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EAA Chapter 569 Newsletter

Lincoln, NE

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Meeting Announcement

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

Program: We'll have a couple guests at our January meeting. Please note the start time change for this month only.

First up will be Samantha L Montante Gonzalez, the Lincoln Airport Customer Experience Coordinator.

Doug Rosendall will follow, discussing the wing removal lever and how not to use it.

Place: Lincoln Airport Terminal – 2nd floor meeting room

Take your parking ticket to the information booth to get free parking.

Greetings from President Tom Trumble

The 2025 Christmas Party was held at the St. Patrick's Church Social Hall on December 12th. Tom and Dwana Henry did a fantastic job of decorating. The caterer was Ricky's Café from Hanover, KS. Pictures from the party are elsewhere in the newsletter and in the Photo Gallery on our website. We are now considering ideas for the 2026 (50th year) party.

The 2026 Board of Directors were introduced at the Christmas Party –

Director 1	President	Tom Trumble
Director 2	Vice President	Jerry Clinch
Director 3	Secretary	Jerry Mulliken
Director 4	Treasurer	Mark Gaffney
Director 5	Newsletter Editor	Doug Volkmer
Director 6	Immediate Past President	Tiffany Thompson

Thank you all for serving another term.

The last couple of weeks have been flying friendly. Since selling my airplane I have let some currencies lapse. The good weather has allowed me to get IFR current again and obtain my Basic Med. Life is good.

AirVenture 26 is July 20-26. For those who stay in the University of Wisconsin-Oshkosh dormitories the room reservation system is now active. https://www.uwosh.edu/conferences/eaa-lodging/

The January 6, 2026 meeting will be held at the Lincoln Air Terminal, 2nd floor meeting room.
Please note the meeting time change to 6:30pm.

Address: 2400 W. Adams, Lincoln, NE 68524
Program: Samantha L Montante Gonzalez, Lincoln Airport Customer Experience Coordinator.
Doug Rosendall – The wing removal lever and how not to use it.

Remember to have your parking pass validated.

Homebuilders Week – Online Event Starts January 26

Free weeklong online series on building your own aircraft

By Charlie Becker, EAA Homebuilt Community Manager

EAA Homebuilders Week 2026 offers 30 free virtual presentations for anyone interested in building an aircraft. Registration is required, and space is limited. The event runs Monday, January 26, through Friday, January 30, 2026. Each day features six live, back-to-back webinars starting at 11:30 a.m. Central Time and continuing every 90 minutes until the final session at 7:00 p.m. All sessions are live and include time for Q&A. To sign up, visit www.EAA.org/HomebuildersWeek.

Whether you're just beginning to explore the idea of building, are deep into a project, or preparing for test flying, you'll find sessions addressing your needs. We are also excited to have EAA President Jack Pelton joining us on January 26 to discuss EAA's advocacy efforts on behalf of our homebuilt community. EAA Homebuilders Week celebrates the anniversary of the Experimental Aircraft Association's founding on January 26, 1953. It's a great opportunity to carry on our mission by expanding your homebuilding knowledge with five straight days of learning about building and flying homebuilt aircraft.

EAA Homebuilders Week is made possible thanks to the generous support of Aircraft Spruce & Specialty Co., Dynon, Scheme Designers, and Van's Aircraft. Visit www.EAA.org/HomebuildersWeek to register.

Homebuilders Week Schedule
January 26 - 30, 2026

Homebuilders Week **Schedule of Events**

To sign up: *EAA.org/HomebuildersWeek*

Time CST	Monday 1/26/2026	Tuesday 1/27/2026	Wednesday 1/28/2026	Thursday 1/29/2026	Friday 1/30/2026
11:30-12:45	Building an Aircraft: What You Need to Know - Charlie Becker	Wiring Basics - Dick Koehler	Flight Testing 101 - Paul Dye	Amateur-Built Aircraft Certification Process - Joe Norris	Staying Alive: Analysis of Homebuilt Fatal Accidents - Dan Berry
1:00-2:15	Composite Construction Basics - Scott VanderVeen	Fabric Covering Basics - Austin Jones	TIG Welding - Charlie Becker & Shaun Walker	Insuring Your Homebuilt - Jim Stewart	Fly the Wing: AOA Demystified - Mike Vaccaro
2:30-3:45	EAA Advocacy Update - Jack J. Pelton, Sean Elliott & Rob Hackman	Sheet Metal Basics - Mike Dooley	Hardware for Homebuilts - Dick Koehler	Sonex Aircraft Update - Mark Schaible	Zenith Aircraft Kits & Plans - Sebastien Heintz
4:00-5:15	Getting Your Project Finished and Flying - Vic Syracuse	Dynon Avionics - Michael Schofield	Advanced Flight Systems - Rob Hickman	Garmin Experimental Avionics Solutions - Brad Brensing	Weight & Balance - Joe Norris
5:30-6:45	Panel Planning and Wiring - Marc Ausman	Painting Your Plane: DIY or Use an Expert? - Craig Barnett & Ken Reese	Condition Inspections: Who & How - Brian Carpenter	Buying a Used Homebuilt - Vic Syracuse	Can Homebuilt Accident Rates Be Fairly Compared? - Ron Wanttaja
7:00-8:15	Van's Aircraft RV-15 Update - Marc Cook & Rian Johnson	Propeller Selection for Homebuilts - Steve Boser	Lessons From 200,000 Borescope Images - Mike Busch	Lycoming Engine Installation - Judson Rupert	Common Builder & Maintenance Errors - Vic Syracuse

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How to fix that ugly crack

By Bob Bounds

These are some basic instructions on how to fix minor cracks in plastic or fiberglass parts like wingtips, wheel pants, etc. First off, it's easiest to remove the damaged part from the plane for repair but it is possible to fix the part on the plane if the part is riveted on and hard to remove. Just remember to mask everything around the part that you don't want scratched or painted. These repairs must be done in warm temps. Nothing below 60 degrees.

A) Clean the part

The first and most important step in preparation is to thoroughly clean the part to be repaired. Oil and dirt will cause your repair to fail in a short time. Begin by degreasing the part if it has any oil on it. Starting fluid or brake cleaner works pretty well for this. Then wash the part with hot soapy water. Hot pressure washers work well for big parts like wheel pants. When clean, rinse the part thoroughly with clean water and allow to completely dry.

B) Mechanically prep the part

First, stop drill the crack if you haven't already done this. Then grind or sand material around the crack for at least 1.5" all around the crack. Grind out material tapering down to leave a very thin amount of material at the crack. This will allow you to fill this lowered area with layers of fiberglass to begin your repair. This major removal of material is preferably done on the inside of the part but can be done on the outside if you have no access to the inside. Then, turn the part over and do the same sanding prep on the other side but do it to a lesser depth. You're only going to put on one layer of glass on this side. All the sanding/grinding prep is done with very coarse sandpaper (60 to 80 grit). Any area that will be repaired must be sanded completely dull. Vacuum the repair area.

C) Prepare your fiberglass plies

Cut out your plies of fiberglass cloth. Start by cutting a piece of cloth that is large enough to extend 1" in every direction from the crack. Cut the next piece ¼" smaller than the first. Cut the next piece ¼" smaller yet. Three layers of 8 oz. "Rutan bid" (RA 7725) should be enough to fix most fairings. Wheel pants may need more layers to build up to the original thickness. Figure about .010" thickness per ply of this cloth. (3 layers = .030") Cut one ply of appropriate size to go on the outside of the part over the crack. Cut out two pieces of "peel ply" to cover the repaired areas on each side.

D) Mix the resin and apply the fiberglass

Put on some disposable gloves. In an unwaxed paper cup, mix a couple ounces of resin with the correct amount of hardener. If your resin is polyester (available at auto parts stores, cheap, stinks, cures too fast) the hardener will be so many drops of a clear liquid per ounce of resin. If your resin is epoxy (available at Spruce or maybe a hobby shop, expensive, doesn't eat plastic) the hardener will be a ratio by weight or volume to the resin. After thoroughly mixing the glue, paint an area around the crack slightly larger than the biggest piece of cloth you've cut. Lay that piece on the repair area. Paint some glue on the cloth and work it a little until it is all wetted then lay the next smaller piece of cloth on. Wet that piece, work the glue in then add the next piece of cloth and work the glue up into it by stippling it with the brush. Only add enough glue to completely wet out the cloth. Any more glue only adds weight, not strength. When all the cloth is laid down, cover the repair area with peel ply and stipple until the peel ply is wetted out over the repair. Leave some peel ply edges unwetted so you can get ahold of it to pull it off after the glue cures.

E) Fill the repair

After the layup over the repair cures (usually overnight) you can pull off the peel ply. Trim off any excess fiberglass that overhangs an edge. Block sand the repaired area with coarse paper to prep the area for fill. Try to knock the repair down to almost level with the sanding block. Sand any low areas completely to prep for fill. Mix up a very small amount of resin and hardener. After thoroughly mixing the glue, add micro balloons to the glue and mix in more micro balloons until the mixture is a little thicker than peanut butter (stiff peanut butter). If your repair was made with polyester resin you can use "Bondo" for filler but don't try to get it to stick to an epoxy repair. Spread the filler over the repair area with a plastic squeegee. Don't lay it on real thick because you have to sand most of it off but don't skimp too much either. Allow to cure.

F) Sand and paint

After the filler is fully cured out, sand off almost all of it using a fairly stiff block with 80 grit paper. Spray the repaired area with spray can filler primer and sand off with 120 grit paper. Prime again and sand with 320 grit paper. Paint with appropriate color paint and allow to dry completely. Sand the paint with very fine (1200 – 1500 grit) sandpaper and polish out using polishing compound. Step back and admire your work and pity the poor fool that tries to build a whole plane out of this stuff.

Christmas Party

By Doug Volkmer

The Chapter 569 Christmas Party was held on December 12th at the St. Patrick's Church Social Hall in Havelock. Around 50 people were in attendance.

The party was catered by Ricky's Café from Hanover, KS. I've heard great things about Ricky's and let me tell you, they did not disappoint. The food was excellent. The roast beef was SO tender, I could slice it easily with my plastic fork.

After the delicious meal, the St. Patrick's Children's Choir performed, singing an assortment of classic Christmas Carols. The choir asked attendees to join in on a few, and we delivered. 😊 Some Chapter 569 members and spouses have pretty good pipes!

President Trumble recognized the 2025 officers, presenting them their certificates and pins from EAA headquarters. All officers have elected to stay on and carry their duties through 2026. Thank you, gentlemen!

The evening concluded with the raffling of door prizes. Numerous aviation gifts were given away and I believe everyone walked away with something.

It was a festive evening and a great way to kick off the holiday season.

Learn Something New With Free EAA Webinars!

Our January webinars are here! You will find many FAA WINGS credit and AMT credit presentations, safe flying strategies, and more! We're sure you'll find a presentation to enjoy! Preregistration is recommended, as space is limited.

See All Webinars

Chapter Dues for 2026

As we flip the calendar to another year it is time to pay your Chapter dues. The amount remains $25 and we now offer a way to pay them online. Easy peasy.

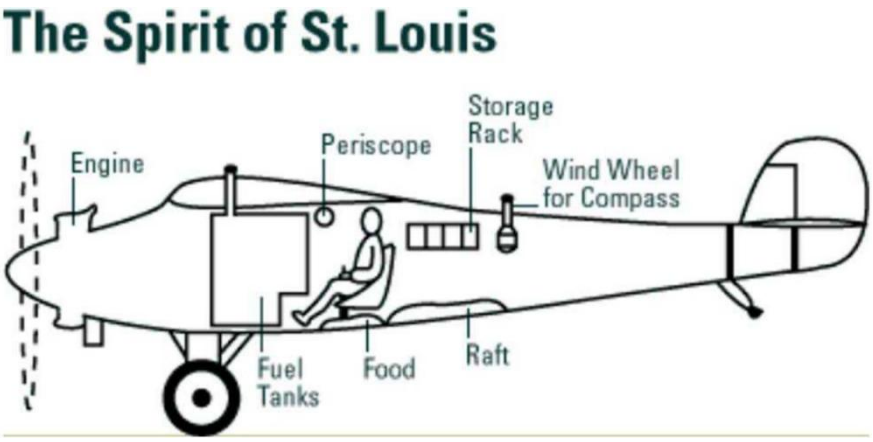
Simply go to the Chapter website (www.eaa569.org) and fill out the online form. To get to the form, select Join on the Chapter website home page and follow the instructions on the page. Whether you are paying by Credit Card or Check, you will use the same form.

Thank you! Have a happy and healthy 2026!

Lindbergh Knew

By Tom Winter

A surprise in flying a small plane is that you look out the side window much much more than out the windshield. Here's an excerpt from the American Experience article on the Spirit of St Louis: "One of the more innovative design decisions involved placing the main fuel tank in front of, rather than behind, the pilot's seat. Lindbergh didn't want to be caught between the tank and the engine if the plane was forced to land. This configuration also meant that Lindbergh would not be able to see directly ahead as he flew. It didn't seem to trouble him much. "There's not much need to see ahead in normal flight," Lindbergh told Donald Hall. "I won't be following any airways. When I'm near a flying field, I can watch the sky ahead by making shallow banks. All I need is a window on each side to see through...



My CFI never taught me this, but I learned it. Most of the time aloft, I'm looking out the left window, not the windscreen.

My first solo cross-country was to be a triangle: Lincoln, Marysville, Plattsmouth, Lincoln. I never saw Marysville, but soon instead saw a huge body of water. "What's the Atlantic Ocean doing in Kansas?" I asked. I eyeballed my Kansas chart. The ocean was the Tuttle Creek Lake, huge and almost 60 miles south of Marysville! Looking over the nose, I had flown directly over my first destination. So I studied the chart, found my way back to Marysville, landed there, and signed the guestbook. Took off, learned that farm ponds are no good as landmarks -too many of them - but found Plattsmouth anyway. Already way overdue, having flown 120 miles farther than necessary, I just did a touch and go at Plattsmouth and found my way back to Lincoln.

Huge lesson: Do NOT fly over the course line. Fly to the right of the course line. And follow the course line by looking out the left window!

Aviation Investigation Final Report

Location:	Auburn Hills, Michigan	**Accident Number:**	CEN23LA067
Date & Time:	December 21, 2022, 14:47 Local	**Registration:**	N8768U
Aircraft:	Cessna 172F	**Aircraft Damage:**	Substantial
Defining Event:	Loss of engine power (total)	**Injuries:**	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that shortly after takeoff, as the airplane was climbing through about 3,000 feet, the engine "coughed and shuddered and started to run rough." After unsuccessfully troubleshooting the engine, the pilot decided to conduct an emergency landing on a nearby road. During the landing the airplane's left wing clipped trees, causing the airplane to veer left and flip over. The airplane sustained substantial damage that included damage to both wings, horizontal and vertical stabilizers, fuselage, and engine mounts.

Postaccident examination revealed a trail of oil from the airplane's hangar, down the taxiway, leading to the departure runway. The underside of the airplane was covered in engine oil, and the externally mounted engine oil cooler exhibited fresh oil leakage. The No. 4 cylinder connecting rod was separated and there were holes through the engine crankcase above the No. 4 cylinder, consistent with catastrophic failure due to a lack of lubrication.

The outside air temperature at the time of the accident was about 28F. According to the airplane manufacturer, engine oil with a viscosity of SAE 20 was to be used at temperatures below 40F and SAE 40 was to be used for temperatures above 40F. However, the oil in the airplane's engine had a viscosity of SAE 50, with an operating temperature range of 60 to 80F. Although the pilot added an oil additive to "thin the engine oil," the aircraft manufacturer noted that the use of any oil additives during cold weather operation is not recommended. Additionally, the engine manufacturer indicated that operation of the engine without preheat could lead to oil congealing and engine failure, and operation of the engine above 1,700 rpm without first reaching minimum oil temperature could also lead to engine failure. The pilot reported that during the engine runup and takeoff roll the engine oil temperature gauge indication was "not registering," and he did not remember whether the oil pressure gauge indication was in the normal operating range. It is likely that the pilot's failure to preheat the engine before starting it, in combination with his failure to warm the engine to operating temperature before takeoff, resulted in the engine failure.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The catastrophic engine failure due to lack of oil lubrication, which resulted from the pilot's failure to follow the airplane and engine manufacturers' guidance for cold weather operation.

And finally ... P-51 ride

Doug Prange shares a video he took of a ride with Harry Barr in his P-51 back in March, 2013. Click the picture to view the video. What a thrill that must've been!

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