

June, 2022

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# EAA Chapter 569 Newsletter

Lincoln, NE



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## Meeting Announcement

**Date:** Tuesday, June 7<sup>th</sup>

**Time:** 6:15pm

**Place:** Builder's Tour

**Address:** 1766 West Kearney Ave, 68524

We will gather in the parking lot that is on the East side of the hangar that the Tri-Motor was in. Please car pool to minimize the number of vehicles entering the secure area.



### President's Message Tom Trumble

May has been a very welcome and busy month.

Jon Sullivan and the Tri-Motor committee did an amazing job of hosting the Tri-Motor. The aircraft arrived May 2<sup>nd</sup> and departed May 11<sup>th</sup>. The committee was on duty for more than the expected 4 days of flying. They adapted to the challenges of weather and mechanical issues. In addition to our EAA members, Sean Nave (Ross Aviation) and Andy Bajc (Duncan Aviation) were key players in providing the extended hangar stay and mechanical assistance. The weather and mechanical delays were a bit frustrating but in Nebraska one should expect to lose time to weather and the maintenance should be expected as the airplane is 94 years old. For its age it should be considered very reliable.

There were 21 flights with 10 passengers each.

It was rewarding to see our members helping and interacting with the public.

The Tri-Motor committee consisted of: Jon Sullivan (chairman), Tiffany Thompson, Dennis Crispin, Dave Fritz, Lori Oliveros, Cristi Higgins, Paige Higgins, Doug Volkmer and Jerry Carlson. A big thank you for all that contributed to this team effort.

It was fun to witness the number of people that were excited to visit the aircraft.

Of interest, [Norm Sell, one of our long-time members arrived with Bethine Wermeskerch](#). Bethine and her husband (who recently passed) donated the Model T that Speedway motors displayed in the hangar with the Ford Tri-Motor.

Dennis Crispin – mesmerized the media and passengers with his wealth of historical information.

Tiffany Thompson – managed the aircraft start up, safety and departures with the expertise of a seasoned veteran.

The passengers were of all ages. I took a couple of pictures of young kids that were having the flight experience. The [young man with the leather helmet, flight jacket](#), model airplane, headphones and facemask obviously was the most prepared.

The May breakfast was held on the second Saturday to avoid a conflict with the Wayne MayDay STOL drag races. I think Lori and Dave knew that May 14 was going to be the NE poster weather day. The Nebraska Corvette Association arrived with some 25 Corvettes. With an apron full of airplanes and the Corvettes parked outside the hangar door our fun meters were pegged. Many thanks to the

(continued on page 2)

breakfast volunteers. Chapter 569's breakfast is becoming the envy of the state.

Cristi and Paige Higgins organized a Young Eagles event on Saturday, May 14 (yep same day as the breakfast). We flew 21 kids and had a great time. It was good to get some flying done as Cristi rescheduled the St. John's and St. Patrick's kids 3 times, ultimately canceled due to weather. The number of Young Eagles was not as many and hoped for. The public events are always an unknown.

The pilots that participated were; George Carr, Jerry Clinch, Jeff Engels, Jerry Ebke, Jerry Mulliken and Chad Lottman.

Kudos to the signup desk crew, Matt Webb, Sharon Webb, Cristi Higgins, Hanna Parde and Paige Higgins. Also, a big thank you to the Beatrice Airport and Airport Manager Diana Smith.

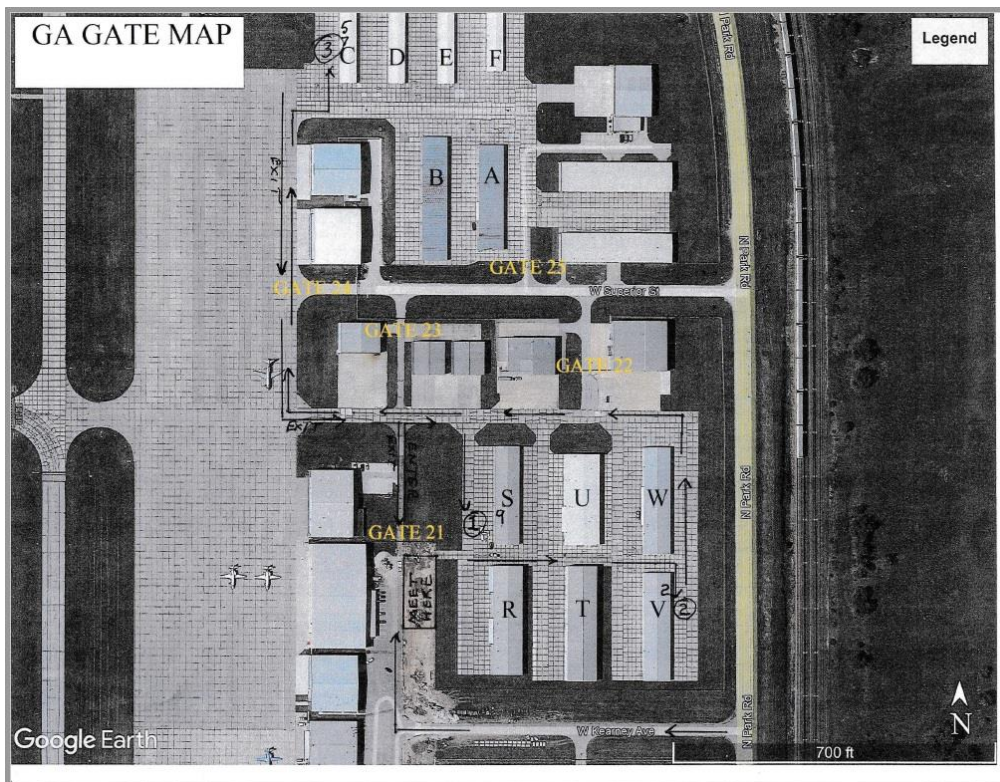
We have received a letter of recognition from John Egan at Manager of the EAA Chapters office that [Chapter 569 has reached the Bronze Level status](#) for the combined years of 2020 and 2021. We have received a banner to display. Hopefully we can place it in the hangar at Crete.

Our next meeting will be a hangar tour at the Lincoln Airport on Tuesday June 7<sup>th</sup>.

- Meet at Gate 21 at 6:15pm.
  - Depart Gate 21 at 6:30pm
- We will be touring –  
 Lyle Bender's – RV-10  
 Bruce Holtmeier's – RV-10  
 Jon Sullivan's – RV-4  
 Doug Volkmer's – RV-7

Food will be at Jon & Doug's.  
 Exit back out of Gate 21.

Click map to enlarge.



## Minutes of the Club Meeting

General Meeting May 3, 2022,  
 Duncan Engine Shop

President Tom Trumble called the meeting to order with 18 attending. Present were Lyle Eisenhower, Dennis Crispin, Doug Volkmer, Butch Lottman, Tom Henry, Edie & Harold Bickford, Tiffany Thomson, Tom Winter, Ronnie Mitchell, Lyle Bender, Wayne Woldt, Jerry Clinch, Jerry Mulliken, Tom Trumble.

Tom Trumble reported the General checking account balance was \$3519.42, the breakfast account balance was \$1747.50 and a certificate of deposit balance was \$10,000.

Retired Air Force pilot Ronnie Mitchell was our guest speaker. He spoke about the recent finding and identification of his cousin, Henry Donald Mitchell, who had been missing in action since the second world war after his P38J Lightning was shot down in action over Italy.

Tom Trumble presented the Chapter [First Flight award to Butch Lottman](#) in his Zenith 701SP.

Noah Philson is in the process of sending his credentials to EAA headquarters to support his application for the Ray Scholarship.

Jon Sullivan reported the EAA Ford Trimotor had arrived to Lincoln, and final preparations were underway for the public event on the

*(continued on page 3)*



weekend. There remained a few slots open for volunteers.

June 7 is a hangar tour of EAA 569 projects on the Lincoln Airport. Members should enter through gate 25, accompanied by a volunteer with a security badge. Volunteers with badges are needed.

The Midwest Aerobatic Competition is June 9-12 in Seward. Volunteers are welcome.

There being no further business, the meeting was adjourned.

Respectfully submitted,  
Jerry Mulliken, Secretary

Month		EAA Chapter 569 Calendar
June	4	8:00am York Fly in Breakfast, EAA Chapter 1055 - KJYR
	5	7:00am to noon Tekamah Fire & Rescue Fly in Pancake Breakfast - KTQE
	7	6:15pm EAA569 Hangar Tour of Projects Lincoln Airport
	9-12	Midwest Aerobatic Club (IAC Chapter 80) Contest. Seward NE. 50th year event
	18	8:00am Crete Fly in Breakfast, EAA Chapter 569 - KCEK
	18	State Fly-In. Grant NE
July	25	11:30 to 1:30 Hastings, Fly in Hamburgers, Antique Airplane Association
	2	8:00am York Fly in Breakfast, EAA Chapter 1055 - KJYR
	5	General Meeting - TBD
	16	8:00am Crete Fly in Breakfast, EAA Chapter 569 - KCEK
	25-31	AirVenture 2022
	30	11:30 to 1:30 Hastings, Fly in Hamburgers, Antique Airplane Association

**To our Tri-Motor Sponsors, we thank you!!!!**



Chapter 569

## Ford Tri-Motor 2022 LINCOLN TOUR

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## Fly the Ford, Lincoln

*By Jon Sullivan*

Chapter 569 hosted the Ford Trimotor event during the first weekend in May. Below is a summary of the event.

The plane arrived in Lincoln on Tuesday, May 3rd. The unique sound of the three rumbling radial engines caught the attention of many aviation enthusiasts. Soon after the props quit spinning, the plane was surrounded by curious onlookers, mainly young pilots and mechanics that had never been that close to such a unique airplane. The pilot welcomed everyone to take a look.



On Thursday, May 5<sup>th</sup> (Media Day), We started the day by meeting the Pilot, Dave, the ticket takers, Liz (the boss) and Brian. They are volunteers that travel with the plane and donate their time to help keep this wonderful piece of history flying. Brian and Liz were delightful to be with and kept everything organized and fun. Dave worked tirelessly to get the plane in the air and keep the passengers happy. He kept his cool when things didn't go as planned.



Spring showers delayed flights the first morning. But no worries, we had a nice hangar to hang out in, thanks to Sean, the General Manager at Ross Aviation. As a sponsor, they donated 1/3 of their new hangar to house this precious bird and allowed people to come in and out of the hangar, look around, listen, and converse. During the delays, I found it interesting that people would arrive, find out we were not flying but then stick around for hours, just taking in the atmosphere.

Dennis, our resident Historian, spent the afternoon giving interviews for the media and then giving ad hoc history sessions to attentive crowds. Dennis is unique; he has a loud booming voice when he needs everyone's attention, then a soft, calm voice to tell interesting stories from the past. Jeff and the other volunteers from Speedway Museum set up a nice booth, complete with a beautifully restored Model T. They were on site the whole time to answer questions about the museum and added to the 1930s atmosphere.

The next day, Friday, May 6<sup>th</sup>, the weather began to improve. By mid-day the clouds lifted to the allowed minimums, and the pilot said, **"It's time to fly."**

Our "Crack" team of volunteers sprang into action and ran to their positions like sailors running to their Battle Stations. The first load of passengers were briefed and then handed off to the loading crew to be safely buckled into their seats. Our Engine Starter, AKA the "Fire Starter Fairy," watched, waved, and pointed. If everything passed her approval, she would give the OK to start the engines. Those beautiful R985 P&W radial engines began spinning and, with a puff of smoke and a burp, came roaring to life. After a brief warmup, a "Top Gun" salute from the "Fire Starter Fairy" signaled the Pilot Dave to taxi out.

**"N9645, Cleared for take-off,"** and the engines revved then



rumbled down the runway with the Hamilton Standard propellers snapping as the tips approached the speed of sound. The crowd paused and breathed it all in. The plane lifted and floated like a kite as it met the stiff headwind. It then disappeared behind hangars for a slow tour of beautiful Lincoln, Nebraska. After a while, the plane reappeared on final approach and touched down. The plane taxied in, and the passengers disembarked. All the passengers had the same delighted grin.

Unfortunately, a minor mechanical issue kept us on the ground until Saturday afternoon. During the delay, people came and went amidst a constant chatter about aviation history. Dennis, our fun Historian, stayed at the event all three and a half days. He captivated our visitors by making history exciting and relevant. At one point, I looked over to see 15-20 people sitting and listening to Dennis talk. He is so very talented at the art of communication.



On Saturday, we finally began flying at around 1:00 PM. The Ford Tri-motor was certainly the star of the show. However, the people who came to see the plane brought their own history and stories to enhance this event. One lady and her dad brought an old, faded photo showing the lady as a very young girl posing in front of Ford. They re-enacted the pose and took a new photo. Young “jet jockeys” come for a unique experience of flying in a plane that had radial engines and tail wheel. Another couple came dressed in Indiana Jones era costumes to pose in front of the Ford because they were inspired by the fact that the Ford Trimotor was used in “the Temple of Doom”. A 96-year-old man, Ed, and his family came for a ride. Ed was a big man but not very mobile. Our volunteers worked hard to help get Ed in and out of the co-pilot's seat. Ed enjoyed the ride. One young man was so excited to ride that when he exited the plane the first time, he walked right back to the ticket seller and bought another ride, but this time in the co-pilot's seat. Then he stuck around until closing time on Sunday. Many people came out just to get a free look but became enamored with the Ford and then decided to ride.



In summary, even though we lost a day and a half of flying because of a mechanical issue and another half day because of bad weather we still managed to fly 22 loads of passengers. More importantly we completed our mission to raise money so the Ford Tri-Motor could keep flying and to keep the history of aviation alive in our community.

We could not have done this without our great committee, Tiffany, Tom, Jerry, Dennis, Dave, Lori, Doug, Christi. They proved once again that a good team can work together to make things happen.

The event volunteers, EAA and our Chapter volunteers gave their time to make this a fun and successful event. They were patient with our visitors and acted as true aviation professionals. Our sponsors were more than generous., A special thanks to Sean Nave, General Manager, Ross Aviation. I can't say enough about Sean and his team of professionals. They bent over backwards to get the Ford fueled and ready to go in the morning and then gently tucked away at night. Ben, their head of maintenance, made time in his busy schedule to help keep the Ford flying. A special thanks to Andy Bajc from Duncan Aviation. He spent his valuable time helping trouble shoot and fix the mechanical issues. Andy is a wealth of aviation knowledge and knows everyone in the industry. We are lucky to have him in Lincoln.

## People we met during the Tri-Motor event

### Hanna Taylor Rode the TriMotor for a Once-in-a-Lifetime Experience

*By Dennis Crispin*

We were about to brief a flight on the TriMotor and asked if anyone had a ticket for the cockpit seat. A young woman came forward. This was different – most of the right seat passengers are older gentleman who can afford the extra fare. There just had to be a story here.

Hanna Taylor is employed in the Duncan Aviation engine shop. In a

luck-of-the-draw moment she was the recipient of the best ticket. As a major sponsor of the TriMotor, Duncan had some complementary tickets to distribute among their employees.

Hanna is enrolled in the [Duncan Aviation apprentice program](#) and is thrilled to anticipate the aviation career that it will allow.

She is the daughter of Chelle Cox, Sondra

Peterson, Shaun Taylor and Staci Taylor and a 2021 graduate of Tri County High School.

We have asked Hanna to give us her thoughts on her experience in living history on the Ford TriMotor.

“Growing up, I had little interest in aviation or planes so when I heard about all of the benefits of the job and getting to do something so few people get the chance to even know

about, I decided to apply. Since starting at Duncan Aviation in February 2022, I have developed a love for all things aviation and a true admiration for the craftsmanship of these amazing aircraft. When I was approached with the opportunity to fly on the historic TriMotor, I knew I had to take it. So few get the opportunity to see this amazing plane in person, much less get a



**Hanna Taylor was thrilled to fly in the Tri-Motor's right (copilot) seat.**

chance to go on a flight. When I found out I was bumped to the copilot seat, it was a total shock. The whole crew and team made my whole experience so surreal and amazing and an experience that I will cherish and hold with me forever. I am happy to see that getting the chance to see this amazing plane has grown my love and appreciation for aviation and I highly recommend it to everyone!”

### Charles Duryea Rode a Vintage Airliner

*By Dennis Crispin*

Charles Duryea grew up as an “Airforce brat” while his father was a jet pilot in the Korean conflict. In addition, his grandfather was a military aircraft mechanic in WW-1 who worked on Jennies with their big V-8 engines. So, Charles had an exposure to, and an interest in, airplanes from an early age.

When he heard that the EAA was bringing a 1929 Ford TriMotor airliner to Lincoln, it was something that he had to get involved with – not just to go for a ride, but to have the ultimate experience of flying in the cockpit right seat – the co-pilot's station.

The fifteen-minute flight was low and slow over Lincoln giving a great view of the landmarks of the

Capital City. Charles must have enjoyed it immensely as he says that he will do it again at the first opportunity. His observations –

- He was impressed with the quality and detail of the immaculate restoration of the ninety-three-year-old airplane.

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- As a Harley motorcycle rider, he is quite familiar with air cooled engines. Charles found the plane's engines pristine in appearance, smooth running and not a trace of smoke on startup!
- The interior was a surprise. Expecting a rather spartan cabin, the passengers were pleased to find wood paneling, comfortable seats



**The EAA's vintage Ford TriMotor airliner on takeoff with Charles Duryea in the co-pilot's seat.**

and art-deco appointments. The plane's interior was designed to mirror the luxurious railroad cars of the era.

- The plane has no wing flaps – the big, thick wings fly and stall at a very low airspeed, making lift enhancing devices unnecessary.
- The TriMotor felt quite safe and secure flying behind the three reliable engines. This is exactly what the plane's developers

intended. The name TriMotor was an advertising ploy to imply the potential safety of the multi engine design.

- The cockpit was clearly intended for smaller, younger and more agile people.
- Although he was busy flying, the pilot was congenial, and Charles enjoyed talking with him.
- Ford Motor Company built 199 of the TriMotor airliners before

the great depression put Ford's aircraft division out of business. The all-metal monoplanes were a landmark in the evolution of aircraft design. Public air transport got its start with the Ford airplanes and most of the major airlines used them in their beginnings.

The Experimental Aircraft Association – EAA - is the

international brotherhood of airplane aficionados. They take the Ford TriMotor on a nationwide tour each summer. Thousands of people have had a rare experience in living history while aloft in the vintage airplane.

Charles' son, Dan Duryea said about Charles' TriMotor adventure: "He hasn't stopped talking about it yet!"

## The Story of John Radway and His Airmail Stamp

*By Dennis Crispin*

In the mid-1920s Ford Motor Company established an airport at Dearborn as they prepared to produce the famed Ford TriMotor airliner. As part of their operations, they secured the contract for Civil Air Mail Route Seven (CAM-7), the airmail service between Chicago and Detroit. They flew the mail in a Ford/Stout 2-AT Air Pullman, a single engine all metal monoplane that was a



**John Radway holding his historic airmail stamp cover, with friends Justin and Claire Reed. The stamp was canceled on February 15, 1926, the first day of operation of CAM-7.**

predecessor of the TriMotor.

John Radway is a lifelong stamp collector. A few years ago, he purchased a collection from another hobbyist that included first day cancellations from all the original CAM routes. Within the collection is a first day cover from CAM-7 on February 15, 1926.

On a Friday evening, he was working on the stamp

*(continued on page 9)*



collection when, on the TV, there was a news story about a 1928 Ford TriMotor airplane being exhibited at the Lincoln airport.

The thought suddenly struck John that it would be great to take the stamp cover on another flight on a Ford aircraft – ninety-six years after it flew the first time.

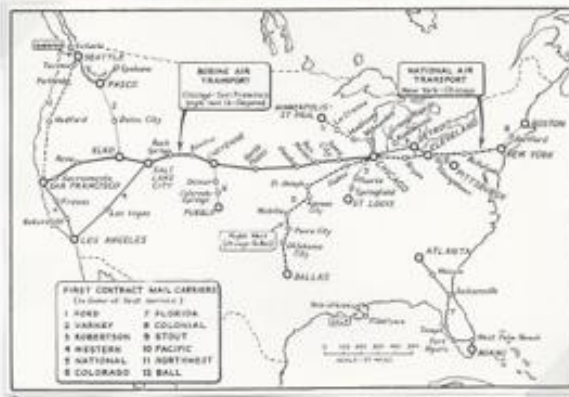
So, on Saturday John flew on the EAA's Ford TriMotor while carrying his unique stamp. He was accompanied by friends Justin Reed and Claire Reed.

John said:

"I have been a stamp collector most of my life. I collect US and I have the had the opportunity to acquire and build on a collection of early US Airmail 1st Flight CAM Route covers. When I saw that the TriMotor was coming to Lincoln, I remembered that I had a cover for a 1926 Cam Route 7 cover that flew from Dearborn MI to Chicago IL on a Ford aircraft. So, I signed up to fly.

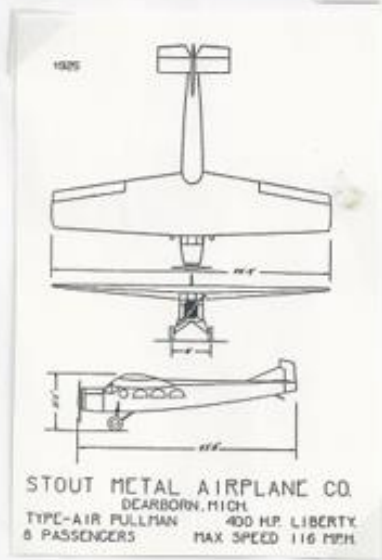
What an awesome experience. Thanks to you Dave and the EAA for restoring and keeping the Tin Goose flying!"

### First Airmail contract signed with the Ford Motor Company for flights between Chicago and Detroit – February 15, 1926



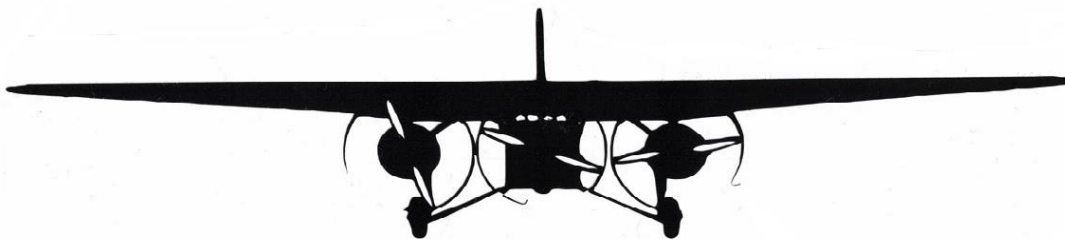
Maiden Dearborn II, one of the corrugated Ford 3-ATs used by Ford Motor Company and Stout Air Services in the early days of the Contract Air Mail services.

First inaugural Contract flight February 15, 1926 from Chicago to Detroit. The contract was with the Ford Motor Company. Aircraft: Stout Metal Airplane Co. Type Air pullman 8 passengers.



More photos of the Tri-Motor event can be found in the [Chapter Photo Gallery](#).

Thanks to Dennis Crispin for sharing his photos.





**FLY-IN**

**PANCAKE BREAKFAST**

**SUNDAY, JUNE 5, 2022**

**7:00AM - NOON**

**AT THE  
TEKAMAH MUNICIPAL AIRPORT (KTQE)  
TEKAMAH, NE**

**FREE WILL DONATIONS ACCEPTED  
PROCEEDS TO TEKAMAH FIRE AND RESCUE**

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PLEASE DRIVE, WALK, RUN OR BIKE TO THE  
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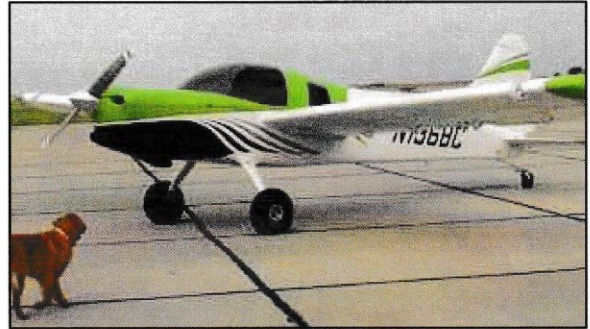
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# Grant Municipal Airport State Fly-In / Open House

**Saturday, June 18, 2022**  
**Grant, NE**

**Free Breakfast to All**  
Sponsored by Local Businesses  
– Served by Grant Lions Club  
– 9 am to 11 am



- Coffee & Donuts 7:00 am
- Young Eagles Flights  
8 am – 10 am  
Free Rides for ages 8 – 17  
by EAA Chapter 562  
Parental Permission Required
- Multiple Vendor Displays
- Ag Aircraft Water Drop
- Medical Aircraft Displays
- Everyone Welcome!
- 11 am Dedication of AWOS  
in name of Leon Kumor



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*--For more information contact Edward Dunn at 308-352-6722.*



And finally ...

## Top Gun: Maverick



Yes, that was Tom Cruise flying his P-51 in Top Gun: Maverick. Cruise, who earned his private ticket in 1994, purchased the P-51 in 2001. Prior to that, the plane was a Reserve Grand Champion (WW-II) at AirVenture 1998. The plane is a rare P-51K model. *(Image captured from YouTube video)*

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