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EAA Chapter 569 Newsletter

Lincoln, NE



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Meeting Announcement

Date: Tuesday, March 1st

Time: 7:00pm

Place: Duncan Aviation Engine Shop

Address: 5000 NW 44th St – Lincoln, NE

Topic: Controlled Flight into Terrain (CFIT)
Presented by Mark Gaffney,
FAASTeam Program Manager

This will be a Wings credit program.



President's Message Tom Trumble

The February 19 breakfast was great with good weather. Airplanes on the apron was a good sight.

Our student members Noah Philson, Joshua Jordon, and Caleb Jordon received a Young Eagle ride from Lincoln to the Crete breakfast and pitched in helping Lori and the crew with the breakfast chores. They had a great time watching airplanes come and go and the medical helicopter operations.



Noah Philson



Caleb Jordon



Joshua Jordon

Derek Schroeder was presented the First Flight Award for his Challenger 1 CWS which flew on December 24, 2021.



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Lori Oliveros, Dave Fritz, Doug Volkmer, Kermit Wenger and I attended the regular meeting of Chapter 80 (Omaha) on Wednesday, February 16. Bruce Mundie, Chapter 80 President, asked us to attend and brief them on what is involved with our Crete fly-in breakfast. They have an interest in starting a breakfast and suggested the months that have 5 Saturdays. Also, they are considering their STEM event at the Millard Airport on September 24, 2022. They have a great facility at the Oakview Mall in Omaha. They are currently building a Zenith 701. The space is shared with the Omaha Model airplane group, IMC club, VMC club and others.

The Tri Motor committee is working diligently as the Tri Motor arrival is coming soon. The dates for the event in Lincoln are now posted on the EAA national website. May 5 – May 8, 2022. Location Ross Aviation (formerly Silverhawk) at the Lincoln Airport. Please save the dates to come out and enjoy the event and help out.

We will have pizza at our next meeting 7:00pm Tuesday, March 1, 2022. So, bring your appetite, sit back and listen to Mark Gaffney's safety program. Mark is with the Lincoln FSDO, FAAS team. We will be Zooming the meeting so if you are unable to attend, please look for an email with a Zoom meeting link. Food and social time at 7:00pm Location Duncan Engine Shop, 5000 NW 44th St. Lincoln NE. We will live stream via Zoom starting after 7:00pm.



Minutes of the Club Meeting

The February 1, 2022 EAA 569 meeting was called to order at 1920 hours by President Tom Trumble.

At the Duncan Engine shop were 11 members including Tom Trumble, Dennis Crispin, Colby Osborn, Don Osborne, Cristi Higgins, Lori Oliveros, Dave Fritz, Paige Higgins, Mark Gaffney. Mark supplied a camera and expertise to allow a Zoom session so that several members could participate remotely. Pizza and dessert were available.

The Tri-Motor committee gave out flyers for the May 5-8 event. Volunteers are needed for 24 shifts, 4 hours each.

Secretary Cristi Higgins reported \$3,525.80 in the main account,

\$1,461.36 in the breakfast account, and a CD valued at \$10,000.

The next Young Eagles event will be April 8, 0915 hours in Lincoln for St Patrick's School. Four pilots and aircraft needed.

Tom has submitted an application for the Ray Scholarship.

The next club breakfast is February 19. Volunteers are needed.

A volunteer chairperson for the 2022 Christmas party is needed.

The next regular meeting is March 1, with program by Mark Gaffney on the FAAS team program.

The meeting adjourned at 1928 hours.

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Following the meeting, Travis Meyer and Scott Hammer from Wayne, Nebraska gave a presentation on the MayDay STOL races. The 2021 event was very successful, and many improvements are planned to make this year's event (May 20-22) even better. Camping will be on field, alcohol will be allowed at the Friday night bonfire, and the shuttle route shortened. Travis and Scott encouraged our chapter to set up a booth. Many volunteers are needed for the event.

Respectfully Submitted,
Jerry Mulliken, Secretary

Teaching Your Son to Fly

by Lauran Paine, Jr

That's him in the front seat of the airplane, learning to fly. I'm in the back seat and we're on the downwind. That's not the back of just any head in front of me. That's my son.

So many thoughts racing through my mind: Remembering when he was born, watched and listened as those first halting breaths burned that blue little body pink. Held him. Tears. Got him a fishing pole that first day. Used to push him in his stroller and pull him in his wagon. He used to ride in the kiddie-seat on the back of my bicycle.

Then the journey to independence began, that is still unfolding today: His first tricycle, yellow with white spoke wheels. Stenciled on the back of the seat was "World Champion Ankle Biter Bull Rider." The two-wheeler: I remember running behind it, pushing and steadying, until that day he rode off alone. The handlebars where gyrating wildly, but he was upright and moving under his own power.

On to cars: The fence post that caught the open passenger side door as he was backing up; the light bumping of his buddy's car in front of him at the stoplight because he thought it would be funny and the cop who didn't think it was funny; the minor fender bender at a residential street intersection when he called and asked, "What do I do, Dad?" And I answered, "Handle it!" Tough love. Tough to say that, when for all the years when he fell you ran to pick him up. My parental doubts were later allayed when he told me, "Dad, I needed you to say that."

Then the day came, "Dad, I want to learn how to fly." It was something I had neither encouraged nor discouraged. His mom reminded me, "That's my baby, you know."

How to go about it? I bought an Aeronca Champ, circa 1946. Just wings, tail, tail wheel, stick, rudder, oil pressure and airspeed. To us, she was a thing of beauty. I made him change the oil. Lying on his back on the ground, oil running down his hands and dripping off his elbow, I asked him, "Is this fun?" I got an unequivocal "Yeah. This is great!"

The flying: What joy! He took to it like a duck to water. Soaked it all up like a sponge. I worried I might be missing something; I haven't done much light airplane instructing. I'm a bit hazy on some of the airspace structure and cloud clearance requirements, but he wasn't. He read the books and watched the videos, then taught me. But I know the basic airmanship I wanted to get across: Respect for the machine, awareness and courtesy in the air, look before you turn, hard work and study, recognizing limits, respecting weather, being on speed to land

(taildraggers have a way of teaching that all by themselves).

The whole scene was a joy. Riding to the airport, talking with our hands. Lunches with the good ol' boys at the local airport cafe, "How's that boy doin'?" I could honestly answer, "Fine!" The glow after the flights, the satisfaction of progression, the excited conversation pursuant to a goal being accomplished — it was all there.

As we progressed, I watched the mechanics of flight come to him. The day came for pattern work. Once again, I became a spectator to my son's journey, "Let's take this thing around the patch. Handle it!" He never hesitated. He'd taxi out, swing around to take a look at the pattern, and line up on the runway. The power came up, the tail lifted and the mains came off the ground and, before I knew it, we were on the downwind . . . where this story began. And the memories flowed. There could have been a public airshow that day, and I wouldn't have paid any attention. My son was flying.

Opposite the touch down point, the power came back. I hoped he remembered the carb heat. I knew he would, but dad's worry like that. Base to final, the sound of an airplane in glide, the nose came up gently, the tail touched, then the mains. The Champ rolled straight, the rudder wiggling, the power came up, and he was on his way again, and again, and again. I know the feeling. He was lost in joy. I finally looked away after a bit to take in the moment. I'm supposed to

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be a crusty ol' dad. It must have been the light breeze that made my eyes water. He had mastered yet another journey.

He was leaving for college soon, but the ride home from the airport that day was one to remember. His head was high, his eyes bright, his smile huge, and his excitement contagious, "Dad, I got off the centerline a little on the fourth one." It was my chance for some dad-philosophy, "That's okay. What matters is that you're always trying to get back on." Then, "Son, I'm proud of you."

The excitement continued at home as he told all to his mom. I went to shower and get cleaned up for dinner. When I came back to the kitchen, he was still telling his mom.

What's next? Don't know. College graduation? Marriage? Family? More flying? Whatever. The choices are his. I just want him to be happy and productive. And this day he was. It's a memory I'll cherish forever.

(This article originally appeared in the April, 1999 issue of EAA Sport Aviation.)

Chapter 569 Presidents

2021-22 Tom Trumble
 2020 Tom Winter
 2015-19 Harold Bickford
 2013-14 Cristi Higgins
 2012 Tom Johnson/Cristi Higgins
 2011 Erick Corbridge
 2009-10 Tom Henry
 2008 Don Shoemaker
 2006-07 Dennis Crispin
 2005 Andy Lahr
 2003-04 Ray Supalla
 2001-02 Tom Winter
 1999-00 Russ Kelsea
 1997-98 Doug Hill
 1995-96 Roger Aspegren
 1993-94 Ken Mueller
 1992 Ken Dahl
 1991 Tom Werner
 1989-90 Clay Champoux
 1988 Bob Dinkel
 1986-87 Lonnie Davis
 1984-85 Jim Fix
 1982-83 Jeff Clausen
 1981 Jim Stephens
 1980 John Camden
 1979 Bill Sheahan
 1978 Postalwaite/Murray/Satterlee
 1977 Lowell Satterlee
 1976 Rollie Woodruff (*first President, organizer of Chapter 569*)

Spark Plug Award Recipients

2020 Dave Fritz/Lori Oliveros
 2018 Harold Bickford
 2013 Keith Gomon
 2012 Doug Elting
 2011 Cristi Higgins
 2010 Kerm Wenger
 2009 Andy Lahr
 2008 Tom Trumble
 2007 Doug Volkmer
 2006 Tom Henry
 2005 Dennis Crispin
 2004 John Tenopir
 2003 Russ Kelsea
 2002 Norm Sell
 2001 Ray Supalla
 2000 Roger Aspegren
 1999 Dana Dienstbier
 1998 Don Shoemaker
 1997 Steve Lukehart
 1996 George Myers
 1995 Doug Hill

Found!

Steve Becker stumbled across [some classified ads](#) from a local newspaper. They were buried in a 1984 Sport Aviation magazine. Again, this is 1984 so don't respond to the '66 Skylane for \$15k!

EAA Chapter 569 Calendar		
March	1	7:00pm General Meeting. Food served. Mark Gaffney-FAAsteam Safety Program, location Duncan Aviation, 5000 NW 44th. Lincoln, NE
	19	8:00am Crete Fly in Breakfast, EAA Chapter 569 - KCEK
April	5	7:00pm General Meeting. Meet and tour International Propeller Service, 4630 Hartley, Lincoln NE
	16	8:00am Crete Fly in Breakfast, EAA Chapter 569 - KCEK
May 5-8		Ford Tri-Motor Tour, Ross Aviation (formerly Silverhawk Aviation)
Events of interest		
	1st Sat	8:00am York Fly in Breakfast, EAA Chapter 1055 - KJYR
May 20-22		MayDay STOL Drag, Wayne, NE (KLCG) https://maydaystol.com/
June 9-12		Midwest Aerobatic Club (IAC Chapter 80) Contest. Seward NE. 50th year event
June 18		State Fly-In. Grant, NE

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 ...

Air Jordons



Twins Joshua and Caleb Jordon each have an interest in aviation and will be attending the EAA Young Eagles Camp at Oshkosh this summer. The camp is designed as an introduction to the wonderful world of aviation. They were of great help at our February breakfast. Thanks Joshua and Caleb! Click picture to enlarge.

John Cox
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Free!

To EAA members or a deserving group, AOPA and Sport Aviation magazines from 1983 to 2019 (not all years are complete).

Please email: hollydixon@windstream.net or text 402.432.1612. Holly Shoemaker Dixon

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
Click [here for picture](#) – \$18,500

Tesla Model 3. I'm moving up to a model Y. Only 11,000 miles.