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EAA Chapter 569 Newsletter

Lincoln, NE



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Meeting Announcement

Date: Tuesday, January 3rd

Time: 7:00pm

Place: Duncan Aviation Engine Shop

Address: 5000 NW 44th St – Lincoln, NE

Topic: Jacob “Buddy” Smith was an F-4 pilot and will share with us his military flying experience.

Food will be available at 7:00pm.



**President's
Message
Tiffany
Thompson**

Happy New Year!

I hope your holidays were full of joy and love and that you are looking forward to the new year. With the new year comes new resolutions, new inspirations, returned determination, and some new Chapter 569 officers!

While you make your new year's resolutions, whether to set and complete milestones for your home build or plans to get healthy, I challenge you to include small random acts of kindness throughout the year.

As your newest president, I have a big job of filling Tom Trumble's shoes and continuing his work and the work of all the other great chapter presidents before him. My goal is to continue the success of our chapter and make it the group members are proud of.

Cheers to the new year!

Parting Words from President Trumble

This article is my last as president. As of January 1, 2023, we will be in good hands with our new president Tiffany Thompson and Vice President Jerry Clinch.

After two years as Vice President and two years as president I have memories of the challenges and successes we have shared. Covid challenged us to learn new ways of communication and alternate meeting mediums. Setting up a Zoom account and learning how to use it was not as foreboding as it looked. In the end, I was forced to learn some new skills that I would not have otherwise done. I sincerely hope I am leaving our chapter in good shape.

The 2022 Ford Tri-Motor event was a delightful highlight that I won't soon forget. It had its unexpected problems that were handled with no fuss by our committee chaired by Jon Sullivan.

Winter has arrived with authority. Reminding me and all of us to pay very close attention to the weather. Opportunities to exercise our instrument piloting skills abound. Be wary that with winter comes our old nemesis. ICE. Cold, clear and sunshine can be rewarding winter flying.

After a prolonged annual inspection and upgrading the head liner, my aircraft is back in the air with some interior finish work remaining. You don't realize how much you use it until it's offline.

Crete Breakfast Sat. Dec. 17, 2022

The weather was cold and windy.

A few brave souls flew in. With the drive-ins, the breakfast was well attended. Scott Vancurra donated a box of aviation instructional books. I will bring them to the next meeting. Scott is a retired air traffic controller who once worked in the Lincoln Tower. It was good to see him and his wife.

Pictured to the right is Lori Oliveros accepting the 2022 Most Valued Player chapter service award on behalf of the breakfast crew. We all owe them a huge thank you for providing the best and most famous fly-in social event in the state.

Ray Scholarship report

Noah Philson continues to have a weekly training flight scheduled with John Cox's flight school. He has completed 12 hours of dual and looking forward to the uneasiness of that first solo.

As the scholarship coordinator I will be submitting our chapter to be eligible for another \$10,000 scholarship in 2023.



Doug Elting, Dave Fritz, Lori Oliveros, Toby Jordan, Jon Sullivan, Doug Volkmer, Kermit Wenger, and Noah Philson. Not Pictured Cristi Higgins, Paige Higgins, Edi Bickford and Harold Bickford (and many others that have helped).

EAA Air Academy

Toby Jordan has been selected to attend the EAA Advance camp July 28-August 5, 2023. Toby is a junior at Pius X High School and is an active member of the Pius Aviation Club.

The Only Flight to Crete

By Jack Sodak

The Lincoln chapter of the Experimental Aircraft Association, EAA 569, held its monthly Fly-in breakfast in the repair hangar of the Crete Airport FBO. Folding tables and a portable grill fed a long line of pilots, airplane enthusiasts and spouses. Pat Dennison, the manager, flight instructor, aircraft mechanic and business manager, always made the club feel welcome, even pushing a couple of planes in partial states of disassembly to the side to make room for the tables. (One of his friends snidely commented that he had seen Pat come in late Friday night to lay out tools and airplane parts so we would all think Pat had been working all week.)

Volunteers ran the place. A recently retired Air Force pilot manned the coffee maker. A retired interstate business owner crewed the omelet griddle. An electrical engineer manned the sausage and bacon griddle. Others of similar skill and training handled the intricacies of the orange juice supplies, along with the syrup, the napkins and salt and pepper shakers.

The professional critics, having been to many similar providers of Saturday morning flight destinations, exalted the fabulous culinary quality offered for such a reasonable \$4.00 price, refills included. Men, and women too, took heaping plates of food and brought nothing back but empty cups and plates licked clean.

One could eavesdrop on an exposition of the intricacies of dynamic balancing of a propellor and could even be led to an example of a bolt added for weight on the flywheel of a Cessna 172 sitting near the coffee pot with the cowl removed. Another enthusiast extolled the virtues of two engines for flights over water or forests but willing to admit the extra cost for fuel mitigated against an extra engine in the plains states. But didn't that Beech B55 look pretty, even with both engine cowls off? And, of course, every pilot wanted to fly into EAA's annual exposition at Oshkosh, Wisconsin but not if it conflicted with the Cessna 150-152 gathering in Iowa. Ultra-lights had led many a builder to the construction of his own aircraft. Low cost of purchase, low cost of construction, low cost of flying and hopefully a low number of man hours required to complete the project. But the high rate of mortality had something of a chilling effect for some who now appear to be survivors of the craze. But today, the clouds were wet, the temperature was hovering at the freezing mark, and fog shrouded even the airport's rotating beacon warning that flight by visual flight rules was not advisable. One die-hard pilot commented that he just couldn't fly his plane in today. The weather forecast predicted icing conditions in the clouds and there was no instrument approach to Crete that would allow a descent low enough to get below the clouds. But his buddy commented that he expected to see Harry Barr's Bell Jet Ranger helicopter landing on the ramp. As a matter of fact, he thought he could now hear the whump whump of the rotor blades in the distance. We all laughed. That is, until we too could hear the whump whump. We all flocked to the door and sure enough a Jet Ranger was slowly touching down right by the gas pumps. We all scrambled back to our tables and nonchalantly waved Hi to Harry and his passengers as they joined the line starting at the coffee pot. We guessed that even if Harry could fly his big Jet Ranger in this kind of weather, that did not mean that any of us should feel ashamed. After all, a helicopter can stop if a tree or high line gets in the way. An airplane has to keep moving. So, it did not matter that Harry flies a Piper Cub tail dragger, a World War



II P-51 Mustang, a Cessna CitationJet, or a Bell Jet Ranger. We are still good, competent pilots. We are just properly cautious considering the limitations of our equipment or training, that's all.

But at least one aircraft flew in today, and rightfully earned the free breakfast for the pilot.

The author of this 'throwback' article is Glen Witte, a practicing Estate Planning attorney in Lincoln, Nebraska. Glen finds that an airplane is a mechanical marvel, an intellectual challenge, and, in the hands of a good pilot, a thing of beauty.

Random Musings from your Editor

By Doug Volkmer

As I write this, the temperature is negative 1. This arctic blast, which we're on the tail end of, sure puts a damper on the RV grin! One positive about flying this time of year, there are no bugs to clean after your flight!

My RV-7 is 2 years old now. It's been a blast to fly. I just wrapped up the condition inspection in November. I wasn't blindsided by any surprises. Everything looked good.

One thing I did while it was down was get my TruTrak autopilot working. It's a simple single axis altitude hold autopilot. Correcting the wiring of a pin along with resolving a bad ground got it going. I've used it a couple times now. Love it. I also took out a link in the sash chain that steers the tail wheel. It just felt like there was too much slack there. After a couple flights now, I do like the tighter feel.

Other things on the 'to do' list is getting the landing gear and wheel fairings installed. I've started on them, just need to finish them. Been too busy flying it! Also, I need to decide whether I'm going to paint it or go the polish route. I received an estimate from a reputable shop down in Texas that paint a lot of RVs. Yikes! I could buy a lot of polish for that. I know its a lot of work to keep 'em shiny. That doesn't concern me. Accent it with some stripes, I think it would look pretty good. Somewhere I read where a guy polishes his plane just once a year. He starts in January and ends in December.



I haven't taken it on any cross-country trips yet. In 2023, I'm planning to make some trips to Minnesota, Iowa and Missouri. Oshkosh? Perhaps. It's on the bucket list.

October of this year also meant it was time to renew my 3rd class medical. After giving it some serious thought, I decided to go the Basic Med route. Why not? If you're on the fence or would like to know more about it, this [FAA Safety Briefing](#) spells it out pretty well.



I debated on where to mount my iPad. I settled on tapping into one of the panel screws on the passenger side.

As we dive into winter now, Mother Nature will sometimes play havoc with our fly-in breakfast. If the weather looks iffy, please check our website before heading out. If we do cancel, we'll post a cancellation notice there. We'll also post it on our Facebook page.

Speaking of our breakfast, I want to give a big shout out to Noah Philson and Toby Jordan. They both helped out at the December breakfast. They were making some mighty fine pancakes and omelets. Noah is working on his private ticket and is really close to soloing. Thank you, Noah and Toby!

Get 'em flying. Keep 'em flying.

Error Chains are Silly

By Tom Winter

What has botching the repair of an innertube have to do with changing one's life? Everything, it turns out. Error chains are well known in aviation: an accident doesn't just [click] happen - a linkage led to it. Most of you know I've been lame and getting around on a walker since November 1. I'm still happy with my life, even though I don't know when I will fly again.

It's a stupid story. One fine day I saw that one of my 10 bikes had a flat. I put the wheel on a bench, removed the tube, pumped it up, and found the leak, a pinhole near the valve stem. I let the air out, applied a patch where I recalled the pinhole was, which was easy because of the spacial relationship to the valve stem. Reinstalled the tube. Pumped up the tire. Soon it was flat again. So, I need a new tube, and biked downtown on another of my ten bicycles to buy one. A sign on the door at Monkey Wrench said, "Back in ten minutes." I waited around, lost patience, and proceeded to the bike shop at Campus Rec, where they had no tubes the right size. The trip from Campus Rec to Monkey Wrench took me south on 17th. Where the University has closed 17th, there is a curb that you don't see from the north: I flew right over it and landed hard enough to bend the handlebars down. Kept control of the bike and pedaled my merry way. Monkey Wrench was open. I bought a tube. Once home, I removed the tube from the tire again, and realized I had put the patch on the wrong side of the tube! The trip had not really been necessary! Two days later, I went on a long bike ride, on which I noticed some discomfort on throwing a leg over the saddle.

But the bike ride itself was a bad idea! Seems if you've got a groin pull, do not work the legs too soon, lest you make it worse! My body had not told me that I had done it a mischief, or that I had a double groin pull, and a hyperextended left knee. But next morning I was in pain and lame. I needed help getting into bed! Diagnosis from two doctor visits, x-rays, and finally, an MRI: the spine and hips are fine. "Muscle Strain." and Excedrin for pain. Actual meaning: life for two months now walking with the help of a walker.

The chain:

IF I had put the patch on the pinhole instead of on the opposite side of the pinhole, the crippling trip would never have been needed.

IF the guy at Monkey Wrench hadn't stepped out, I wouldn't have been on 17th.

IF Campus Rec had the right innertube, there'd have been no need to be on 17th back to Monkey Wrench.

IF there had been some sign on North 17th about the curb. (Knowing it was there, I'd have gone around)

IF I had known not to ride again so soon after, I would not have worsened my damage.

But Delayed Onset Muscle Soreness is a real thing.

Am now signed up for 8 weeks of Physical Therapy at Madonna Rehabilitation Hospital.

Last night, Tom Trumble taxied up to my front door. I was able to walk the few steps to his Cherokee, and Tom took me up for a flight. It didn't bother me at all that Tom Trumble does not fly a Cherokee, or that he could taxi right up to my door!

Yes, right now, to fly, I need to be dreaming. Meanwhile, I'm trying to stay optimistic and paying ahead all my 2023 hangar rent.

I remain bright and optimistic. I am going to recover. Absolutely, because if I don't, the Bluebird of Happiness will be for sale. Heaven forfend!



Homebuilders Week – Online Event Starts January 23

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

By Charlie Becker, EAA Homebuilt Community Manager

EAA will be hosting our third annual Homebuilders Week 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 start on Monday, January 23, 2023, and run until Friday, January 27, 2023. The live online presentations will be open to everyone interested in building their own aircraft. Sessions will start at 11:30 a.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 time for attendee questions. Recordings will be archived and available to EAA members for review.

EAA Homebuilders Week coincides with the 70th 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 or [click here](#) to simply view the schedule.

Chapter Dues for 2023

Believe it or not, it's that time of the year again to renew your Chapter dues. 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 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)?

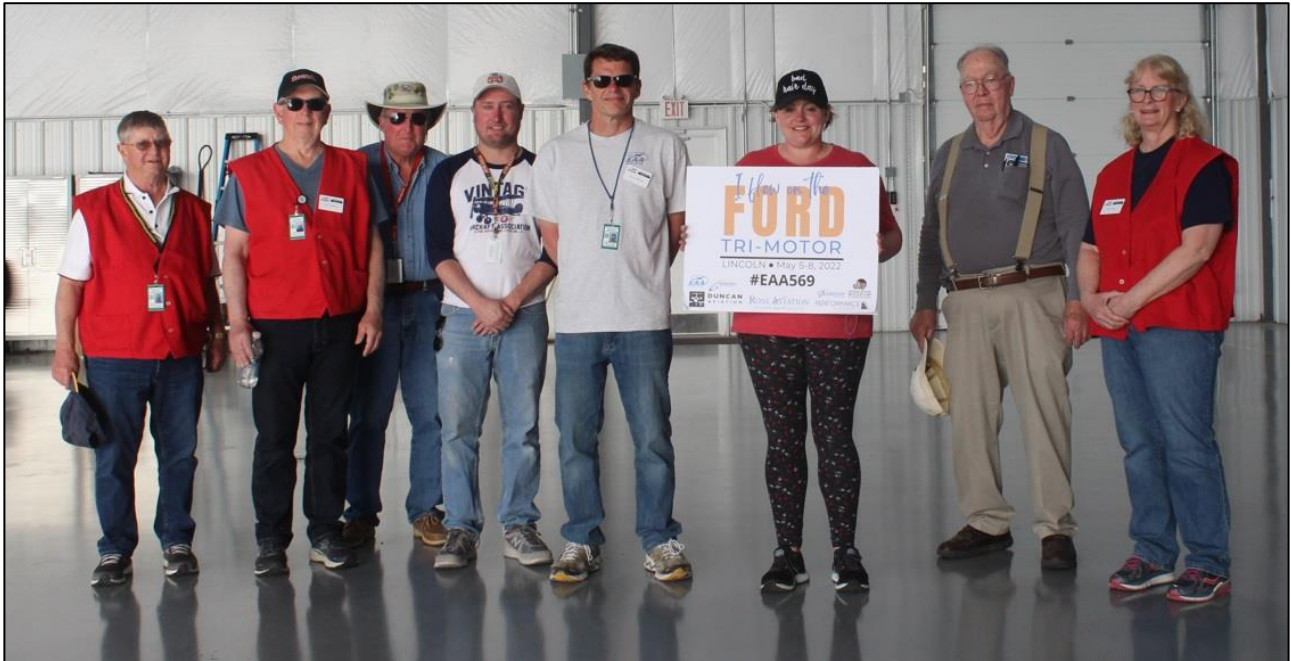
Flying and/or Building Information:

Other comments:



And finally ...

Ford Tri-Motor



As we close out and reflect on 2022, one of the Chapter high points would arguably have been hosting the Ford Tri-Motor in May. What a rewarding experience that was. It was interesting meeting the people that came out to see it. Most of them had a connection to the plane or an interesting story to tell about it. If you missed it, Jon Sullivan and Dennis Crispin did a great job recapping the event [in the June newsletter](#). Happy New Year!

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