

January, 2022

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EAA Chapter 569 Newsletter

Lincoln, NE



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Meeting Announcement

Date: Tuesday, January 4th

Time: 7:00pm

Place: Duncan Aviation Engine Shop

Address: 5000 NW 44th St – Lincoln, NE

Topic: [Mark Novak](#), B-29 Chief Pilot



President's Message Tom Trumble

What a great year 2021 has turned out to be.

Thanks to all who have pitched in throughout the year, to keep things running smoothly. The breakfast crew, the Christmas Party committee, the Tri Motor Committee, the Young Eagles volunteers, and our Chapter Officers.

The December breakfast was a great success. The attendance was great with fly ins from Sioux City, Blair, Central City, Scotia, Seward, and others that I may have missed. The airport was under construction with the paved runway closed. No one seemed to mind using the grass runway. A big thank you to Shaun for getting the runway up to par.

We were saddened to learn that Bill Wood (the usual Saturday airport attendant) passed away after heart

surgery. Our condolences go to his family and friends.

The Christmas party was a fun event with several guests from other chapters. Please put on your thinking caps to begin planning next year's event.

Cristi has been working overtime getting the EAA 2022 Aviation Camps set up.

Noah Philson – Was Selected in 2019, The budget approved July 2, 2019 was \$2,200.

Noah is Scheduled to go to Basic Air Academy June 2022. Camp cost \$1,280 less \$375 YE credits = Total cost of \$905.

Caleb and Joshua Jordan (twins from St. Patrick's) are attending EAA Young Eagles 2022 camp. Cost \$960 each x 2 = \$1920 A \$2,000 budget was approved at Oct. 5, 2021 meeting.

Tom Trumble and Jerry Mulliken have volunteered to provide transportation. Please let me know if you would volunteer to make a trip to Oshkosh with the campers.

Jon Sullivan and the Tri Motor committee have been busy. Mark your calendars to come help and have a great time getting to know the Tri Motor. May 5 – May 9, 2022, Lincoln Airport.

We will have food at our next meeting January 4, 2022. So bring your appetite to sit back and listen

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to Mark Novak. Mark is the Chief Pilot for the B-29 "Doc". He will be speaking on some of his unusual flying experiences.

We have EAA 2022 calendars, \$10 each. I will bring them to the meeting.

Award pins for officers and volunteers will be distributed at the Jan 4 meeting.

Minutes of the Club Meeting

The Zoom meeting was called to order December 15, 2021 at 7:35 PM by President Tom Trumble.

Attending were Tom Trumble, Jerry Mulliken, Doug Volkmer, Harold Bickford, Jon Sullivan, Cristi Higgins, Kerm Wenger, and Paul Zinner.

Jon Sullivan reported that EAA has proposed the first week of May for the Ford Tri-Motor event. He will check for conflicting events with the Lincoln Chamber. Promotion is key to the success of the event. Discussion about how to promote this ensued.

Noah Philson, 16, will attend the basic EAA summer camp July 12 to 17. Cost to the chapter will be \$905. Trumble proposed we also send twins Caleb and Josh Jordan, for total cost of \$1920. Harold moved, Doug seconded to offer the twins the opportunity. Motion carried.

Cristi Higgins reported that she moved \$2000 from the breakfast account to the regular account. Balance of the regular account is \$3754.82 while the breakfast account has a \$1253.88 balance.

The cost of the Christmas party was \$1580.03. Receipts covered all but \$119.

Tom Trumble submitted an application for the Ray Scholarship.

Chapter renewal with EAA is \$398.

Next meeting is Jan. 4, 2022 at the Duncan Engine shop. Tom Trumble proposed we provide Subway sandwiches. Cristi Higgins said the Walmart deli could do better for \$40. Tom Trumble offered to bring cookies.

There being no further business, the meeting was adjourned at 8:17 PM

Respectfully submitted,
Jerry Mulliken, Secretary

You say it's your birthday?

- January 23 – Tom Henry
- January 27 – Dwana Henry
- January 27 – Tom Winter



Cristi Higgins served up some good laughter at the Chapter 569 Christmas party. During her standup, she was interrupted by this fella, Inspector Clousseau who was on the hunt for the Pink Panther. More photos of the party are in the Photo Gallery at www.eaa569.org.

Letters to Santa

By Lauran Paine Jr.

My mom saved everything. Maybe it was because she was a product of the Depression. I still have old horseshoes from her favorite horse. Why don't I throw them away? I can't. Just can't. No way. And there are locks of hair in my baby book.

"That's okay," you say. But guess what else there is? Teeth. Baby teeth. All taped to a chart in the book at the location where they came from. Gross? Maybe. But I don't judge my mom.

I think of my mom a lot at Christmas. She loved Christmas. (We also saved the tinsel off the Christmas tree, to be used again the next year.) So, often, I read something else she saved: my letters to Santa Claus. One early one, dated 1952, reads:

Dear Santa Clause all I want for Christmas is a football suit and a football and my waist is 24. I am 8 years old. how are you. do you have any new reindeer. bye for now. love, Lauran

The letter was complete with a cut-out picture of a football suit, still folded within the letter. I even wrote a thank you letter that year, dated December 28, 1952.

Dear Santa thank you for the football suit and the dump truck. thank you for the airplane too. I'm glad that you didn't bring me any sticks. how are you. bye for now, love, Lauran

The next year, I got a little more specific.

Dear Santa I want a tudor electric football game and 155mm gun and Lift-o-matic truck and Hough payloader and plastic football Helmet (tenite), white football, with black stripes around each end of it, I want

some horse books that's all. bye for now, love, Lauran Paine

My 1954 letter was written on stationery from the Coit-Ramsey Hotel, 15th and Harrison Streets, Oakland 12, California, telephone TEmplebar 2-5700. Nope, don't know why or where it came from. But it went like this:

Dear Santa Claus. I will leave a surprise on the kitchen table for you. Please do not come down the chimney because it is too small for you. I will leave the back door open for you to come in. I will tell the dogs not to bite you when you come. I will be asleep when you come so don't wake me up. I want some flannel shirts for Christmas and do not forget some slippers, the kind that you just slip on. A new football without pump, because I have a pump. Now what I really want badly is an electric football game, the players really run, block and defensive team charges. I want a Schuco Examico Gear-Shift Car. (I still have it!) And that's all I want so bye for now. Love, Lauran Paine Jr., Hornbrook, California.

In 1955 I got very specific.

Dear Santa. I'm 11 years old and I still live in Hornbrook. I have been a pretty good boy. (I guess!) How are you? I fine now. I guess I can start telling you what I want, so here she goes! I'm going to tell you what I want and how bad I want it, I will tell you by letters, and B means I want it pretty bad. X means I want it in between or medium and L means I don't really want it but would take it, now here she goes.

"Basketball, basketball hoop and net" got a letter B. So did the "floor punching bag." The "Ring-A-Phone" and the "Estherbrook pen and pencil set" both got a letter L. "Donkey Engine" got an X. So did "a new racer

bike," with this caveat: "If not a new racer bike a new bike tire for my old bike."

The items were not only given letters but were listed in numerical order. The last item reads like this: 6. (This is up to you Santa.) Some new shirts or some new clothes. Maybe some games, huh... Well that's about all. I had a good Christmas last year and I hope that have as good a Christmas this year and I hope it snows Christmas night. Well, good bye. Maybe some books, too. Lauran.

The year 1956 found me still a believer (why quit on a good thing?) but a little more sophisticated: I typed the letter. On a typewriter. Remember those?

Dear Santa Claus. I have been a pretty good boy all year. I have been waiting for this coming Christmas ever since the day after last Christmas. Last Christmas was a very good one. I hope this year will be the same as the last one. We will leave something on the table for you on Christmas eve. (Non-fattening of course.) A new med. blue, all nylon, reversible athletic jacket with shoulder wheel design about size 12. A helicopter that really flies when you turn the crank that makes the propeller go around. A football helmet with an unbreakable or very strong face guard. A couple of sport books about football. An electric basketball game if you can spare. Some refills for my pen. Well I guess that's it for this Christmas. A thanks for anything that you give me, Lauran Paine Jr.

P.S. Some real warm gloves.

That 1956 letter was the last letter saved. Presumably, in 1957, as a teenager I became too cool to write

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Santa any longer. We always had wonderful Christmas days, nonetheless. I particularly remember some traditions we had, a couple of them excruciatingly painful.

On Christmas morning my brother and I could not leave our room until our parents came and got us. That was f-o-r-e-v-e-r. Then, since the Christmas tree was in the living room, between our bedrooms and the kitchen, they blindfolded us while we walked to the kitchen. I could f-e-e-l presents but I couldn't see them. Not yet. Had to eat breakfast first.

My brother and I ate little and ate it fast. My dad, with a wink, would always ask for a second helping of something. Gimme a break. I'm about to burst over here at the side of the table. Then we had to do the dishes.

Christmas morning was the only day of the year that my brother and I made quick work of that. Then the blindfolds went back on and then we went back to the Christmas tree where the blindfolds came off. Cruel? Not in my book. Anticipation can enhance an experience. In my case, it sure did. I can close my eyes and still remember those first moments after the blindfold came off. And you know what? I'd do it all over again, in a heartbeat, if I could.

All this is to say that I'm going to write another letter to Santa. Now. I don't worry about being cool any more—unless you call worn out blue jeans, faded t-shirts, and broken down shoes cool. So, to paraphrase me in 1955, "Here she goes..."

Dear Santa,

I get my bride's coffee in the morning and do the dishes and turn down the bedspread in the evening so she says I've been a good boy. You'll be glad to know that I don't need any more football stuff. Am too slow and too brittle now. Speaking of which, you sure have aged well, Santa. You look about the same as you always have. Way to go!

I'm into airplanes now—still. That helicopter you brought me in 1956 really tipped me over. I know you're not into internal combustion for flight but, not having your magic reindeer, I am. So feel free to bring me a new engine for my RV-8. O-360, carbureted, vertical induction, parallel valve, dynafocal I mount. Letter B. (See my 1955 letter; I'm sure you still have it on file.) You needn't bring it down the chimney. Leave it on the roof if you want. If you bring it, I will retrieve it. I don't want to be greedy so I'm only asking for this one thing. Your elves are A&P's, right? The balance of my requests is general and for others:

Continued avgas and avionics that work being two of those things. And the continued freedom to fly being the third.

For my friends, 'good lines' to Wick in his Pitts, no oil leaks to Beaz, happy NASCAR to Foghorn, new house to Gurk, and I hope Cas can fill all the jobs he's been offering to me. And, Santa, thanks for letting me meet two faithful readers for the first time this year, WW II veterans Jack and Verne. They are the epitome of salt-of-the earth. I know there's more like them. And I'd like to meet them one and all. Same goes for our new, young warriors, too. Makes me feel good all over just being around them. And, hey, stop by EAA AirVenture sometime. We'll put your rig on display right in the middle of AeroShell Square. You'll be the featured attraction, how's that? I'll bet teenagers will start writing you again! Guess that's about it for now, Santa. Lauran

P.S. Any spare tools you have laying around, well, I can help you with that. But most of all, to my mom: Thanks for the memories. I love you, Mom.

(This article originally appeared in the December, 2004 issue of EAA Sport Aviation.)

EAA Chapter 569 Calendar		
January	4	7:00pm General Meeting. Food served. Mark Novak - Program, Location Duncan Aviation, 5000 NW 44th. Lincoln, NE
	15	8:00am Crete Fly in Breakfast, EAA Chapter 569 - KCEK
February	1	7:00pm General Meeting. Food served. Travis Meyer - Program, Wayne 2022 STOL races, Location Duncan Aviation, 5000 NW 44th. Lincoln, NE
	19	8:00am Crete Fly in Breakfast, EAA Chapter 569 - KCEK
March	1	7:00pm General Meeting. Mark Gaffney-FAASteam Safety Program, Location Duncan Aviation, 5000 NW 44th. Lincoln, NE
	19	8:00am Crete Fly in Breakfast, EAA Chapter 569 - KCEK
Events of interest		
	1st Sat	8:00am York Fly in Breakfast, EAA Chapter 1055 - KJYR
January	26-29	Nebraska Aviation Symposium & Aviation Maintenance IA Renewal seminar. Kearney NE. Information and registration @ NEBRASKAAVIATIONCOUNCIL.ORG

How a Cessna Pilot Should Look and Act? No Jammies!

By Tom Winter

Little known secret: whenever Hugh Hefner was to be photographed, he had to switch out of suit and tie and get into his trademark pajamas. The message, after all, was life in pajamas, surrounded by bunnies. Look the part to play the part, after all. At Nebraska U, there were cool professors who made a point of meeting their classes wearing sweatshirts and jeans. Not me. For work, I called my outfit my “professor costume.” Dress slacks, dress shirt, tie, and suitcoat. And, of course, my skateboard. Then for my teaching gig at University of Hawaii, they spelled it out: “Most teaching here is done in long pants and an Aloha shirt.” Okay. A different “professor costume.”

These pajamas you see me in today were made special by my resident Bunny, and they have airplanes on them. Well, back when I was a prof, I used to say “It isn’t really a day off if you can’t spend it in pajamas.”

And then I retired.

It’s a day off.

And then came Covid 19, and it’s even more a day off. It’s no secret that the Work-From-Home outfit is pajama bottoms and a presentable top. For my College Sweetheart and me, though, it’s like we are bears, hunkered down in our den. Our daughter does our grocery shopping, so outings are generally

unnecessary, and are rare, and it’s life in pajamas. And I get to play house with the college sweetheart.

So house slippers and pajamas are my retiree-in-the-time-of-covid costume.

But the essential outing is to the airport! Preparation is different, call AWOS, check WX, get on Navmonster.com, and Darn it all! Switch out of the jammies! Off with the bedroom slippers! Socks. Lace-up shoes! Long pants! Clean shirt! Put George Ebel’s HOW AN AIRLINE CAPTAIN SHOULD LOOK AND ACT in the DVD player, for a refresher. No, better the parody reply, HOW A FREIGHT PILOT SHOULD LOOK AND ACT. Anyway there I am, no Aviators, and no leather jacket, but presentable, just short of Sunday best, and out the door for the acme of social distancing.

Accident Report

Accident occurred September 10, 2018, 08:45 Local, Temple, Texas
Aircraft: Zenair ZENITH CH 750,
Registration: N946JY
Injuries: 1 Minor

On September 10, 2018, about 0845 central daylight time, a Lynch Zenith 750 experimental amateur built airplane, N946JY, impacted soft terrain during a forced landing following a partial loss of engine power during initial climb near Temple, Texas. The private pilot sustained minor injuries, and the airplane sustained substantial damage to the fuselage. The airplane was registered to and

operated by a private individual under the provisions of Title 14 Code of Federal Regulations Part 91 as a personal flight. Day visual meteorological conditions prevailed at the time of the accident, and no flight plan had been filed. The local flight departed the Draughon-Miller Central Texas Regional Airport, Temple, Texas.

According to the pilot, he had recently completed the building of the airplane and was operating under the phase 1 flight test experimental operating limitations. Prior to takeoff, he completed a preflight, engine start, and two engine run-ups. No abnormal engine indications or anomalies were noted during those tasks. Shortly after takeoff about 400 ft above ground level, the engine began to vibrate, and a partial loss of power was noticed by the pilot. The pilot suspected carburetor icing and applied carburetor heat. No change to the engine power was observed. Due to the low altitude, the pilot elected not to make a turn back to the runway and to execute a forced landing to a field that was in front of him. The airplane touched down in a soft field, and the nose gear collapsed. The airplane skidded about 20 yards and came to rest upright.

The pilot departed with about 24 gallons of fuel in the fuel tanks. After the accident, no fuel was found to be leaking from the airplane. The pilot reported that he should have applied carburetor heat

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prior to takeoff to clear any potential icing buildup during taxi from ramp and subsequent engine run-ups.

The pilot stated the Federal Aviation Administration (FAA) inspector examined the airplane and did not find any anomalies that would have precluded normal operation.

The carburetor icing probability chart included in Federal Aviation Administration Special Airworthiness Information Bulletin No. CE-09-35, Carburetor Icing Prevention, indicated that the airplane was operating in an area that was associated with a serious risk of carburetor ice accumulation at glide power settings (Figure 1).

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The accumulation of carburetor ice before takeoff, which resulted in a partial loss of engine power on initial climb and a forced landing on unsuitable terrain.

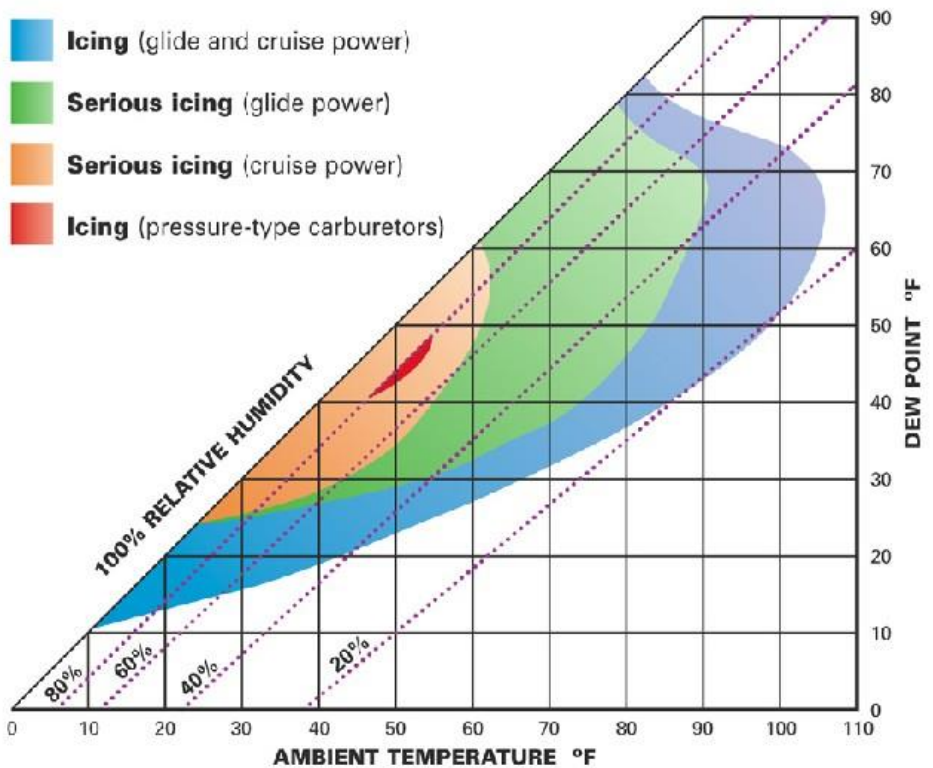


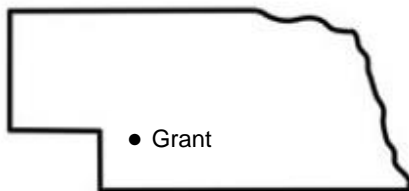
Figure 1



Mark Gaffney had a first engine start on his Teenie Two on December 4th. About the engine, Mark says it's a "2165 VW....SCAT heads, parts from HAPI, Great Planes VW, and Aerovee. (I built the engine for under \$2,000) Dual electronic ignition utilizing VW Beetle aftermarket parts. 9 to 1 compression. Planning on running 100LL".

**2022 Nebraska State Fly-in
Grant, NE**

June 18, 2022



**2022 Chapter Dues
Reminder!!!!**

Believe it or not, it's that time of the year again to renew your Chapter dues. Voted on at our November meeting, the new 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 members who prefer to fill out the paper form, a copy is included below.

**EAA Chapter 569 Membership Form
Include your \$25 check made out to EAA Chapter 569**

Mail to: Jerry Mulliken
118 S 52nd St
Omaha, NE 68132



New Registration or Renewal: _____

Full Name: _____ Spouse: _____

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:



And finally ...

Airworthy!



Congratulations to Derek Schroeder! His Challenger 1 CWS received its Airworthiness Certificate on December 19th. His plane is powered by a Rotax 503 engine. The successful first flight was December 24th. [Click here for pictures](#) of that special day. Here's a link to [a video of the first flight](#). If you have a photo you'd like to share, please send it to your newsletter editor.

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

For Sale

An almost ready to fly Early Bird Jenny.
Excellent craftsmanship by the late Jim Debus.
Rotax 2 cycle engine. [Click here for pictures](#).
Contact Ed Bowes – 402-730-3396

For Sale

25% share in a beautiful RV-9A. [IFR equipped including ILS EFIS with synthetic vision and highway in the sky](#). 6 GPH cruise at 150MPH
Click [here for picture](#) – \$18,500

Tesla Model 3. I'm moving up to a model Y.
Only 11,000 miles.

If you are interested in any of these contact
Tom Henry. His information is on page 1.