

July, 2021

Volume 46, Issue 7

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# EAA Chapter 569 Newsletter

Lincoln, NE



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## Meeting Announcement

**Date:** Tuesday, July 6<sup>th</sup>

**Time:** 7:00pm

**Place:** Duncan Aviation Engine Shop

**Address:** 5000 NW 44<sup>th</sup> St – Lincoln, NE

**Topic:** Lanny Renshaw will give us a tour of the Duncan Engine Test Cell.



### President's Message Tom Trumble

Our meeting on June 1, 2021 was at the Nebraska Innovation Studio. This meeting was facilitated by member Jon Sullivan. A tour of the facility was given by David Martin. This is a great facility for all of us who like to make things, but maybe don't have the tools. The entire facility becomes available for a minimal monthly fee \$80+ or a yearly membership even more economical. The variety of available tools is from weaving looms to milling machines. So, if you have a few parts to make or if you want to start a manufacturing business this facility is less expensive than what heat and light would be for a well-equipped shop.

The breakfast crew is doing a fantastic job. Remember, 3<sup>rd</sup> Saturday of the month, Crete Airport 8:00am. If you have not been to this, put it on your bucket list. We can always use volunteers.

We invited the Nebraska Corvette Association to attend the June event.

Seventeen cars showed up. The hangar door was open, breakfast cooked to order, Corvettes in front, Skydivers landing, airplanes and helicopters coming and going. Can't put much more fun into one event. (Photos in the [EAA 569 website Photo Gallery – Ed.](#))

Annual Picnic reminder. Janice Fix [donated a leather jacket](#) that belonged to her husband Jim. The jacket was used very little (as new). It is autographed by John Glenn. We are raffling it at the September Picnic (September 12 @ 4:00pm) which will be at Shoemakers airstrip and hosted by Holly (Shoemaker) and Jon Dixon. The drawing will be from the names on our current chapter membership roster. If you haven't paid dues for 2021 or are unsure, please check with Cristi or Jerry Mulliken. If you want a chance on the jacket our dues are \$20/yr.

Several discussions were had at the last business meeting held on June 16. Please read the minutes for the details.

Some bullet point items:

- Our next meeting is on July 6, 7:00pm at the Duncan Engine Shop (5000 NW 44<sup>th</sup> St). This is the same location where our meeting room is. Lanny Renshaw will give us a tour of the Duncan Engine Test Cell. **Note: A business meeting will immediately follow in the 2<sup>nd</sup> floor conference room.**
- August – No general meeting – too close to Oshkosh.
- The next Zoom business meeting. Wednesday August 18 at 7:00pm.
- September – Chapter picnic Shoemaker's airstrip hosted by Holly and Jon Dixon, Sunday September 12, 4:00pm.

## A Visit to Central City

By Tom Winter

I was on the trail of Central City's 1916 opera house, on the National Register of Historic Places, and had lined up a local volunteer to meet me there. But, I have no working GPS! Big boys don't need no GPS! Found Central City by compass heading, windage correction, and aeronautical chart. I feel so grown up! Grabbed the chart, dug up an old highlighter that still worked, and ruled a line from the south end of LNK to Central City. Oh, the nostalgia! Fly over Seward, adjust the compass heading to allow for the south wind, split the difference between York and Stromsburg, fly right over Benedict, hit a railroad that leads into town. Easy peasy.

The Central City Airport is one of those unfortunate "You're here? So what. We don't care." airports. Nobody answers a Unicom call, and there are no designated tie-down or parking signs. I taxied around everywhere looking for designated parking. The Terminal building/pilot lounge (it says "Lobby" on the door — is locked. Need to pee? You're SOL. Lots of nice new hangar buildings, though. Found a paved corner that seemed out of anyone's way, unfolded the folding bike and pedaled into town.

Long bike ride. Google says 2.9 miles. But there it was, The State Theatre, and the volunteer had just put up the marquee signs and was there to greet me. Helen treated me to a tall ice water — I needed it! — and told me about the theatre and the Theatre Foundation Board. They are

all volunteers. The Foundation took it over four years ago, put in new seats. And the seats have drink holders. No more knocking them over and spilling pop on the floor [See picture] The floor turned out under all, to be blond hardwood.

I remarked that it was a blessing that the opera house was on the ground floor. The big problem for an opera house is ADA compliance, because the usual opera house is on the second floor. In David City, for example, they hope to use a next door building for ADA access to minimize disrupting the integrity of the building. In Red Cloud, they sacrificed the front third of the aud for elevator and stairs. Central City simply closed the balcony — though it is still there. They met ADA compliance mostly by making the bathrooms wheelchair accessible. Helen showed me the former rest rooms — now used for storage! With their very narrow doors.

In the auditorium, the loges for VIPs are still there. They look great.

Down the block is the Weekly Newspaper, the REPUBLICAN NONPAREIL. The woman who greeted me says it is published every Thursday evening. Dollar a copy. You can get an e-subscription. There is a regular column, by RN staff, titled "The Bible Says." She listed the eateries for me the tourist. The local, non-franchised choice was the Side Street Deli and catering. I tried it (See pictures) and enjoyed a spinach wrap, six dollars and change.

The Lincoln Highway bisects the town and is bumper to bumper with big truck traffic. Downtown I witnessed an actual gridlock in Central City Nebraska: semi-trailer trucks, stopped at a light, backed up the traffic halfway through the last block. Wanting to get a shot of the

*(continued on page 3)*



**Interior: The Foundation has worked wonders. Note the loges, still there.**

impressive, though boarded up hotel building, I had to wait for a semi-free traffic gap. They have a new museum, which I regret not getting to, but I was impressed by the big public library. I mistakenly took the other possible route back to the airport, but it was 3.9 miles. By the time I got back to the plane, I was beat, and sunburned.

The flight back was a busy affair: Late afternoon flying in the summer is bumpy, roly-coastery. Know what holds those beautiful puffy clouds up? Rising columns of heated air, that's what. Rare to head straight in to one, though I certainly did ("Hmmm. I haven't added power, but I'm climbing 600 feet per minute") Usually, you clip one of those rising columns with a wingtip, and it tips you sideways. I usually fly with just the left hand on the yoke. Today it was easier to keep BOTH hands on the yoke.



Seats with cup holders.

## What is new at the Strategic Air Command & Aerospace Museum

By Dennis Crispin

In the darkest days of the cold war, it was developed to meet a sequence of "what ifs". What if an enemy attack put the Pentagon out of business? What if the SAC control center at Offutt Air Force Base could not function? What if the hardened command bunker, deep under the Nebraska landscape, was compromised?

The answer was an airborne command post carrying a senior Air Force General and his battle staff. They could control the entire American nuclear retaliatory forces of Air Force bombers, intercontinental missiles and missile

launching Navy submarines. Hiding in the vastness of the sky, the plane would be immune to enemy action.

The operation was code named *Looking Glass* and, beginning in 1961, there was an aircraft in the sky 24 hours a day, every day for the next 29 years. Air Force generals were assigned short duty periods on *Looking Glass* and the planes were provisioned and fueled for extended time aloft if necessary. The aircraft could be refueled from any of the Air Force's tanker fleet and if necessary, The *Looking Glass* planes could refuel each other. In normal operations an airborne command post was in the air for 24 hours and could not return until its relief was aloft.

The aircraft were hardened against nuclear radiation and carried the secure communication capability to interact with any allied military command on earth. When they were built, the *Looking Glass* aircraft were the most technically complex moving objects ever constructed.

The *Looking Glass* craft were built on the C-135 airframe and designated the EC-135C. The plane is a sister design to the civil Boeing 707 airliner. The Air Force used numerous variants of the C-135 in other applications, most notably aerial refueling.

SAC Museum's EC-135C had the honor of flying the last *Looking*

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*Glass* mission before the program was discontinued. It is surely the most historically significant artifact in the Museum's extensive collection of cold war military aircraft.

The plane was delivered to the museum with the wings (literally) cut off to facilitate towing it down the highway from Offutt Air Force Base. It then sat in open storage where mold and corrosion attacked. Several years ago, it was moved into the restoration hanger where all the electronic equipment was carefully catalogued and removed. The material filled four huge shipping containers. 32,000 volunteer hours and a significant cost have been expended in returning EC-135C, tail number 38049, to like new condition. Complete reassembly and an authentic paint job completed the restoration. The wings will not be reattached for now.

Eventually the museum guests will be able to tour the inside of the plane to acquaint themselves with the aircraft whose mission was to prevent nuclear war.

It has been arriving in pieces all spring, trucked in from a storage facility in the Southwest. The F-117 Nighthawk is the first new Museum artifact in many years. This is one of the first F-117s with a full cockpit to be placed inside a museum.

It looks a bit rough right now, having been denuded of its (still classified) radar absorbing covering. There are missing pieces that will have to be fabricated in the Museum's shops. The strange angular appearance is a part of the "stealth" design to make the aircraft invisible to enemy radar.

Developed under total secrecy at the famous Lockheed "Skunk Works," the aircraft met the need for an attack aircraft that could unknowingly penetrate an enemy's defenses. It was the first production aircraft to use the "stealth" technology. The public was not aware of its existence for more than ten years after its deployment.

The "F" in its designation and the usual reference to it as the "stealth fighter" are confusing. In reality, it is an attack aircraft or tactical bomber.

The *Nighthawk* proved its worth in the Gulf War where it effectively neutralized the enemy power grids and communications facilities in the first hours of the conflict. No other aircraft, at that time, could have survived against the well defended targets.

The F-117s have been decommissioned, replaced by a newer generation of high-tech aircraft.

The museum's recently acquired F-117 will now become the focus of activities in the restoration shop. The dedicated volunteers will work their magic and the Nighthawk will be available for public display at a future date.

Strategic Air Command and Aerospace Museum is located midway between Lincoln and Omaha, just off Interstate 80 at exit 426. The museum houses the historic aircraft and missiles that kept the peace in during the Cold War. See <https://sacmuseum.org/> for visitor information. Drop by and acquaint yourself with an important part of world history.



**Resplendent in its new paint and markings, SAC museum's EC-135C Looking Glass aircraft awaits moving into a main hangar for public display.**

News from



## EAA Headquarters

### New Video Shows AirVenture NOTAM Transition Points

One of the updates to this year's [EAA AirVenture Oshkosh NOTAM](#) from the FAA is the addition of transition points for the general aviation arrival route. Those transition points will be activated during periods when air traffic is at increased levels. Along with the traditional transition at Ripon, southwest of Oshkosh, new transition points are now located at Green Lake, Puckaway Lake, and the Endeavor Bridge to the west. These higher-traffic transition points will be announced on arrival ATIS when put into use, however real-time changes may be made on FISK Approach Frequency. A new video shows these points and helps pilots visualize the landmarks and routes that will help ease air traffic congestion.

This and other information was part of the June 23<sup>rd</sup> webinar, [Tips for Flying Into EAA AirVenture 2021](#), that provides essential information for pilots flying to Oshkosh next month. That webinar is at [EAA.org/Webinars](#).



**Minutes of the Club Meeting**  
The June 16, 2021 EAA 569 board meeting via Zoom was called to order at 7:02 pm by President Tom Trumble.

Attending were Doug Volkmer, Steven Becker, Lori Oliveros, Dave Fritz, Cristi Higgins, Dennis Crispin, Matthew Fritz, Paul Forsman, Wayne Woldt, Kermit Wenger and Jerry Mulliken.

Dennis Crispin moved that the minutes of the previous meeting be accepted. Cristi Higgins seconded the motion. The motion carried.

Treasurer Cristi reported the main account had a balance of \$2099.79. The breakfast account balance was \$1075.29.

Lori reported that the breakfast crew was at minimum level. Everyone needs to show, more volunteers are welcome. Trumble said the Nebraska Corvette Association was planning to display some cars at the breakfast. Cristi is shopping for 50 new metal folding chairs. One source was asking \$7/chair.

Doug Volkmer reported from the builder's corner that his RV had one or two engine break-in flights left.

Young Eagle boss Cristi reported that Chapter 80 could use volunteers to help with their September STEM Day. Date TBA.

The EAA Trimotor stop in Lincoln is still being worked out.

Trumble reported the Dec 5 Christmas party menu is being reworked.

Tom Henry and Harold Bickford may arrange a Chapter 569 gathering at a restaurant during AirVenture.

An advance crew headed by Cristi will head to Shoemaker Field the Tuesday or Wednesday before Sept 12 to prepare for the fly-in picnic. Potential volunteers should check with Cristi.

The Midwest Aerobatic Competition will take place at Seward June 24 to 27th. Volunteers needed. No experience needed.

The next Chapter and business meeting will be held July 6, 7pm at the Duncan Engine Shop with a tour of the shop and a business meeting following the tour. With no further business, Kermit moved, Dennis seconded, the meeting be adjourned at 7:35 PM.

Respectfully submitted,  
Jerry Mulliken Secretary

#### 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
- And more! \$18,500
- Click [here for picture](#)

#### For Sale

Tesla Model 3. I'm moving up to a model Y. Only 10,000 miles.

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

And finally ...

## Bob Bounds's Bearcoupe



Bob Bounds moved from the western side of Nebraska to the eastern side to be closer to family. Bob brought with him his Bearcoupe that he built. Bob's Bearcoupe is the only one flying, Serial No. 1. The plane is a thing of beauty. It's no wonder Bob earned an Outstanding Workmanship Award at Oshkosh. More on his build can [be found here](#). Click picture to enlarge.

John Cox  
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### Events

**Jul-Aug**, EAA Webinars. [Click here for more information](#).

**Jul 26 – Aug 1**, AirVenture, Oshkosh, WI <http://www.airventure.org/>

**Aug 8**, Red Cloud Lions Fly-in breakfast, Red Cloud, NE (7V7), 0700 – 1000. Fly-ins eat free. More info: 402.746.3818

**Sep 12, 4:00pm** Chapter 569 Picnic, Denton Airfield (NE40)