll have a Business Meeting via Zoom on January 13th at 7:00pm. Watch your email for the invite.



President's Message Tom Trumble

Our next meeting will be a business meeting on January 13 at 7:00pm. This will be a zoom meeting. We will have John Cox send an email link.

As the newly elected President to EAA Chapter 569 I want to thank Tom Winter, our outgoing President for his excellent leadership through this unusual year. He has handed me the reins of an exceptionally fine organization.

I look forward to working with our 2021 officers Don Osborne our new Vice President, Jerry Mulliken (Secretary), Cristi Higgins (Treasurer & Young Eagles coordinator) and Doug Volkmer (Newsletter Editor).

I am pleased to report that our organization is vibrant and financially stable. In March of 2020, Harold & Edi Bickford, Cristi Higgins, and myself attended an EAA Chapter Boot camp at Lee's Summit, MO. Chapter 569 has a stable longevity since its beginning in 1976. There are a lot of chapters that struggle to stay in existence.

I want to offer a special recognition of our breakfast volunteers.

Our monthly fly in breakfast on the third Saturday of the month is something that few chapters can match.

Our breakfast committee consists of Lori Oliveros, Dave Fritz, Cristi Higgins, Paige Higgins, Kermit Wenger, Buddy Smith, Dennis Crispin, Harold & Edi Bickford, Ed Siudzinski, Marge Kehm, Doug Volkmer, Butch Lottman, Doug Elting, and James Wilson. Forgive me if I missed someone as I know that others have helped over the years.

We also owe a huge debt to the Crete Airport Authority and Shaun Krzycki, FBO, for providing an open hangar every month.

These people have been tireless in keeping this much appreciated and fantastic event running. They managed to adapt to the 2020 Covid requirements to make the event even better.

On top of that the breakfast is a major source of income that helps support the Young Eagles campers. A big thank you to Cristi Higgins (Young Eagles Coordinator)

Recently the Covid dial has been in the red causing the Nov. and Dec. breakfasts to be canceled. We are all hoping conditions will improve and we can resume soon.

I discovered there is a lot to learn about keeping the seat mechanisms in good repair on a Cessna 172. As this is a common aircraft, I offer the following from my learning curve.

1. Frequently observe the seat rollers and rails. There are several AD's and service bulletins detailing allowable wear to the seat roller housings, seat rails, and allowable rail cracking. Some

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cracks are allowed in the rails so make sure you are not being required to replace an airworthy part. Reference AD# 2011-10-09

2. On my adjustable seat there are several roll pins. These roll pins tend to work out. After finding pins moving several times I finally safety wired all the pins. Problem solved.

3. You may have a secondary seat stop that Cessna was giving away several years ago. This is a seat belt style reel attached to the bottom of the seat with the belt attached to the cabin floor in front of the seat. The purpose of this device is to stop the seat from sliding back if the primary seat pins were not engaged in the rail. The first order of defense is the Cessna butt wiggle to ensure the pins drop into the seat rails. This fail-safe maneuver should be standard practice.

The secondary seat stop is a good idea, but I have found it is subject to failure due to wear and adjustment. Here again there are several service bulletins on the subject. Reference Cessna SEB07-5 Revision 6. The easiest and quickest test of the secondary seat stop is to move the seat so that the primary seat stop pins are resting on top of the rail. Try pulling the belt out of the reel. If you can pull it out of the reel (which would allow the seat to move back) it is not working properly and needs maintenance.

2020 has been an unusual year. Please focus on all the good things that have happened and new tricks we have learned. Zoom meetings are good to have in the toolbox. I find there is a lot to be thankful for even in the trying year.

Christmas Night Flight

By Tom Winter

Christmas afternoon, admiring the squirrels and juncos through our picture window, I realized the sun was shining and the tree limbs were still. Checked the weather. The message was clear: Yes. Go fly. I have happy memories of Christmas night flights. I reminisced: One night flight with the fields in snow, there were reflections like diamonds from the snowflakes on the ground, and the farm ponds reflected the sunset-colored sky, like so many scattered opal gems. Or, the last time I was aloft past sunset, this, from my diary, nine years ago:

Perfect way to top off Christmas Day! Fly! I love landing after sunset: first the suncapped hills, then they're dark; then descend and you're in the dark too, descend, climb, climb and make the sun rise in the west(!); Long approach to home base; admire Jupiter and Venus and the moon -- just a thin whisp of a silver crescent. Put the plane away in the hangar in the dark.

Thus, the memories. Today, I called airports first, hither and yon and got a message machine, but got an answer at Beatrice. Don is on duty till 7! So Beatrice it is. Checked sunset time. 5:05. Hmm. leave at 3:30 arrive at the hangar a scotch before 4, preflight (with the heater plugged in for a few minutes during) and launch 4:10. Realized this will be a dusk flight.

Wind, though negligible was southerly, so was cleared on course. Spent much of the flight holding a folded chart up to block the low sun. Climbed to 3,500 and eased back

the throttle to 2300 RPM and leaned until the needle just moved. No snow out there! My yard is still snow-capped, but the snow is completely gone from the fields. Flight was smooth all the way up, only problem was having to sit up tall to get the sun out of my eyes. Landed and taxied to the fuel farm. Don greeted me and we wished each other Merry Christmas. When I got into the Beatrice terminal building it was 4:55 — Sundown in ten minutes.

I caught up on General Aviation News, while Don topped me off and figured my bill.

\$221.

I looked askance at Don. “48 gallons,” he explained. “Not possible,” I said. “I have two 12-gallon fuel tanks.” Turns out he hadn’t zeroed out the previous sale of 36 gallons. Don apologized profusely. “No prob. We’re all humans here. Except for the Martians.” He called Diana to find out how to credit my card the \$221, so I got to wish Diana Smith a Merry Christmas. I repeated my “We’re all humans here” line. “Good thing it was you” she said.

It was now past sundown. Don helped me push the plane clear of the lightpole at the full-service stand, and I was on my way. The western horizon was ablaze with orange, the waning gibbous moon was bright above. What a glorious sky to be in!

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Minor disappointment: there were no clouds, to be screens for the sunset colors, so the farm ponds and little lakes had nothing to reflect. So, I tried to re-enact my Christmas flight of 2011, and climb until I made the sun rise in the west. I climbed to 4000 feet, but still no sunrise. Decided to give it up, and just pretend that I am an early Air Mail pilot flying from beacon to beacon. The beacons are lights from small town after small town like pearls on a string: that's Pickrell, that's Cortland, that's Clatonia, that's Princeton, and there's no missing the lights of Lincoln!

Surprising how widespread the lights of Lincoln are! Which set of lights is LNK? This reminded me of Mark Hyatt's story of flying to Vegas and not seeing the airport because of all the lights, so he radio called to have them run the rabbit. Where is the Lincoln Airport?

But amidst the lights there was a river of blackness, Wilderness Park, which flows like a river toward Lincoln Municipal. Aha! So when Approach turned me to Tower, I could tell Tower where I was. Cleared to 17. The Kawasaki Plant all aglow marked my turning point to final just like in the daytime. I was surprised how relatively dark the runway is, but I reminded myself the blue lights are taxiways, the white lights are the runway. A bank of green lights on each side of the end of the runway seemed new to me — I sure didn't remember them, but I centered myself between them, and cut the power. Tower told me to exit on Echo, which I did, and put the plane away in the hangar. Now came the scary part: driving home at night!



News from EAA Headquarters

Homebuilders Week – Online Event Starts January 26

An online opportunity to learn about all aspects of building your own aircraft

By Charlie Becker, EAA Homebuilt Community Manager

EAA is launching a new online learning event for aircraft builders: (www.EAA.org/HomebuildersWeek). It will be five straight days of educational forums covering a broad spectrum of aircraft building topics. It will launch on Tuesday, January 26, 2021, and run until Saturday, January 30, 2021. The live online presentations will be open to everyone interested in building their own aircraft. Sessions will start at 1 p.m. CST and run until 8:30 p.m. CST daily.

This event is an opportunity for a new person to jump in with both feet and learn a lot about the wonderful world of homebuilding. We will cover areas like getting started successfully and techniques when building with sheet metal,

composites, steel, and wood. But it won't be just for the newbie; we are offering in-depth talks on panel planning, engine selection, FAA certification, flight testing, and selling a homebuilt aircraft. There will be something for every builder, whether you are just starting out, knee deep in a project, or just received your airworthiness certificate — it is going to be a great learning opportunity.

EAA is working with industry experts, kit manufacturers, and other subject matter experts to provide top-notch material for builders. The sessions will be live and allow plenty of time for attendee questions. Recordings will be archived and available to EAA members for review.

The launch of EAA Homebuilders Week coincides with the 68th anniversary of the founding of the Experimental Aircraft Association in 1953. Those founding members of EAA lit the fuse on the homebuilt movement that provides affordable access to aircraft ownership and today has spread worldwide.

EAA Homebuilders Week is possible through the generous sponsorships of Aircraft Spruce & Specialty Co., Dynon, Scheme Designers, Inc., and Van's Aircraft, Inc.

Visit EAA.org/HomebuildersWeek to review the schedule and sign up for a session.



EAA Mourns Death of Gen. Chuck Yeager

EAA is mourning the death of Brig. Gen. Chuck Yeager, one of America's preeminent aviators who also supported EAA in a variety of ways over a 30-year period. Yeager died December 7th in California at age 97.

Gen. Yeager, EAA Lifetime 258188, was best known as the first man to fly faster than the speed of sound when he flew the Bell X-1 at Mach 1 in October 1947. He also had a decorated military career as an Army Air Forces ace in World War II and flew combat missions in the Korean and Vietnam Wars prior to retiring from the military in 1975.

To EAA members, however, Yeager's influence was most noticeable in two areas: As the second chairman of EAA's Young Eagles program for a decade, and for his regular appearances at EAA AirVenture Oshkosh over a 30-year period.

"Chuck Yeager's aviation accomplishments are well documented and legendary," said Jack J. Pelton, EAA's CEO and Chairman of the Board. "His personal support of EAA and its programs helped take them to new levels, and thousands of people had the opportunity to meet and hear him when he was at Oshkosh. We will remember Gen. Yeager for those generous commitments of his time to EAA, along with his immortal aviation achievements."

Yeager became the second chairman of the Young Eagles program in 1994, succeeding the late Cliff Robertson. Yeager was an active chairman, regularly flying Young Eagles including at Oshkosh. He also used his visibility to promote Young Eagles and youth involvement in aviation. He personally flew more than 250 Young Eagles during his time as the program's chairman. He also flew the 1 millionth Young Eagle, Illinois resident Andrew Grant, on an honorary flight in early 2004 as a tribute to the volunteers who reached the goal of flying 1 million Young Eagles by the centennial of powered flight commemorated at EAA's Countdown to Kitty Hawk program in North Carolina in December 2003. In September 2004, Yeager turned the chairman reins over to actor and pilot Harrison Ford.

Yeager was also a frequent visitor and presenter at EAA AirVenture Oshkosh, both at Theater in the Woods and in the Warbirds area. One notable presentation was a reunion with his 357th Fighter Group at the 1992 EAA fly-in convention that included Yeager and fellow WWII ace Bud Anderson. At Oshkosh he also had the regular opportunity to reunite with his wingman from the 1947 supersonic flight, legendary pilot Bob Hoover.

EAA recognized Yeager's commitment to the organization by presenting him with EAA's highest honor, the Freedom of Flight Award, in 1995.

"Much will be spoken and written of Gen. Yeager's aviation exploits in honor of his passing, and deservedly so," Pelton said. "To us, he was all of that, but we will also remember him as a fellow EAA member who gave greatly of his time and talent to encourage and promote aviation, and motivate his fellow EAA members to join him as well."

Pfizer Vaccine Approved by FAA

The FAA has granted approval for medical certificate holders to receive Pfizer's COVID-19 vaccine, with a 48-hour grounding period after each of its two doses. The approval came less than a day after the Food and Drug Administration (FDA) gave the vaccine emergency authorization.

While the step of clearing the vaccine for airmen was routine, the FAA does evaluate every new drug for aeromedically significant side effects. Given the urgency of this particular vaccine as part of an effort to mitigate the current pandemic, the FAA began carefully evaluating the drug prior to its formal FDA approval so that it could clear pilots and controllers to be vaccinated as soon as possible.

The mandatory 48-hour wait is due to potential short-term side effects. The Pfizer vaccine requires two doses several weeks apart, and the wait applies to both. The FAA requires waiting periods after receiving other vaccines, such as those for tuberculosis and typhoid.

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The agency will closely monitor the vaccine rollout and make further recommendations if necessary.

Note that this approval only applies to the Pfizer vaccine, which is currently the only COVID-19 vaccine with FDA approval in the United States. As more candidate vaccines are cleared for public use, the FAA will apply a similar evaluation process.

"All available information suggests that these new vaccines are very safe and remarkably effective," said Dr. Stephen Leonard, Chairman of EAA's Aeromedical Advisory Council. "The only side effects have been the usual 'flu shot' side effects of temporary soreness at the injection site and perhaps a day or two of mild, generalized aches and fatigue. Given the potential severity of COVID-19 infection, and the terrible toll it has taken on our lives and our economy, I strongly recommend that everyone take this vaccine, to protect themselves and to end this pandemic. I certainly will, as soon as it is available to me."

Minutes of the Club Meeting

The December 16 business meeting was called to order at 7 pm by President Tom Trumble via Zoom.

Attending was Tom Trumble, Jerry Mulliken, Doug Volkmer, Lori Oliveros, Edi and Harold Bickford, Kermit Wenger, Dennis Crispin, Linda Dovel, Lyle Eisenhauer, Cristi Higgins, Steve Nast, Dean Hoy and Matthew Fritz. Harold moved and Dean seconded a motion to accept the minutes of the previous meeting.

Discussion was held about sending out the minutes attached to the Zoom invitation email. Doug pointed out that by leaving the minutes in the newsletter, everyone can easily see them, and they are archived on the website. With his point taken, no action was taken to make a change.

Tom presented a Treasurer's report. The general account has \$2893.83, the breakfast account \$963.58, and the chapter holds a \$10,000 CD. Tom Trumble reported that Chapter national dues (\$398) and insurance (\$126.51) are now paid up for 2021. A new Zoom account has been established for \$126.51, with Midwest Acrobatic sharing the account and paying \$40 of this. Service plaques were \$246.68, and interest from the CD was \$13.

The EAA 569 dues (\$20) notice should appear in the next newsletter. Tom suggested that info also appear for joining the Midwest Aerobatics Club, and that up to 40 volunteers will be needed for the June competition in Seward.

Lori suggested that the Dec 19 Crete breakfast be canceled due to the high level of Covid 19 spread in Lincoln and Saline County. No one was in favor of holding the event.

Doug Volkmer reported that he is closing up his RV after its FAA inspection, a first flight pilot has been found, and he is anxious to start flying.

Dean offered a portable transceiver for Young Eagle events. Cristi gladly accepted the offer.

After a short discussion, Noah Philson will remain the only candidate for EAA Camp.

Lincoln St Patrick 8th grade is interested in a Young Eagle event in April or May 2021.

Discussion was held about holding an AMA model cub project event next fall. No date was set.

No general meeting in January.

The Christmas party location and caterer are set, but no date was proposed.

Tom suggested pilots find passengers to the next flight breakfast, assisted by signup information in the newsletter.

It was noted that Dr Mark Werth, former treasurer, had passed. Information about donating to a spot on the EAA memorial wall should appear in the newsletter. The amount needed is \$500.

A spot for Harry Barr's name has been secured on the EAA memorial wall.

Edi announced that all EAA calendars have been sold.

The next business meeting will be January 13 at 7 PM.

President Tom adjourned the meeting at 8 pm.

Respectfully submitted,
Jerry Mulliken, Secretary

Hangar Chatter



On December 8th, EAA 569 was informed of a [passing of one of our members](#). Mark Werth died unexpectedly on December 5th. Mark was a long time Chemistry Professor at Nebraska Wesleyan. When he wasn't teaching, one of his favorite pastimes was flying his Flight Design CTSW. Mark served as our Chapter Treasurer from 2013 thru 2018. Mark undoubtedly shared the spirit of aviation like us all. That being said, Mark is deserving to have his name placed on the EAA Memorial Wall at Oshkosh. A donation of \$500 will secure a name and inscription on the wall. If you would like to donate to help make this happen, contact our Treasurer Cristi Higgins. Her contact information is on page 1.

Happy New Year! A new year also means it's time to pay your Chapter 569 dues. The amount remains at \$20.

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 \$20.

For those members who prefer to fill out the paper form, a copy is included on page 7 of this newsletter.

Again, whether you are a new member or renewing your membership we ask that you fill out the form.

MAC 80 (IAC) is always happy to have new members who have an interest in aerobatic flight. This can range from just enjoying aerobats perform to developing or practicing the skills for aerobatic flight. As a way of illustrating this about 10% of IAC members actually fly competitively. The 90% who don't compete simply enjoy the world of aerobatic flight whether observing, learning about upset/unusual attitude recovery or aerobatic flight proper. Think of it as enhancing the stick and rudder experience.

Outside of flying much of what IAC is about comes about through volunteers EAA style. This is especially true with contests. The ground staff really makes things happen. By way of comparison our last contest had about 40 people flying with an equal number doing the myriad tasks on the ground.

To that end at MAC 80 with our annual Midwest Aerobatic Championship there are plenty of options for being involved with the contest. This includes scoring recorders, score runners, corner judges, certified aerobatic judges, tech inspectors and more. Whether for a day or the entire contest weekend there is always an

opportunity for involvement.

The contest for this year is scheduled from June 24-27 at Seward Airport (KSWT). This would include registration on Thursday the 24th to noon on Friday the 25th. The actual sequences would be flown the remainder of the 25th through Saturday the 26th with Sunday the 27th held as a "rain day"/departure day. The evenings are reserved for hangar flying and getting together.

Feel free to contact Harold Bickford (MAC 80 President, volunteer coordinator) at 402-274-7530 to find out more or be part of the crew. If you would like to join MAC 80-IAC there is a membership application included in this newsletter. Thank you for your consideration!

FOR SALE

2002 Velocity XL-FG

318TT, Continental IO-550 N2B, 310hp, cruise speed 175 knots, always hangared, built in Sebastian, FL under Velocity supervision. Contact Dean Hoy, 402-310-1500.



An article on the build [can be found here](#).

Dean also has a set of Matco 6" wheels and brakes for sale \$50.

EAA Chapter 569 Membership Form
Include your \$20 check made out to EAA Chapter 569

Mail to: Cristi Higgins
PO Box 335
311 South West Ave
Western, NE 68464



New Registration or Renewal: _____

Full Name: _____

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:



Midwest Aerobatic Club, IAC Chapter 80 – Membership Application

Send to: Gin Byrkit – Treasurer
Address: 408 N Clay, Clay Center NE 68933
Home ph. 402-762-3392

Amount \$20/yr.

Name _____

Address _____ City _____ Zip _____

Email _____

Phone _____ Cell _____

Aircraft _____



And finally ...

Spruce Goose



Dennis Crispin with his daughter Cheryl on the flight deck of the Spruce Goose. Dennis is wearing Howard Hughes' hat. The Spruce Goose is located at the Evergreen Aviation Museum in McMinnville, Oregon. Click picture to enlarge.

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