

January, 2025

Volume 50, Issue 1

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EAA Chapter 569 Newsletter

Lincoln, NE



Meeting Announcement

Date: Tuesday, January 7th **Time:** 6:30pm

Program: Lincoln Airport Terminal Tour

Place: Lincoln Airport Terminal

Meet on the 1st floor at the hospitality booth for a tour of the terminal remodel and expansion. You may park in any lot or in the parking garage. Bring your parking ticket to the meeting and get it stamped for free parking. After the tour we will meet in the terminal conference room.



**Greetings
from
President
Tom
Trumble**

I am looking forward to 2025.

Chapter 569's 50th year anniversary will be in 2026. The original articles of incorporation for EAA 569 were filed with the State of Nebraska, Secretary of State on June 9, 1976. The board of directors consisted of Wally Woodruff, Don Shoemaker, and Tom Trumble. Please share your ideas on what we could do to make 2026 a special year.

I want to thank retiring president Tiffany Thompson for her two years of dedicated leadership. A big thank you to Cristi Higgins for her years of volunteering as Young Eagles coordinator, Treasurer, President, and generally the go to person for activities. I am looking forward to Cristi's continued support with Young Eagles and being a resource of contacts and information.

We had a great Christmas party at the Lincoln Antelope Park shelter. Good food and good company. Entertainment was the St. Patrick's Grade school choir. This group contains Young Eagles we flew this fall as part of their field trip. Thanks to my wife Sharon, Dwana & Tom Henry, and all the volunteers who helped with set-up and clean-up. We had a wonderful and fun door prize event thanks to Harold and Edie Bickford, Doug Prange and others who contributed.

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Bluebird of Happiness, 26th Anniversary Edition

By Tom Winter

New Years Eve is a super special anniversary: It was December 31, 1998 when Attorney Glen Witte got the i's dotted and the t's crossed to make the University Flying Club a legal entity in the State of Nebraska. I wasted no time: Got a flight lesson with Mark Kuzara's Capital Aviation that very day in the club plane.

Speak, Memory! So many stories to tell, so many great souls to be grateful to!

First, this EAA Chapter, EAA 569: If you're going to form a flying club, where would you possibly find your founding members? Of course! Right here! The recruiting and planning were done right after the club meetings! Our initial attempts foundered. We each ponied up some dollars, and then tried with our sum to buy half interest in an Aeronca. Too late. And anyway, in the words of Pat Dennison, "I don't know anybody that wants to sell half a plane."

Enter Wally Peterson. He acquired Piper Cub 6820 Hotel ages ago, and I was a favorite passenger. The phone would ring, "I'm flying to _____. Wanna go?" "Yes" Always, and I'd hop on my bike and meet him at the Pester Airstrip. Once upon a time, flying in his Cub and being vectored around Lincoln's Charley Airspace, out of nowhere he said "I want a 150." It surprised me, for Wally had made his Cub a cross-country machine: he [had already flown it to all of the western capitals](#), and to [the northeastern capitals](#), too, So a 150? But Wally meant it!

Enter Jeff Clausen. Jeff had bought a 150 from Canada to teach his son Jack to fly in. Once that mission was done, 2885 Sierra - since better known as The Bluebird of Happiness - was for sale. Wally Peterson bought it and leased it to the club. This began the University Flying Club. This may have helped Wally justify owning TWO planes. Being an economics prof (of great renown in Econ circles), he knew you can't justify owning ONE airplane. As he put it "No point worrying about expenses if you're going to own an airplane." In the club, we loved ourselves and here's what I mean by that: We rented our club plane for \$25 an hour wet. Of course, we paid monthly dues, and Glen kept the books and did the billing. Glen figured the low hourly rate would spur us to fly, and keep us going, because if nobody flew, the club would go broke! In addition to having a house lawyer, there was a club CFI, Wayne Fischer. Somewhere in '00, the club migrated to Wayne's Cherokee. I finished up my training in leaseback 152s at Capital Aviation, with a sweetheart rate from Mark Kuzara, who will always be on my good guy list. (Yes, I have a good guy list, the opposite of President Nixon's Enemies List. If you're reading this, you might be on it!)

Wally was left as the sole owner of two planes. When I completed my ticket, he invited me go halves with him. What joy it was to share the air with Wally! We took turns right seat, left seat, and particularly when getting the planes into and out of annual, we twain would make a flight of two! Roger Aspegren called us "the Bobbsey Twins" - we typically showed up together.

Not every dream came true: Finally Wally was fading, but wanted to complete the country, flying the Cub to the southeastern capitals. His daughter greenlighted the project so long as I was there along with him. That changed: Wally passed his last medical, but his daughter intervened, ratting out her father's condition to his AME, who duly notified Kansas City. So the Cub flight to the southeastern capitals never happened. I just unearthed the 2003/4 charts that I bought to help plan that big adventure. Won't ever use them, except to wrap Christmas presents.

So Wally sold the Cub to Jeff, and his half of our Cessna to me. That was 2005. Here at year-end 2024, I flew two + hours just before Christmas, despite the grey skies, and learned all over again the uplifting power of the well-named Bluebird of Happiness.

Our Magic Flying Carpet

By Mark Gaffney

In 1989 my mother, Sharon Gaffney, was diagnosed with cancer when I was still in high school. Complications with her initial surgery caused her cancer to spread, forcing her to undergo more surgery and radiation treatments. She was only expected to live 2-3 years. Her goal at that time was to see me graduate from high school, which she did in 1992. She went on to see me graduate from college in 1996. She celebrated my 30th birthday in 2003 and a year later watched as Anne and I married each other in 2004. In 2009, she held one week old Veronica in her arms. Amazingly, my mother beat the odds, which we were so thankful for.

In 2014, my mother learned of another cancerous tumor in her body that was in a location that sustained heavy damage from her radiation treatments years earlier making the tumor inoperable. She tried chemotherapy but made the decision to stop treatment, so she could live the rest of her life not feeling sick. My mother entered hospice care and did her best to enjoy what was left of her life.

Anne and I wanted to spend as much time with my mother as we could and we also wanted our 4-year-old daughter, Veronica, to spend more time with Grandma. The problem was the distance between us. My mother lived in Dubuque, Iowa and we lived here in Lincoln Nebraska, a 7 ½ hour drive at best. Oh, and that's with a 4-year-old! My mother's health didn't allow for her to travel very far, which meant traveling to Lincoln was out. Anne and I owned N4134F, a 1959 Cessna 172. Even an old slow Cessna cuts most drives in half. With our Cessna, we could make the flight to Dubuque nonstop in 2 hours and 50 minutes.



Veronica, Mark and Sharon at the Chapter 569 picnic in 2012.

So, in the spring of 2014 we started flying to Dubuque as much as we could. Whenever the weather was good, we made a weekend of it. We would depart Lincoln at 7am on a Saturday morning and plan on touching down in Dubuque around 10am. We would spend the night in Dubuque and head back to Lincoln after lunch and easily be home for dinner. Anne and I didn't miss work, there were no long car rides for Veronica, and I got my flying fix. The fine folks at Dubuque Jet Center knew us well and took wonderful care of us. When they saw us taxi in, they knew the routine and why we were there. Veronica's guinea pig, Guinea, would sometimes make the flight with us. The smiles we would get as Veronica proudly carried Guinea though the FBO was priceless!



Veronica with 'Guinea'

In the fall of 2015, my mother's health started to really deteriorate. I stayed with her for a week helping my Dad, leaving Veronica and Anne back in Nebraska. Once my sister, Loretta, arrived in Dubuque from Los Angeles to relieve me, I flew back to Lincoln so I could work Monday morning. That was a hard week for me. I was planning on heading to Dubuque again on the weekend, but daily reports from my sister of my mother's decline, convinced me to jump in 34F and fly to Dubuque on Thursday evening that week. I was able to talk with my mother that night for the last time. On Friday morning she slipped into a nonresponsive state. She passed away a few days later October 6, 2015, at the age of 70 years old.

In a year and a half, N4134F flew to Dubuque 19 times, something that would not have happened if we didn't have an airplane. It allowed my family more time with my mother and lifted her spirits. If I didn't have the plane, I wouldn't have had the chance to talk with her on that Thursday night. On the evening on the day my mother passed away, I flew back to Lincoln by myself. It was a dark moonless night, but it was smooth and VFR. My mind was somewhere else, and I would have had no business on the highway. But flying wasn't a problem for me. In fact, it was therapeutic. Anne and I love our old straight tail Cessna for the wonderful flights in and out of Oshkosh every year. However, we will always be thankful to our little magic flying carpet, N4134F, for the gift of more time with my mother.

Month		EAA Chapter 569 Calendar
January	7	6:30pm Lincoln Airport Terminal - 2nd floor conference room Parking available in any of the lots. Bring your ticket in to get it stamped for free parking. Program will be a tour of the terminal renovations.
	18	8:00am - 10:00am Crete Fly in Breakfast, EAA Chapter 569 - KCEK
February	4	7:00pm General Meeting - Duncan Aviation Hangar I, Darlene Christiansen Room
	15	8:00am - 10:00am Crete Fly in Breakfast, EAA Chapter 569 - KCEK
March	4	7:00pm General Meeting
	15	8:00am - 10:00am Crete Fly in Breakfast, EAA Chapter 569 - KCEK

Past Chapter 569 Presidents

2023-24	Tiffany Thompson
2021-22	Tom Trumble
2020	Tom Winter
2015-19	Harold Bickford
2013-14	Cristi Higgins
2012	Tom Johnson/Cristi Higgins
2011	Erick Corbridge
2009-10	Tom Henry
2008	Don Shoemaker
2006-07	Dennis Crispin
2005	Andy Lahr
2003-04	Ray Supalla
2001-02	Tom Winter
1999-00	Russ Kelsea
1997-98	Doug Hill
1995-96	Roger Aspegren
1993-94	Ken Mueller
1992	Ken Dahl
1991	Tom Werner
1989-90	Clay Champoux
1988	Bob Dinkel
1986-87	Lonnie Davis
1984-85	Jim Fix
1982-83	Jeff Clausen
1981	Jim Stephens
1980	John Camden
1979	Bill Sheahan
1978	Postalwaite/Murray/Satterlee
1977	Lowell Satterlee
1976	Rollie Woodruff (first President, organizer of Chapter 569)

**Spark Plug Award
Recipients**

2020	Dave Fritz/Lori Oliveros
2018	Harold Bickford
2013	Keith Gomon
2012	Doug Elting
2011	Cristi Higgins
2010	Kerm Wenger
2009	Andy Lahr
2008	Tom Trumble
2007	Doug Volkmer
2006	Tom Henry
2005	Dennis Crispin
2004	John Tenopir
2003	Russ Kelsea
2002	Norm Sell
2001	Ray Supalla
2000	Roger Aspegren
1999	Dana Dienstbier
1998	Don Shoemaker
1997	Steve Lukehart
1996	George Myers
1995	Doug Hill

News from EAA Headquarters



Learn Something New With Free EAA Webinars!

Our [January and February webinars](#) are here! You will find many FAA WINGS credit and AMT credit presentations, maintenance for homebuilders topics, and more! We're sure you'll find a presentation to enjoy! Preregistration is recommended, as space is limited.

[See All Webinars](#)

Homebuilders Week – Online Event Starts January 27th

30 online sessions to expand your knowledge of 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 27th, 2025, and end on Friday, January 31st, 2025. Each day, we offer six live webinars running 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 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, January 30th, to talk about EAA's Advocacy efforts on behalf of the homebuilt members.

EAA Homebuilders Week follows immediately after the anniversary of the founding of the Experimental Aircraft Association on January 26th, 1953. I can't think of a better way to recognize our organization's founding than to spend 5 straight days learning about homebuilding.

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

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



Homebuilders Week Schedule

January 27 - 31, 2025

To sign up: EAA.org/HomebuildersWeek

Time CST	Monday 1/27/25	Tuesday 1/28/25	Wednesday 1/29/25	Thursday 1/30/25	Friday 1/31/25
11:30-12:45	Building an Aircraft: What You Need to Know - Charlie Becker	Wiring Basics - Dick Koehler	Flight Testing 101 - Paul Dye	EAA Advocacy Update: Top Homebuilding Issues and the Impact of MOSAIC - Sean Elliott, Rob Hackman, & Jack J. Pelton	Staying Alive: Analysis of Homebuilt Fatal Accidents - Dave Nelson
1:00-2:15	Sheet Metal Basics - Mike Doolley	TIG Welding - Charlie Becker & Shaun Walker	Composite Construction - Mark Forss	Amateur-Built Aircraft Certification Process - Joe Norris	Liability of Selling Your Homebuilt - Kathy Yodice
2:30-3:45	Fabric-Covering Basics - Nate Hammond	Getting Your Project Finished and Flying - Vic Syracuse	Buying a Used Homebuilt - Vic Syracuse	Sonex Highwing Update - Mark Schaible	Zenith Aircraft Kits & Plans - Sebastien Heintz & Roger Dubbert
4:00-5:15	The Need for Speed: Kitbuilt Options - Dave Forster	Hardware for Homebuilts - John Cox	Advanced Flight Systems - Rob Hickman	Garmin Experimental Avionics Solutions - Brad Bremsing	Weight and Balance - Joe Norris
5:30-6:45	Panel Planning and Wiring - Marc Ausman	Dynon Avionics - Michael Schofield	Engine Selection Basics - Dick Koehler	Gas Welding - Budd Davisson	Working With Wood 101 - John Egan
7:00-8:15	Rotax 9 Series Installation & Operation - Phil Lockwood	Designing the Perfect Paint Scheme and Its Impact on Budget - Craig Barnett	Data-Driven Diagnosis of Engine Issues - Mike Busch	Van's RV Aircraft Kits - Greg Hughes	Common Builder & Maintenance Errors - Vic Syracuse

Sponsored by



For Sale

Tired of pushing your aircraft into your hangar? Aircraft Hangar winch for sale. 70' \pm of cable and push button control. Plugs into 110V. Works with nose wheel aircraft that have a tie down ring on the tail. The cable and control are long enough to reach an aircraft parked on the taxi lane. Contact Tom Trumble. 402-540-6089.

For Sale

RV-3A, C-90 engine, no electrical system, located at KCEK. \$17k Contact Rod at 402-947-1471.

Click picture to enlarge.



Chapter Dues for 2025

As we flip the calendar to another year, it is time to start thinking about your dues for 2025. 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 who wish to complete a paper form, there is a printable on the Chapter website as well.

From the  Gmail

[Aviation Fuel Observations - Paint Effect Testing](#) – (from Tom Henry)

[Fatal Last Flight of the Phoenix](#) – (from Tom Henry)

Christmas Party Photos



Thanks to Paige Higgins for sharing these pictures from the Christmas Party. More photos are in the Photo Gallery at www.eaa569.org

And finally ...

Formation Flying



In November, the Department of Aeronautics conducted a Facebook photo contest to highlight Nebraska aviation photography. The most-liked photos were selected for the front and back cover of the 2025-26 airport directory. Congratulations to Paige Higgins whose photo above won 2nd place!

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