

July, 2022

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EAA Chapter 569 Newsletter

Lincoln, NE



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Meeting Announcement

Date: Tuesday, July 5th

Time: 7:00pm

Place: Duncan Aviation Engine Shop

Address: 5000 NW 44th St – Lincoln, NE

Topic: Mark Gaffney,
FAASTeam Program Manager

Fly the Wing - A discussion of Advanced Aerodynamics for General Aviation. This is a refresher as a follow-up to the unfortunate event at the Wayne airport. If you wish to have wings credit, you must attend in person.



President's Message Tom Trumble

Greetings from your President.

Last winter, we all wanted warmer weather. Be careful what you ask for as it has been HOT.

Next Meeting

Mark Gaffney will headline our July meeting. This will be a wings credit program. I will be sending a Zoom invitation if you are unable to attend.

August meetings

AirVenture – Oshkosh is upon us (July 25-July 31). Due to the close proximity of that to our regular meeting date there will be no August 2 meeting.

We will have a builder's tour of projects that are in home workshops on Saturday, August 13. Please send me an email if you would like your project to be on the tour.
ttrumble1948@gmail.com

EAA Air Academy camps.

It is time to be thinking about kids that would be good candidates to go to the EAA Air Academy in 2023 (age 12-18 in the summer of 2023). If you have someone in mind, please contact them to see if they have an interest and then let Cristi Higgins or I know. Building an aviation interest with youth is a core value of EAA 569's mission.

Jerry Mulliken flew Caleb and Joshua Jordan to Oshkosh on June 20 for the Basic Air Academy Camp. He then flew back to Oshkosh on June 24 to retrieve them. Please be sure to thank Jerry as this is a huge contribution to our Chapter resources. Removing the need for the Chapter to provide travel funds frees up finances (the price of two round trip airline tickets).

Ray Scholarship Update

Noah Philson is our Ray Scholarship candidate. He has obtained his Student Pilot's certificate and FAA medical. We are hopefully awaiting notification that he receives a scholarship.

Young Eagles

Also, a thank you to the pilots that fly young eagles as we get credits that we used towards the Camp fees.

A Young Eagles event is scheduled on June 29 (9:15 – noon) at the Division of Aeronautics to accommodate the St.

(continued on page 2)

Patrick's kids that we cancelled this spring. If you would like to fly or come help, contact Cristi Higgins. Cell 402-217-9763.

We would be able to fly other kids that tag along, keeping in mind a parent needs to be there to complete the application.

If you have kids or grandchildren that fit the 8-17 age group and a parent can bring them to sign the registration, please invite them. The address is:

3431 Aviation Road, Suite 150
Lincoln, NE 68524

Housekeeping

We still have a few unpaid dues. If you don't remember if you have paid check with Jerry Mulliken.

Cell 402-720-0125

jamulliken@gmail.com



Jerry Mulliken, Caleb and Joshua Jordan

Month		EAA Chapter 569 Calendar
July	2	8:00am York Fly in Breakfast, EAA Chapter 1055 - KJYR
	5	7:00pm EAA Chapter 569 meeting. Duncan Aviation
	9	Wing Nuts Flying Circus, EAA Chapter 1405 Fly-in, Tarkio, MO.
	16	8:00am Crete Fly in Breakfast, EAA Chapter 569 - KCEK
	23	11:30 to 1:30 Hastings, Flyin Hamburgers, Antique Airplane Association
	25-31	AirVenture 2022
August	6	8:00am York Fly in Breakfast, EAA Chapter 1055 - KJYR
	13	EAA 569 Builder's Tour (Home Projects)
	20	8:00am Crete Fly in Breakfast, EAA Chapter 569 - KCEK
	27	11:30 to 1:30 Hastings, Flyin Hamburgers, Antique Airplane Association

JOANNA FLIES!*By Tom Winter*

In which we relive a unique flight from 2009. Text is from a letter to Joanna's brother

Dear Bill and Gerda,
I eat up all the diaristic reports of the boating, I certainly want you to continue reporting everything, **EVERYTHING!** Vicarious experience isn't quite experience, but vicarious enjoyment is certainly enjoyment. For my part, I weigh in with a report of our flight to the 50th Wedding Anniversary celebration for the Heatley's daughter [The Heatleys were longtime family friends of Joanna's family].

The flight seemed unlikely. Your sister, my Better Half, is -- as you know -- prone to motion sickness. She drives to meetings in New Orleans; she takes busses to California. So, I never imagined she'd call my bluff when I told her that to get to Topeka and back, she had a choice of a) sitting in a car for 9 hours or b) sitting in a small plane for 3.

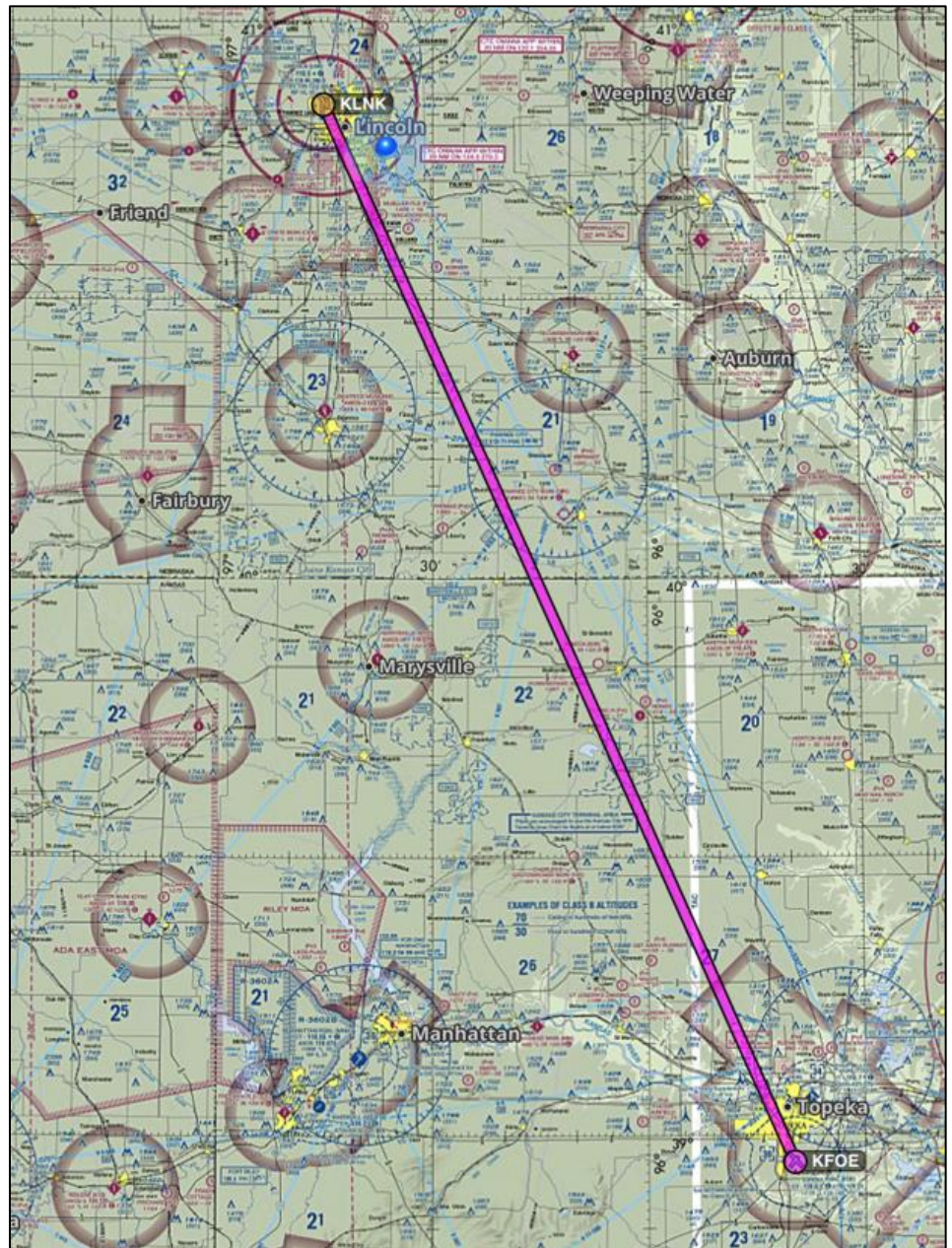
Wally Peterson didn't need the plane that day; J told me she needed the go/no-go flight decision by 8 a.m. so she could have time to drive; The FSS "outlook forecast" looked good the night before; the TAFs at 6 a.m. looked good (I got them on our computer via Netscape. [Old! Netscape has gone the way of MySpace!]) so I told the Boss (You thought that "The Boss" meant Bruce Springsteen, right? Ha!) we had a "go". So, much to my surprise, we drove to the airport and loaded up. For the occasion, my flight kit included a heavy plastic

bag stuffed with paper towels, just in case; J's purse included a bag full of candied ginger root. (Ginger is supposed to be a good anti-nausea thingy. . .)

Lovely day to fly!

Always a thrill to push home the throttle and accelerate to take-off, even more when the object of all one's affections is there in the right seat to share!!

As soon as the tower turned us loose, we started matching up landmarks to the highlighted line on the chart for the trip. There's Holmes Lake. There's Highway 2. Of course, the whole point of flying is to enjoy the landscape, and the landscape enjoyment is also essential! J turned out to be a good pilotage helper. I had her keep a finger on the place on the chart where we were. The air was smooth, and it was just plain (plane!) fun. Towards Topeka, the landscape



is pretty nondescript, with our place on the chart only from dead reckoning. Maintaining heading soon brought Topeka itself into view. Both airports were plain to see. I was happily surprised. (Spotting airstrips can be difficult.)

Bruce Fensler had told us Forbes Field was our choice, being much closer for him, and we should land there. I had checked out in Class D airspace the day before (There are interactive webtests for everything in aviation), and was warmed up for it. (Curiously, my only Class D training had been the CFI's mnemonic "D is for Dialog.") Tower gave me a right hand entry to 22. Nice -- way more efficient than the standard pattern I'd have used for an uncontrolled field. Flew straight to final turn, and made a nice smooth landing. Nowhere near the numbers, but smooth. Joanna liked it. "You're good" she said as we taxied in. Forbes Field is an airbase open to public use, so the strip was long enough to land the Space Shuttle, and we had to taxi forever.

We were early, and had plenty of time to do the Air Museum at Forbes Field, Topeka. Turns out the eponymous Forbes was killed test-flying a Northrop Flying Wing bomber. Doubly sad. I love flying wings... Finished with the Museum, we called Bruce Fensler, and he picked us up.

It was a treat to meet the Fenslers, the celebrants, their daughter Janet and son-in-law, and the sons, Bruce and Don. Don told us he visited you

in Japan, where he teaches English. He recounted how impressed (startled, I think) he had been at your address. "Good grief the Prime Minister lives there!"

We were the only ones who flew there in their own plane, and so we made a bit of a splash. We had in common with the Heatley's granddaughter Janet and her cousin Molly Kidder that we had honeymooned at the Heatley's cottage! I was delighted with these people! And of course, a 50th Wedding Anniversary celebration is not to be missed: central to all that matters in this human life.

But it rained! Rain was not in the forecast. As I tell Joanna, "die and go to heaven and you get to fly the forecast." Fortunately, it passed during the event. It took me a while to get us out of there, but there was no hurry. I wasn't going to launch in the rain, and we would either wait it out or stay over. I organized family pictures so I could get one or two of Joanna and me with the principals; J washed dishes in the church basement. When there was nothing left to do, the storm has passed.

FSS told me at 4:30 that the storm was all south of Topeka and that nothing was lower than 5000 ft all the way home. And so off we went.

Bruce Fensler took some time to check out the plane. I flew west a good bit to get some distance twixt us and the stormwall still plainly visible on our right, and then we couldn't pick out a landmark to

match the chart: Given the westing, I imagined the highway below was 77 heading straight north into Lincoln. But the landmarks didn't really line up right. Once I even descended to try to read the name on a water tower. We couldn't quite make it out. Decision: There soon will be some binoculars living in the glovebox! Hah! Turns out I had the next highway EAST of 77. Fortunately, Highway 2 (SE/NW) is as good as a river: once you make it out, seeing where you are is easy as pie. With the position certified, I picked a good heading for Lincoln.

This put the low sun into our windshield and for the last 40 miles Joanna used the chart to shield her eyes and I held up my left hand to bar the big red ball. We landed, taxied to the apron, and shut down. I picked up the plastic bag full of paper towels and congratulated my Better Half on never needing it!

Will she fly with me again? You know, I think so. I've begun planning a flight to visit the Senior Daughter in Kingsport, Tennessee. And I'm rehearsing the opening campaign, something like: "Well Dear, it's 1,170 miles and 17 1/2 hours by car, but 818 miles as the crow flies and 9 hours in a little Cessna. Which would you prefer?"

2022 update:

Didn't work.





News from

EAA Headquarters

EAA AirVenture 2022 Notice Released

Document is required reading for Oshkosh-bound pilots

There are several important Federal Aviation Administration-approved changes in the EAA AirVenture Oshkosh 2022 Notice (commonly referred to as the Oshkosh NOTAM), featuring arrival and departure procedures for the Experimental Aircraft Association's 69th fly-in convention on July 25-31 at Wittman Regional Airport in Oshkosh. These changes are based on pilot feedback and FAA review of arrival procedure recommendations.

The document is in effect from noon CDT on Thursday, July 21, until 6 a.m. CDT on Monday, August 1, and outlines procedures for the many types of aircraft that fly to Oshkosh for the event, as well as aircraft that land at nearby airports. The Notice was designed by the FAA to assist pilots in their EAA AirVenture flight planning. It is now known as the Oshkosh Notice instead of a NOTAM because of a changed FAA internal procedure.

Some of the 2022 changes include:

The document is now officially called a Notice by the FAA, rather than a NOTAM.

Two VORs have been decommissioned (RFD and MBL). Several IFR routings have been changed.

Aircraft camping is no longer allowed at Appleton International Airport (ATW).

Miscellaneous editorial updates.

The ATC-assignable transition points approaching Oshkosh from the west that will ease holding and congestion will again be in effect in 2022. These points are at Endeavor Bridge, Puckaway Lake, and Green Lake. They will be announced on the arrival ATIS when ATC activates them at times of highest traffic flows

"The most essential information for any pilot flying to Oshkosh involves reading and thoroughly understanding the 2022 AirVenture Notice to ensure safe operations on arrival and departure," said Sean Elliott, EAA's vice president of advocacy and safety. "Although the designation may have been changed by the FAA, the document still states the official requirements and expectations for pilots. We also urge all pilots to log appropriate cross-country time prior to their trip to Oshkosh so they have the proficiency and confidence to fly safely."

This year's NOTAM cover features a Heritage Flight formation over Oshkosh. Pilots can download a digital version of the Notice at [EAA.org/NOTAM](https://www.eaa.org/NOTAM), or order a free printed copy via that website or by calling EAA Membership Services at 800-564-6322.

Fueling Your Airplane at AirVenture 2022

During AirVenture 2022, obtaining fuel for your aircraft at Wittman Regional Airport will take a familiar tone, as the process returns to the format used in 2019 and in prior years.

Fuel tags for aircraft propellers will be available from aircraft greeters when you arrive, at the three Basler Flight Service fuel booths at the North 40, Vintage Aircraft Parking, and the South 40, as well as at the Basler Flight Service office at the Wittman terminal building.

The fuel tags for general aviation are bright green in color with an attached rubber band. (Fuel tags for the Warbirds area and Basler ramp customers are always white). If you need fuel, complete the information on the tag (name, mobile phone number, aircraft N-number, and fuel type required) and secure it to your prop. Basler fuel trucks will be roving up and down parking rows in specific sections of the airport every day during AirVenture. Payment can be made prior to your departure at any of the Basler fuel booths or at the Basler main office.

Available fuel from the roving trucks is 100 low-lead only. Jet A fuel requests must be made through the Basler office at (920) 236-7827.

For more information, visit the EAA AirVenture section at [BaslerFlightService.com](https://www.baslerflight.com).

Builder's Tour

June 7, 2022



Lyle Bender's beautiful RV-10.



Lyle's instrument panel. Click on any photo to enlarge.



Bruce Holtmeier's RV-10 wings.



Schematic of Bruce's panel.



The group is all ears listening to Bruce talk about his RV-10 project.



Doug Volkmer's RV-7. Thanks to Dennis Crispin for sharing his photos. More photos [in the gallery](#).



WING NUTS FLYING CIRCUS

19

EAA CHAPTER 1405 FLY-IN

Silent Auction For Avionics Packages

GARMIN

ASPEN AVIONICS

JEPPesen

AEROSHELL AEROBATIC TEAM

SATURDAY • JULY 9 • 2022

GOULD PETERSON MEMORIAL AIRPORT (K57)

TARKIO, MISSOURI



Fly-In Breakfast & Lunch

Available 7:30 a.m. until end of show
\$10.00 Per Person Airshow Admission
Fly-In's & 5 & Under FREE

Proceeds from food and admissions
will help pay for the show
We Are A 501c3
Federal Tax Exempt Organization

Congressional Aviation Town Hall Meeting

- 10:00 a.m. EAA Hangar
- Aircraft Displays and Technologies
- Congressional Aviation Town Hall Meeting
(Many featured aviation speakers including leaders from the following GA organizations: AOPA, EAA, NBAA, NATA, GAMA, HAI, ICAS, NAAA, and CAF)
- Discussions with government officials, members of Congress, aviation experts and pilots

Many, Many More At Showtime



Air Show & Flybys 12 Noon - Finish

Matt Younkin, Twin Beech; Aeroshell Aerobatic Team; B-2 Flyover, Mike Wiskus, WWII Training Demonstration, Joint Special Forces Jump Team, WWII Warbird Parade, Dakota Territory Museum Demo, P-40 Demo, Chuck Aaron helicopter demo
F-16 Demo
Many More By Show Time

Static Aircraft

B-25 • P-51's • T-6's •
PT-26 • PT-19 • BT-13 • Corsair • P-40
PT-22 • C-47 • Grumman Avenger •
Super Stearman • PT-17 • Skyraider •
Many warbirds and vintage aircraft



Airport Information

Airport FBO: 816-244-6927
Check NOTAMS or website
for arrival procedures
and frequency assignments
prior to fly-in.

Non-Radio Aircraft Welcome

Please don't be discouraged if you have
a vintage non-radio aircraft.
Please call ahead to Brooks at:
816-244-6927
(4000' Grass strip available
next to runway)

For information
call EAA Chapter 1405 members:
816-244-6927 • 816-262-8500

~ Visit our website at www.wingnutsflyingcircus.com ~

Schedule:

- 7:30 AM - 11:00 AM: Fly-in Breakfast
- 10:00 AM: Aviation Town Hall Meeting
Mark Baker, AOPA; Pete Bunce, GAMA; Ed Bolen, NBAA; Jack Pelton, EAA and leaders from GA organizations such as NATA, HAI, ICAS, NAAA, and CAF. Moderated by Congressman Sam Graves.
- Noon: Airshow
Mike Wiskus, Aeroshell Aerobatic Team, Matt Younkin, P-40 Demo, Dakota Territory Air Museum Demo
- 6 PM-??? : Wings & Nuts Celebration



**Mark
Your
Calendar!**

And finally ...

50 Dollars

Walter took his wife Ethel to the State Fair every year and every time he would say to her, "Ethel, you know that I'd love to go for a ride in that helicopter." But Ethel would always reply, "I know that Walter, but that helicopter ride is 50 dollars and 50 dollars is 50 dollars."

Finally, they went to the fair and Walter said to Ethel, "Ethel, you know I'm 87 years old now. If I don't ride that helicopter this year, I may never get another chance." Once again Ethel replied, "Walter, you know that helicopter is 50 dollars and 50 dollars is 50 dollars."

This time the helicopter pilot overheard the couple's conversation and said, "Listen folks, I'll make a deal with you. I'll take both of you for a ride; if you can both stay quiet for the entire ride and not say a word I won't charge you! But if you say just one word, it's 50 dollars."



Walter and Ethel agreed and up they went in the helicopter. The pilot performed all kinds of fancy moves and tricks, but not a word was said by either Walter or Ethel. The pilot did his death-defying tricks over and over again, but still there wasn't so much as one word said. When they finally landed, the pilot turned to Walter and said, "Wow! I've got to hand it to you. I did everything I could to get you to scream or shout out, but you didn't. I'm really impressed!"

Walter replied, "Well to be honest, I almost said something when Ethel fell out but, you know, 50 dollars is 50 dollars!"

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

Looking for some assistance

If someone could assist me in wiring up an intercom in my Sonex, I would appreciate it. I'm based in KLNK. Call/text Derek Schroeder 402-990-0952