

June, 2024

Volume 49, Issue 6

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EAA Chapter 569 Newsletter

Lincoln, NE



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Meeting Announcement

Date: Tuesday, June 4th **Time:** 7:00pm

Program: Retired Colonel Charlie Daubs

Colonel Daubs is a former SR-71 pilot and will share with us his experience flying this incredible plane.

Place: Duncan Aviation, Hanger I, Darlene Christianson Room
3833 N Park Rd, Lincoln NE 68524
Parking is west and south adjacent Hangar I
Enter the building at the southwest corner

Click [here](#) for a map.

*** Note: Our new meeting location, the Community Room on the 2nd floor at the LNK Terminal is not ready yet, thus our temporary meeting location at Duncan Aviation.

Young Eagles News

By Cristi Higgins, Young Eagles Coordinator



Our Madam President, Tiffany wanted to put Young Eagles on the main stage this month. It has been a busy 2024 for our YE program. We kicked off in April with flying 101 kids that month! The fellas tell me that is a record for our club. Definitely was not the plan but as we got closer to ALL the dates having been flyable, I started to realize the numbers. That is due to the amazingly generous pilots that saddle up their horse power early in the morning and head out to whatever airport we are working from. We try to go closer to the group that has asked for a rally. Makes life easier for parents or sometimes teachers and bus drivers to get the kids to the airport. This also helps our little airports get some usually much needed attention. Honestly, they are the most fun due to the relaxing atmosphere. That also usually introduces most of the locals to their own airport. I've never followed up but I hope that has done some good for aviation.

JUNE 8th 9am to NOON!! That is [International Young Eagle Day](#). We are flying at David City. You can register on line for this one, but you still have to get the kids to the airport and sign. This is our first attempt at the online

registrations. I'm old school YES, but we need to keep up. The problems I hear about are software issues and lots of parents clicking to sign up and then don't show up. Hate to have pilots fly in with no kids to fly. So put us in your thoughts JUNE 8th or even better come on out and help marshal airplanes and kids! Or answer the parents' gazillion questions about aviation. LOVE to have more members get involved. I'm getting old and not as fast as I used to be. I'm lucky to work with the best pilots and the real magic PAIGE HIGGINS. 2024 is the 18th year I've been doing this with her as my loyal sidekick. She is 26 years old with 18 years' experience! A power we will probably never be able to replace, she amazes me every event and keeps us up to date with the technology. I just talk talk talk!

We held a Flying Start event that caters to the Eagles (over 18) group of kids in Beatrice on May 18th. We had 4 eagles show up. We want to thank instructors Matt from BIE for answering questions and Hudson from Ignite. We showed a Power Point then they went flying with our members! It went well, but as our 1st one I have thought of a thousand ways I could have done it better.

Hope you're all enjoying some flying! Our next meeting will be at Duncan however we have moved on up to the East side for this one. They have a new room and it is NICE! We're going to talk about the Blackbird with Charlie Daubs and you can fly in to this meeting!

Take care, Cristi Higgins

Fly-In/Ride-In Breakfast Recap

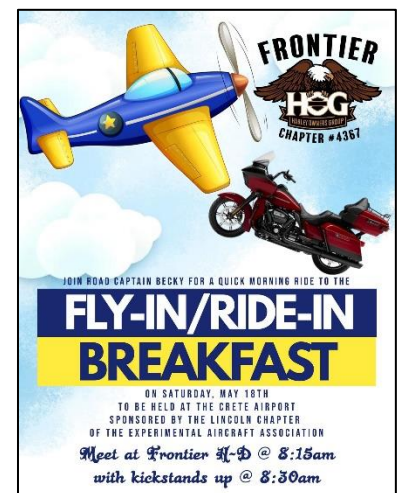
By Becky Witt, HD Road Captain

I've not done much riding over the winter. Saturday (May 18th) started a new season as a Harley Road Captain. First ride was the Ride-in Fly-in breakfast at the Crete Airport. We were invited last year by my pilot friend Tom Winter. We went last year and had a great time.

The day started with a fairly hard rain at 6:30 am that looked like it would spoil the day. We were supposed to meet at 8:15. The rain quit within a half hour and the sky cleared. I arrived at 8am and the streets were getting dry. As I pulled into the Harley dealer, my shifter peg dropped down, preventing any more shifting.

I checked the linkage and it had come loose. Nothing was broken. Being an experienced Harley rider, I got out the tool kit I always carry. I threaded things back together and used a wrench to tighten it up. Back in business.

The 22 mile ride to the Crete airport was fabulous. Our group was 3 Road Captains and one highly experienced rider. Group riding makes me nervous, but riding with experts is a dream. We moved like one. Group riding is like dancing. Everybody has to know the steps and execute them with precision. The



head Road Captain (RC) gives hand signals just like the band leader. Slow down, speed up, change lanes, form a single line, back to double. We moved as one. Really fun.

Had a great breakfast, met some very nice airplane people. They were glad we had returned. We were there last year. We rode across the tarmac (airplanes have the right of way) and parked right in front of the hanger. As a special thank you when we depart, we play the "song of our people" on cue. We all start our bikes on signal and rev our loud pipes. The crowd loved it.



We had a nice ride back to the dealer, where we all split up.

GoPro Purchase

By Doug Volkmer

So, I bought a GoPro camera a couple years ago. It was my big purchase at AirVenture, that and a couple mounts. I thought it would be fun to mount it on the RV and take some video.

And then it sat, on my desk, collecting dust. Every time I would get it out, I was intimidated by all the different settings. SuperView, Linear or Linear plus Horizon Leveling? What about hypersmooth? Standard, Boost or off? And like most things these days, it didn't come with a User's Manual. I'm old school and like having a manual in my hand and not have to search on-line for a pdf.



I found a pretty good YouTube video where someone took the time to teach the basics about using the HERO10 Black.

Armed with the knowledge from the 25-minute video, I proceeded to mount the camera on my right wing and gave it a whirl.

I downloaded the GoPro Quik app to my iPhone. Using this app allowed me to turn the camera on/off from my phone. It also gave me the ability to turn the recording on/off as well.

So, on a nice clear Saturday in May, up we went, GoPro camera on the RV-7. It was a sun splashed day with a few high puffies floating around. I headed west from LNK and shot about a half dozen clips.



This little memory card on the GoPro can hold 64 gig of data. Pending on what video mode you use (i.e. video quality) you can get 1 to 2 hours of storage on it.

Using iMovie, I put together a 4+ minute video of [my first attempt of using a GoPro camera](#). In your YouTube settings, select 2160p (4k) for the best picture quality.

I was pleased with how it performed. I ended up using SuperView, 4K, 60 frames per second. For all the other settings, I went with the factory defaults.

If you've played around with a GoPro and have some video you would like to share, feel free to send it my way.

Minutes of the Club Meeting

The May 7, 2024 meeting was hosted by the Nebraska State Patrol in their hangar at the Lincoln Airport.

After the presentation by aviator extraordinaire Dick Trail, the business meeting was called to order at 8:08 pm.

Harold Bickford moved to approve the minutes of the April 2nd member meeting as published in the newsletter. Cristi Higgins seconded. Motion carried.

Jerry Mulliken gave a summary of the May 4th board meeting. There was discussion of changes to the sign at the breakfast cash station to better explain the use of cash donations. Donations have been running around \$10 per person, which just covers expenses.

Treasurer Cristi reported the breakfast account balance at \$4,124.43, the main account at \$5,764.82. We also have a \$10,000 CD.

Ed Bowes announced that Chapter 80 of the Midwest Aerobatics Club will hold the 2024 Championship competition at the Seward Airport June 13-15. Spectators and volunteers are welcome.

The Nebraska State Fly-in will be July 19th and 20th at the O'Neill airport.

There being no further business, the meeting was adjourned at 8:16pm.

Respectfully submitted,

Jerry Mulliken, Secretary

For Sale – Wing Stand

I used it for one wing but it will accommodate two wings. I have finished using it and would like to see someone else get some use out of it. Asking \$100 (OBO) just to cover the materials used to build it. Contact Brian Bede – 330.419.2147. Click picture to enlarge.



July EAA 569 fly-in breakfast reminder

Mark your calendar! We will be **moving our July breakfast** from the 20th up two weeks to the 6th. Some of our breakfast crew will be enroute to Oshkosh on the 20th. The August breakfast will return to its usual 3rd weekend of the month.

Pilot Milestone: 500+ hours in B-29 Doc

By Doc's Friends – B-29 Doc

Of the nearly 4,000 B-29 Superfortress aircraft that were built by the United States during World War II, only two remain airworthy and in flying condition today. B-29 Doc (owned by Doc's Friends, Inc.) and B-29 Fifi (a member of the Commemorative Air Force / CAF), are the two surviving B-29 aircraft that operate tour stops across the United States with a shared mission of honoring the men and women who designed, built, flew and maintained warbirds during WWII.

Since the restoration of B-29 Doc was completed in 2016, the historic warbird has logged more than 650 flight hours over eight and a half tour seasons. Throughout that time, a dedicated and sharp group of flight crew members including pilots, flight engineers and scanners have served on hundreds of flights—or sorties, as we call them—as volunteers to ensure Doc's safe operation and mission continues. An even larger group of volunteer maintenance and ground personnel work year-round in Doc's hangar in Wichita, KS, to ensure the success of the mission.



B-29 Doc Chief Pilot Mark Novak has logged more than 500 hours of flight time in Doc.

Since flight operations began nine years ago, one of the key members of the volunteer team has been pilot Mark Novak

This year in April, Mark (who, since 2017, has served as Doc's Chief Pilot) achieved a major milestone as a B-29 Doc pilot; logging more than 500 hours in B-29 Doc. And when you add up the more than 300 hours he flew as a pilot in the CAF's B-29 Fifi, he's the highest-time current B-29 pilot in the world.

RIGHT PLACE, RIGHT TIME

So, how do you become a B-29 pilot, much less the high-time pilot between the only two airworthy B-29s? Mark would say it's all about being in the right place, at the right time.

"In 2011, a good friend of mine, David Oliver, said that Fifi was returning to flight after a 3-year re-engine project and needed pilots," Novak recalled. "I had attended Fifi ground school 15 years earlier and knew that volunteering on the B-29 would be a dream come true. I was retired from the Air Force and serving on the flight crew was exactly what I needed. That was 13 years ago and I'm so glad I said yes."



Back in 2016, a retired U.S. Air Force B-1 Bomber and KC-135 pilot named Mark Novak was among the first to fly Doc during its initial flight-testing phase. Novak, who served 27-and-a-half years in the USAF, and a 1984 graduate of the United States Air Force Academy, joined the B-29 Doc flight crew after serving as an aircraft commander and pilot in command and instructor pilot for B-29 Fifi (the Commemorative Air Force B-29) for five years.

As the Doc mission transitioned from restoration in 2016, through flight testing and into flight operations a year later, Doc's Friends, Inc., needed a Chief Pilot to oversee the pilots, flight crews and movement of the historic warbird.

"Mark tells the story that when we asked our team of pilots who would be interested in serving as Doc's Chief Pilot, he was the slowest pilot to back away from the table...which of course draws smiles and chuckles from those on our team," said Josh Wells, B-29 Doc executive director. "The truth is, Mark is a phenomenal warbird pilot and a great leader, and he's laser-focused on safety and the long-term operation of B-29 Doc. That's what made him a natural fit to be our Chief Pilot."

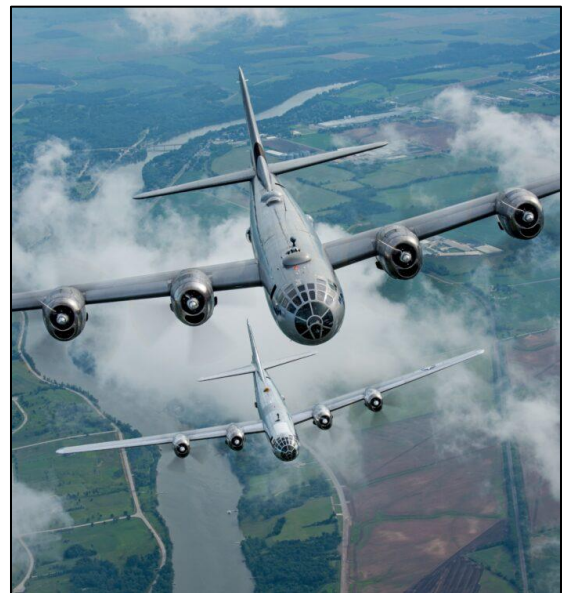
PASSION FOR FLIGHT AND DOC'S MISSION

Mark's passion for flying and carrying on the legacy of the men and women who designed, built, flew and maintained B-29s during WWII and the Korean War is what makes him dedicated to Doc's mission.

"When we fly Doc to air shows and to tour stops across the nation, people get a chance to see our nation's history in a very unique and up-close way," Novak continued.

It's that up-close and unique experience of seeing warbirds like Doc and others that Novak says generates inspiration and creates memories that last a lifetime.

"I hope that some kid will see what we do with Doc and be inspired to learn to fly or get involved in aviation. Better yet, they can learn about our nation's history and the legacies of the Greatest Generation, and even their parents, grandparents, or great-grandparents who may have served in the warbirds we fly today."



Mark Novak is one of only a few pilots still active today who has flown both airworthy B-29s, Doc and Fifi.

NEVER WORKED A DAY

When Mark isn't on tour with Doc, he's flying his T-6 Texan and watching his daughter Natalie build her flight hours as a recent college graduate and launch her aviation career.

"When I asked my daughter a few years ago what she wanted to be when she grew up, she responded 'Dad, I'd like to be a pilot.'"

When pressed a bit harder for details, he soon understood why she wanted to follow in her father's footsteps.

"She said... 'I've never really seen you work a day in your life, Dad...and you have a ton of fun doing it!' She's right; I suppose I've been blessed to have an aviation career and I'm honored to fly Doc and other warbirds to honor the men and women who served our country in tough times."

Recently while leading cockpit tours on a B-29 Doc tour stop in Virginia, someone asked Mark what he does when he's not flying Doc.

His response was quick, witty and truthful...and 100% Mark Novak.

"I fly something else!"

It's what Mark does and it's what keeps him going.



B-29 Doc Pilot Mark Novak at the controls of Doc in 2019 flying in formation with the U.S. Navy Blue Angels.

FLYING A NATIONAL TREASURE

As the high-time current B-29 pilot (a designation that he doesn't take lightly), he's humbled to be leading Doc's mission from the left seat of only one of two B-29 Superfortresses still flying today.

"I tell people there are lots of people flying today, but only a few of us get the honor and privilege to fly a historic warbird and national treasure. The men and women who designed, built and flew these airplanes, and then the volunteers who spent nearly two decades in Wichita restoring Doc, are the true heroes. I'm just the guy who gets to sit in the seat and help drive the mission."

Those volunteers Mark mentions, along with dozens more in the area around Inyokern, CA, are the foundation behind Doc's present-day mission.

"Without our team of dedicated volunteers—both past and present—we would not be able to do what we do to share the stories of the Greatest Generation and honor their legacies," Wells continued. "It's something none of us take for granted each day we are on tour; and without the dedicated work of our

maintenance and flight crews, the mission to honor, educate and connect would not be able to take flight. We are forever grateful to Mark, all our pilots, flight crews and volunteers who, as Mark said, are the true heroes of Doc's current mission."

Minutes of the Board Meeting

President Tiffany Thompson called the meeting to order at 10:05 AM on May 4, 2024. The meeting was via Zoom. Attending were Tiffany Thompson, Tom Trumble, Bill McDonald, Doug Volkmer, Jerry Clinch, Charles Lewis, Cristi Higgins, and Jerry Mulliken.

Doug moved to accept the April 2 member meeting minutes as published in the newsletter. Jerry Clinch seconded the motion. The motion was approved.

Membership coordinator Jerry Mulliken noted that new members Lynn and Ed Bowes have not supplied mailing addresses and other information. George Carr and Edi Bickford need to update their email addresses, as their current information appears to be incorrect.

Doug offered to add a link to the EAA 569 website that leads to national headquarters.

Tom Trumble, and later, Cristi Higgins, mention Axel Anderson and Adelyn Nettleton as potential 2025 Air Academy candidates. Tom emphasized that applications should be submitted by September at the latest. Parents of the candidates should be contacted soon.

Tom Trumble reported on our Ray Scholar student Toby Jordan. Toby is close to soloing, but cash flow may become an issue, as the first \$4,400 may be insufficient to complete his training for solo flight. The remaining \$6,600 will be released by EAA headquarters after he solos. Tom moved the chapter advance \$2,000 for covering cash flow, and possibly any shortfall for completing his private pilot training. Doug seconded the motion. The motion was tabled for publication in the newsletter and discussion at the member meeting.

Tom suggested that when selecting future candidates for the Ray Scholarship, we should focus on those closer to the upper age limit of 18, as older candidates are more likely to know if they are sufficiently interested to complete the training.

The April 20 breakfast had excellent attendance, bolstered by the Corvette club, but the collection was a little under \$10 per person, which approaches the breakeven for expenses. Tom suggested a volunteer with a counter and a cash box at a table be present to provide more visibility for the collection jar. Doug suggested a QR code on the sign after we have our PayPal account running as an additional method of donating. Other changes to the sign considered were a note that the first \$10 of a donation covers only expenses.

Lori has requested we buy 12 more chairs for the breakfast tables. Doug agreed they are needed. The sense of the board was that the purchase falls under Lori's discretion, so no motion by the board is needed.

Cristi reported the CD matured May 1. A 5-month CD pays the best interest rate of 4.9%. The current CD has a term of 10 months, and pays 3.9%. She plans to renew with the 5-month term.

Cristi Higgins, Young Eagle coordinator, reports 101 Young Eagles flown over four events in April, in spite of April's fickle flying weather. June 8 is International Young Eagle Day. There is good interest in a David City event at 9 AM that day, so she has it on the calendar. May 18 is EAA Learn to Fly Day at Beatrice. Two are signed up.

Writeups are needed for the Oshkosh memorials. Money for the memorials is appropriated.

The next member meeting is 7 pm May 7 at the Nebraska State Patrol Hangar, Lincoln Airport. The MAC 80 meeting will be at the same location, preceding our meeting. Availability of the new meeting area in the terminal for the June meeting is uncertain. Ed Bowes suggested Duncan Hangar H might be a good option if the terminal is unavailable. Check the newsletter for the final word.

Next board meeting is June 1, 10 AM, via Zoom. All members are welcome to participate.

Cristi moved, Jerry Mulliken seconded a motion to adjourn at 11:15 AM.

Respectfully submitted,

Jerry Mulliken, Secretary

EAA Chapter 569 Calendar		
Month		
June	4	7:00pm General Meeting (details on page 1)
	8	9:00am - Noon Young Eagles, David City, NE
	8	Hastings Fly in & Open House (KHSI) 7:30am Fly in breakfast 11:30am Fly in Hamburger feed
	15	8:00am - 10:00am Crete Fly in Breakfast, EAA Chapter 569 - KCEK
	27	11:30am Lincoln Airport Authority Board of Directors Meeting
	29	11:30am - 1:30pm Hastings Hamburger Fly in Lunch (rain or shine) - KHSI
July	2	7:00pm General Meeting
	6	8:00am - 10:00am Crete Fly in Breakfast, EAA Chapter 569 - KCEK
	22	AirVenture begins!!
	27	11:30am - 1:30pm Hastings Hamburger Fly in Lunch (rain or shine) - KHSI
August	6	7:00pm General Meeting
	17	8:00am - 10:00am Crete Fly in Breakfast, EAA Chapter 569 - KCEK
	31	11:30am - 1:30pm Hastings Hamburger Fly in Lunch (rain or shine) - KHSI

And finally ...

First Flight!!



Some of you probably remember going to the Seminary by Denton, NE around 20 years ago and checking out Rev. Charles Van Vliet's Corby Starlet project. Well, it is now FLYING! He moved a lot, hence the lengthy build but is now in Houston, TX and flying out of KDWH. He hopes to have his Phase 1 testing completed in time for a trip to AirVenture. He's a link to his [first flight video](#). Congratulations Rev. Charles!!

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