

January, 2024

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EAA Chapter 569 Newsletter

Lincoln, NE



EAA 569 Contact Information

President

Tiffany Thompson
C: 402-219-2289
tiffthomps518@gmail.com
7033 Fernhill Pl
Lincoln, NE 68516

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

Cristi Higgins
H: 402-217-9763
higginschristi@msn.com
PO Box 335
311 South West Ave.
Western, NE 68464

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, January 2nd

Time: 7:00pm

Place: Duncan Aviation Engine Shop

Address: 5000 NW 44th St – Lincoln, NE

Program: Chris Stokes

Chris recently retired as a pilot for United Airlines. He also spent 34 years flying for the Air Force Reserve, attaining the rank of colonel. He was elected to the airport Board of Directors in May, 2023.



**President's
Message
Tiffany
Thompson**

Happy New Year! I hope everyone enjoyed the holiday season.

I'm happy to announce your 2023 officials are back for another season. We look forward to serving you in 2024. With the new year comes resolutions and goals. This year, I aim to attract younger generations and more women to join our chapter. Younger generations are crucial to our chapter's longevity. Our chapter is already striving with women pilots, officers, and aviation enthusiasts. However, we can still do more to encourage women to become members. What are your goals and resolutions this year? What can you do to make the world a better place?

I look forward to being your president in 2024 and making memories with all of you, whether at meetings, Young Eagle Rallies, Fly-In Breakfast, or other events we participate in.

Homebuilders Week – Online Event Starts January 22

An online opportunity to learn about building your own aircraft

By Charlie Becker, EAA Homebuilt Community Manager

Homebuilders Week is an online opportunity to carry on the founding mission of EAA by sharing as much knowledge and information about building your own aircraft as possible in five days. We start on Monday, January 22nd, 2024, and end on Friday, January 26th, 2024. Each day, we offer six live webinars back-to-back, starting at 11:30 am central time and running every hour and a half until the last session at 7pm central. The sessions are live and allow time for questions. To sign up for the sessions, visit www.EAA.org/HomebuildersWeek

The topics cover a wide variety of areas of interest to anyone curious about building their own aircraft. We try to make sure there is something for everyone, whether you are just considering the idea of building an aircraft, are knee deep in a project or getting ready for test flying. We even have EAA president Jack Pelton lined up on our anniversary date, January 26th, to talk about EAA's Advocacy efforts on behalf of the homebuilt members.

EAA Homebuilders Week coincides with the anniversary of the founding of the Experimental Aircraft Association in 1953. We have come so far since that first EAA meeting. Back then, information on homebuilding was sparse and hard to come by. I know that if our founder, Paul Poberezny, was still with us, he would give us a big thumbs up for this effort to support the homebuilder.

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

Visit www.EAA.org/HomebuildersWeek to sign up.

| Month | | EAA Chapter 569 Calendar |
|----------|----|---|
| January | 2 | 7:00pm General Meeting - Program: Chris Stokes |
| | 20 | 8:00am - 10:00am Crete Fly in Breakfast, EAA Chapter 569 - KCEK |
| February | 6 | 7:00pm General Meeting |
| | 17 | 8:00am - 10:00am Crete Fly in Breakfast, EAA Chapter 569 - KCEK |
| March | 5 | 7:00pm General Meeting |
| | 16 | 8:00am - 10:00am Crete Fly in Breakfast, EAA Chapter 569 - KCEK |



Homebuilders Week Schedule

January 22 - 26, 2024

To sign up: EAA.org/HomebuildersWeek

| Time CST | Monday 1/22/24 | Tuesday 1/23/24 | Wednesday 1/24/24 | Thursday 1/25/24 | Friday 1/26/24 |
|-------------|--|--|--|---|--|
| 11:30-12:45 | Building an Aircraft: What You Need to Know Charlie Becker | Composite Construction Basics Mark Forss | Amateur-Built Certification Process Joe Norris | Lies, Darned Lies, and Homebuilt Accident Statistics Ron Wanttaja | EAA Advocacy Update: Top Homebuilding Issues and the Impact of MOSAIC Jack J. Pelton, Sean Elliott & Rob Hackman |
| 1:00-2:15 | Wiring Basics Dick Koehler | The Nuts and Bolts of Nuts and Bolts Kerry Fores | Building on the Cheap Ron Wanttaja | Lycoming Engine Installation Dave Prizio | Working With Wood 101 John Egan |
| 2:30-3:45 | Welding Basics: Gas & TIG Charlie Becker & Tracy Buttles | Fabric Covering Basics Nate Hammond | Buying a Used RV Aircraft Vic Syracuse | Sonex Aircraft and AeroConversions Products Mark Schaible | Zenith Aircraft Kits & Plans Sebastien Heintz & Roger Dubbert |
| 4:00-5:15 | Sheet Metal Basics Jim Scott | Factory-Built to Homebuilt: What's the Difference? Tom Charpentier | Advanced Flight Systems Rob Hickman | Garmin Experimental Avionics Solutions Brad Brensing | Scratchbuilding From Plans: 90% Done and 90% to Go! Marty Feehan |
| 5:30-6:45 | Panel Planning and Wiring Marc Ausman | Dynon Avionics Michael Schofield | Flight Testing 101 Paul Dye | Propeller Selection for Homebuilts Steve Boser | Latex Paint: A Low-Cost Alternative Malcolm Morrison |
| 7:00-8:15 | Rotax 9 Series Installation & Operation Phil Lockwood | Painting Your Plane: DIY or Use an Expert? Craig Barnett & Ken Reese | Engine Break-In Mike Busch | Van's RV Aircraft Kits Greg Hughes | Common Builder & Maintenance Errors Vic Syracuse |

Sponsored by



Ed Siudzinski Update

Some of you may be wondering whatever happened to Ed Siudzinski. Ed and Marge often helped with the Chapter Breakfasts. Ed, who would sport a short clip-on tie, did a great job working the pancake grill. He also volunteered at the SAC Museum as part of their restoration team. Just an all-around good guy.

Marge would like to pass along this message to the membership:

“Ed is in Country House, 6616 South 84th St, Lincoln NE. He has Lewy Body Dementia and some Parkinson.

He would love to have visitors. He may not remember you at first but on a good day he will.

We miss helping with breakfast.

Hope you have a Merry Christmas.”



Oh my goodness, another one!

By Tom Winter

Again and again on Facebook I cheer for wedding anniversaries. Love and long-term relationships are pretty swell and anniversaries are cool. Well, here's another one: December 31 is my 25th Wedding Anniversary with The Bluebird of Happiness! Like all good weddings, there was a courtship, mostly made possible by EAA Chapter 569.

Throughout all of 1998, a group within Chapter 569 was dead set on starting a flying club. First, we pledged a starter amount each, and tried to buy half of an Aeronca that was for sale at Crete. It got sold out from under us. As Pat Dennison said at the time, “I don't know anyone who wants to sell half a plane.”

A foreshadowing of two other factors at work:

1. Old Friend Wally Peterson was in this group, and years before, aloft in his 1946 Piper Cub on our way to an aviation event, I heard him say, out of the blue “I want a Cessna 150.” Well of course! As my pilot friend Jon Lindgren puts it, “It's God's favorite plane!”



2. Meanwhile, Jeff Clausen, of blessed memory, was thinking about teaching his son Jack to fly. And how do you teach your boy to fly? Why, the first step is to buy a Cessna 150, of course! Jeff never kept a plane for long, and when 2885 Sierra's training mission was achieved, a delegation from the wanna-be flying club looked it over.

Wally Peterson bought it.

There were two other essential people in the club: Glen Witte, the attorney, and Wayne Fischer, CFI. Wally leased the 150 to the club, and Glen took care of the paperwork about the lease and about incorporating "The University Flying Club." To avoid going broke we needed to encourage frequent flying, so we decided to charge ourselves a cheap hourly rate (I recall \$25 an hour, wet!) coupled with serious monthly dues.

Glen finished getting his part done and December 31, 1998 was the first day that all was legal. I wasted no time. That was the day I took my first flight lesson, in 2885 Sierra, with a CFI at Mark Kuzara's Capital Aviation. I had my private pilot ticket 14 months later, all at the club rate! By then, the University Flying Club had migrated over to Wayne's Cherokee 180. Wally and I were left, and as I was now an FAA certified pilot, he let me buy in with him.

This was a partnership fondly remembered. We'd show up together, and Roger Aspegren would greet us with "Here come the Bobbsey Twins." When Wayne passed, so untimely, the club bought the Cherokee, incorporated, and is still going. And of course, when Wally lost his medical, the most natural thing in the world for me was to buy the other half, which I did in 2006. The courtship is long ended, and The Bluebird of Happiness and I are hoping for nice weather December 31 to celebrate the day of our 25th anniversary!

Ray Scholar News

By Tom Trumble

Ray Scholar Noah Philson passed his written test on 12/20/23. Ray Scholar Tobias Jordan has his first lesson booked at Oracle Aviation the first week of January 2024.

I would like our Chapter to consider donating unused flight bag items that we could loan to new students. This is a list I developed from Sporty's:

Books (some of these may not need to be new depending on the content)

The Sporty's books are ASA but equivalents of other authors should work.

1. The Pilot's Manual: Flight School
2. The Pilot's Manual: Ground School
3. Current Private Pilot Test Prep Book
4. Private Oral exam book
5. Practical test standards for Private Pilot single engine land
6. FAR/AIM book

Tools

1. Aluminum E6-B
2. Plotter (straight edge/with scale & protractor in the middle)
3. Headset

Some random pics from the December breakfast

By Lori Oliveros



Don



Jon



George and Co.



Dave and Lori



Paige and Cristi



Linda and Dennis

For Sale-1978 Skyhawk 172N

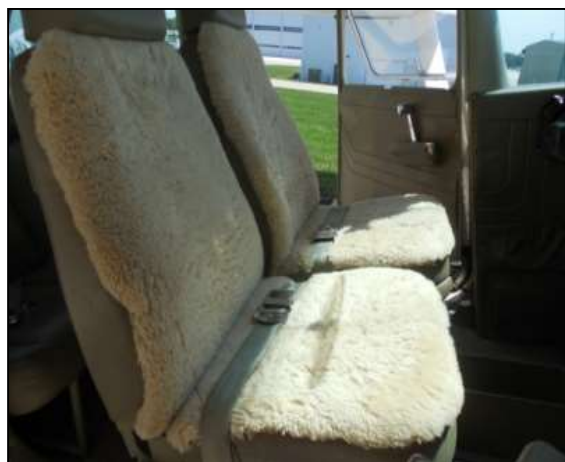
Airframe – TT-6100TT. 2550 Gross wt. STC, Finish painted engine Compartment, Leather Interior, Ashby Glareshield, Pilot seat fully adjustable, Wool carpet, Camera Port, Excellent glass, Std. 6 pack inst., E.I. Electronic tachometer, opening windows both doors, Camera Port.

Engine – 2,200 SN, 180HP, Airplane's Conversion. Factory Lycoming O-360A4M. Reif Sump heater, Auto fuel STC, Engine cold weather kit. Comp. 75,74,77,78/80.

Avionics – Garmin; GMA 340 audio panel, 4 headphone jacks, dual PTT, (dual ILS with indicators), GNS430W GPS, Mitchel MX385, NAV. COM, King KT74 transponder W ADSB out, TruTrak (King) Autopilot, JPI FS 450 fuel flow, Garmin 396, Garmin GDL 50 portable ADSB in.

Maintenance – Annual Due Dec. 2023, Pitot Static system IFR certified until Dec. 2024.

Tom Trumble, Lincoln, NE 402-540-6089



And finally ...

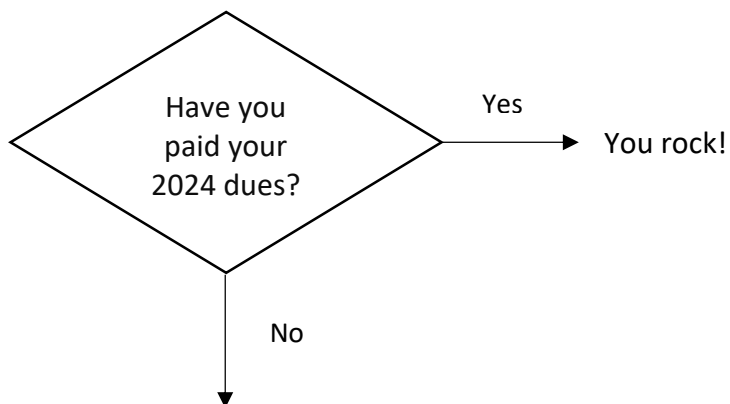
Piper J-3 Cub



One of the most recognizable planes around, the Piper J-3 Cub. First built in 1937, the Piper J-3 gained popularity as a trainer and a sport plane. Pure stick and rudder flying. When production ended in 1947, 19,888 Piper Cubs had been built. An oldie but a goodie. This Cub was at the Chapter 569 breakfast in May, 2023.

(Photo courtesy of Dennis Crispin)

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



Go to www.eaa569.org
and click Join.