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EAA Chapter 569 Newsletter

Lincoln, NE



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Meeting Announcement

Date: Tuesday, March 7th

Time: 7:00pm

Program: Nebraska State Patrol
Aviation Support Hangar Visit

Place: Lincoln Airport - East Side
Enter at Gate 25 (just west of North
Park Rd & West Superior St)

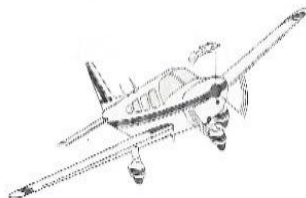


**President's
Message
Tiffany
Thompson**

March means spring is around the corner, though it doesn't feel like it yet. With the thoughts of warmer weather and longer days, who is looking forward to working on your build projects? I may not have any home-build projects, but I am looking forward to securing grants for airport projects and beginning construction. Like aircraft, airport maintenance is ongoing.

On a different note, please fill out the Christmas party survey if you have not already done so. I'm sure Christmas parties are the last thing on your minds, but the Christmas party committee begins work several months beforehand, so the sooner you can complete the survey, the better.

Cheers to blue skies and tailwinds.



Microsoft Flight Simulator – 40th Anniversary Edition

By Doug Volkmer

It was around 1986 when I purchased a copy of Flight Simulator. It was written by Bruce Artwick and ran on an Atari System. I think the plane was a Piper Cherokee. It had the basic 6 pack instrument panel along with a couple VORs and your COM/NAV radios off to the right.

The scenery was as simple as it gets. Blue above you, green below you. No buildings or trees. Your major highways were a white line. In Nebraska, it only showed you I-80. As you neared an airport, the runway would first appear as a black dot. As you got closer, the runway would expand and start to form. I remember thinking this was a pretty dog-gone cool package.

It didn't come without any bugs tho. I remember flying to Kearney one time and just as I was about to turn to final, the screen went blank, the application froze and a message SYSTEM ERROR appeared. This was after an hour or so of flying. Crap!

Also, I believe the program came loaded on a 5 ¼ floppy disk. Remember those?

Over the years I've acquired various versions of Microsoft Flight Simulator, each one getting better and better.

I recently purchased the latest version, Microsoft Flight Simulator – 40th Anniversary Edition. I must say, this simulator is incredible. I purchased the PC version (running it on Windows 11) but they have a version that runs on the Xbox as well. They also have 3 different editions – Standard, Deluxe and Premium Deluxe, each one offering a few more airplanes.

I went with the Standard Edition. It came with 43 planes. From the Wright Flyer to a Boeing 747. Various Cessnas are included: Cessna 152, Cessna 172, Cessna 208 B, Citation CJ4. Beechcraft is also represented with a Bonanza G36 and a King Air 350i. If you're into aerobatics, there are a couple Pitts, S-1S and S-2S models. An Extra 330LT is also available.

If you like rotocrafts, a Bell Model 407 is available. If soaring is your niche, a couple different gliders are included.

Of course, if you want to take advantage of all the bells and whistles this product has to offer, it will take some computer horsepower to run it. Here's a breakdown of the minimum and recommended system requirements. If you meet or exceed the recommended requirements, expect better performance. If you don't quite meet these specs, the application may perform a little choppy and the graphics won't be quite as spectacular. You do have the option to adjust the complexities of the scenery or graphics to improve the performance.

Microsoft Flight Simulator 2020 Minimum System Requirements	Microsoft Flight Simulator 2020 Recommended System Requirements
CPU: Intel Core i5-4460 or AMD Ryzen 3 1200	CPU: Intel Core i5-8400 or AMD Ryzen 5 1500X or better
RAM: 8 GB	RAM: 16 GB
OS: Windows 10 64-bit	OS: Windows 10 64-bit
VIDEO CARD: Radeon RX 570 or GeForce GTX 770	VIDEO CARD: Radeon RX 590 or GeForce GTX 970
PIXEL SHADER: 5.0	PIXEL SHADER: 5.1
VERTEX SHADER: 5.0	VERTEX SHADER: 5.1
FREE DISK SPACE: 150 GB	FREE DISK SPACE: 150 GB
DEDICATED VIDEO RAM: 2048 MB	DEDICATED VIDEO RAM: 4096 MB

For controls, you can sink a lot of money in them. I'm using a simple Logitech Flight Sim Joystick along with CH Pro Pedals, both of which I've had for a long time. They work fine. Sporty's Pilot Shop has a good selection to choose from. I see Sporty's is currently promoting a starter kit consisting of a Yoke, Throttle Quadrant and Rudder Pedals. I might just have to do an upgrade. Don't tell my wife. 😊

I've only had this simulator a few weeks, therefore I have yet to explore many of the different planes. I primarily have been flying the Cessna 152 and cruising around Nebraska. The graphics are remarkable. I have dropped in a couple screen shots (below). If you're hooked up to Wifi, the simulator will load scenery from Bing (Microsoft's version of Google maps). It will also load current weather conditions if you want it to.



During my RV-7 build, I would try to log an hour or two each month in John Cox's C-152. For various reasons, that didn't always happen. However, logging time in the simulator I felt kept me from getting rusty. The simulator C-152 handles and feels just like a C-152. I would say if you're a student pilot and you supplemented your actual flight training with this simulator, it would definitely expedite your training and save you a few dollars.

Another thing the simulator could be used for is if you are flying into an unfamiliar airport and would like to make a practice run, this would be great for that. Also, want to practice your IFR approaches? Adjust the weather to your liking and go for it.

For \$59.99 it is a heckuva product. And you can't beat the price of Avgas.

Now if it just had an RV-7 in the fleet.



On final for York in the Cessna 172.



Right downwind for 35 in Lincoln.

Minutes of the Club Meeting

The February 7, 2023 meeting of EAA Chapter 569 was held at the Duncan Engine Shop at 7 pm. Twenty members and guests were present.

Guest speaker Collin Caneva shared plans for a fly-in May 26-28 at the Wayne Airport. The National STOL competition will be combined with the National STOL drags. The event is accredited by the FAA to include events under lights so competition can be held 7:00 PM to 9:30 pm. All are welcome to compete and will receive training by Kevin Quinn. Volunteers to help with the event are needed. For more information, go to wayneamericaflyin.com

Tiffany Thompson called the business meeting to order at 8 pm.

Treasurer Cristi Higgins reported \$5607.81 in the checking account, \$2143.58 in the breakfast account and a CD with \$10,000. The CD was converted to a 10 month term and 4.32% interest.

Young Eagles coordinator Cristi Higgins suggested that the Chapter should make Young Eagle rides available at the monthly Crete breakfasts. There are several new waiver requirements. The waivers must be current for the event. There is an App available for scheduling and for digitally signing waivers. There is a separate waiver for photos and adult ride-alongs. Pilots must have their own insurance of \$100K/seat. Cristi suggested that specific weather forecast parameters for postponing events be established. No events are scheduled at this time.

Secretary Jerry Mulliken reported 32 members have paid their dues. Rochelle Bose will be removed from the roster since her 6 month Young Eagle membership has expired. There was discussion about establishing a mechanism for online pay. Zelle and Venmo were suggested as possibilities. Tom Trumble suggested emailing the current roster to paid members quarterly to facilitate networking among active members. The suggestion was tabled for further discussion until next month.

Toby Jordan has been accepted into the 2023 EAA Air Academy July 28-August 5. The Chapter will pay the \$1650 tuition and Toby a \$500 travel reimbursement.

Breakfast Chairman Lori Oliveros reported that the next breakfast will be February 18.

Our 2022 Ray Scholarship student, Noah Philson has 19.2 hours dual with John Cox. John has been paid \$2568.27 of the \$4000 received from EAA. Tom Trumble has submitted an application for the 2023 Ray Scholarship.

Tom Trumble reported the Nebraska Legislature will have a hearing Feb 10 on LB384 which places sales tax from aircraft sales and leases into an airport grant fund up to \$100M rather than the general fund. LB453 addresses the responsibility of NDOT to put FSDO employees on salary.

President Thompson has pushed out a survey requesting thoughts on our Christmas party. Only three responses so far. Please respond if you have not.

EAA Chapter 80 is holding a leadership meeting in April. Tom Trumble recommended that at least two of our board should attend.

Matt Ellison of the Air National Guard asked for volunteers for the Lincoln Airshow Aug 26-27.

Next EAA 569 meeting will be at the Nebraska State Patrol Aviation Support Hangar March 7th with Unit Commander Brian Petersen.

The meeting was adjourned at 8:55pm.

Respectfully submitted,

Jerry Mulliken, Secretary

Young Eagles News

By Cristi Higgins

Young Eagles Coordinator

Young Eagles is doing great with 569! For every flight donated to 569 we get \$5 credit with EAA. We try to use the credits to send a young person to Air Academy in Oshkosh, Wisconsin. These camps are impressive but not free, ranging in price from \$1,000 to \$1,650 for a fantastic week of everything aviation, held on the grounds turning into AirVenture. The credits help reduce the costs tremendously. Chapter 569 also gives each camper \$500 of travel expenses to get to camp. Not just



the flights get things done, our amazing monthly breakfasts are a huge part of sending these campers to Air Academy. This year from January 1st to July 31st EAA is giving double the credits of \$10 for each ride! Maybe we can double our camper and send 2! We have decided to make our monthly breakfasts a continuous Young Eagle rally. When someone knows of an 8- to 17-year-old person that wants to have an airplane ride they can send them to Crete on any 3rd Saturday all year from 8am to 10am! We're very lucky to have several Young Eagle pilots and they happen to like flying to breakfast too! Win win! I will have Young Eagle waivers on hand for their parents to sign and am usually in attendance and can help with introductions/paperwork. All heads up are appreciated anytime - Cristi Higgins 402-217-9763.

If you're interested in becoming a Young Eagle Pilot, simply log into your EAA profile and click the training tab. Complete EAA's Youth Protection Training (15 minutes) and sign off on a background check. EAA will send you a welcome email when background is complete. This is all about insurance obviously but the youth will not be recognized in the World's Largest Logbook or have access to their EAA benefits unless the pilot and the waiver are done correctly.

Ray Scholarship News

By Tom Trumble

We have been approved for another scholarship. The amount has been increased to \$11,000.

"Congratulations! EAA Chapter 569 has been approved for a 2023 Ray Aviation Scholarship! Due to your chapter's dedication to EAA, youth engagement, overall activities and chapter health, and the wonderful application you submitted, EAA and the Ray Aviation Scholarship Review Committee are excited to have your chapter onboard this year!" -- Christopher Gauger
EAA Ray Aviation
Scholarship Team



Current Ray Scholarship recipient Noah Philson (right) has been a great help at the monthly breakfast. Noah has logged 19+ hours of training towards his private ticket.

Back in the Saddle Again

By Tom Winter

“Can you fly with a cane?”

“Of course I can. It’s powder coated with pixie dust!”

Early this month, I flew for the first time since October 31! Hardest part was getting the plane out of the hangar. No, the hardest part was getting into the 150! One has to think about, and plan, the most basic stuff. Once seated, I sat there thinking ahead: “Think procedure” was the best advice a CFI ever gave me, and I was darned if I was going to let the three-month gap screw me up. I spent time thinking ahead through every step.

Destination? Only airports with full service are eligible, and I have to be able to park near the FBO. I settled on Columbus. Even though Columbus is to the northwest, Departure routed me south east, apparently to get me around the Big Boy traffic on the west runway. I must say I didn’t mind the extra flying!

Oh, so nostalgic to be up in the sky again! Look, there’s Dwight, there’s Brainard, there’s David City, there’s Bellwood, always my cue to radio the position announcement. And there’s the good ol’ meet-up of the Loup and the sand-braiding Platte! A new line guy guided me to parking, asked by signs did I want fuel, and he got right at it.

Keith Harbour saw me walking up with the cane, and opened the door for me. “What happened?” I dressed up my bicycle story as an Evel Knievel jump but done on a bike with no suspension. Ouch.

Hearing how I came to this opened floodgates of misadventure stories. He once dumped a bicycle while riding on gravel, did a faceplant, and dislocated a shoulder. We shared shoulder injuries. He rode a skid being towed by a tractor, dry-land waterskiing, in effect, and then there was the time he had one gore of a parachute tied to the tongue of a wagon: in a good wind, his brother would fling it into the air and he’d sail. And then there was the time he water-skied in a ditch being towed by a pickup truck. You get the idea. We shared one youthful misadventure after another. (Secretly proud that my youthful misadventures continue through age 79!) A grand time, in short.

When I was rested, I got up to leave, and he offered to pull my plane up close to the door. “No problem, it will follow me like a puppy.” He walked with me to the plane.

“Shall I check the oil?”

“Yes please. I had 4.5 quarts when I left.”

“You’ve got 4.5 quarts now.”

“That’s healthy.”

“Yes it is.”

I sumped. “Now I’m not saying your guy sold me any water, but sumping the tanks is just good procedure,” I said, almost apologetically. And Keith walked around sumped the other tank, and held up the tube of sky-blue Low Lead.

“Want help getting in, or would you rather not have a witness?”

I tossed the cane into the cabin, and began wrestling myself into the plane. Finally, Keith grabbed my left foot and put it into the plane for me.

The landings were not bad, and thanks to Tom Trumble, I have a winch to help me put the plane away. A wonderful morning!

We want to hear from you!!

Please help us in the planning of the Christmas Party for 2023. The attendance numbers have been declining the past few years. It is time to wipe the slate clean and start over. This is where YOU come in. A survey has been put together to gather your thoughts and comments. You will remain anonymous as we are not capturing any identifiable information. Please take a few minutes and fill it out. Click [here](#) for the survey. **Let's try to have this completed by March 31st.**

Classifieds

Numerous items for sale after some upgrades to an RV-7A. Contact Paul Selivanoff at richmondhillhomes@yahoo.com if interested in any of the following items. Click on any picture to enlarge.



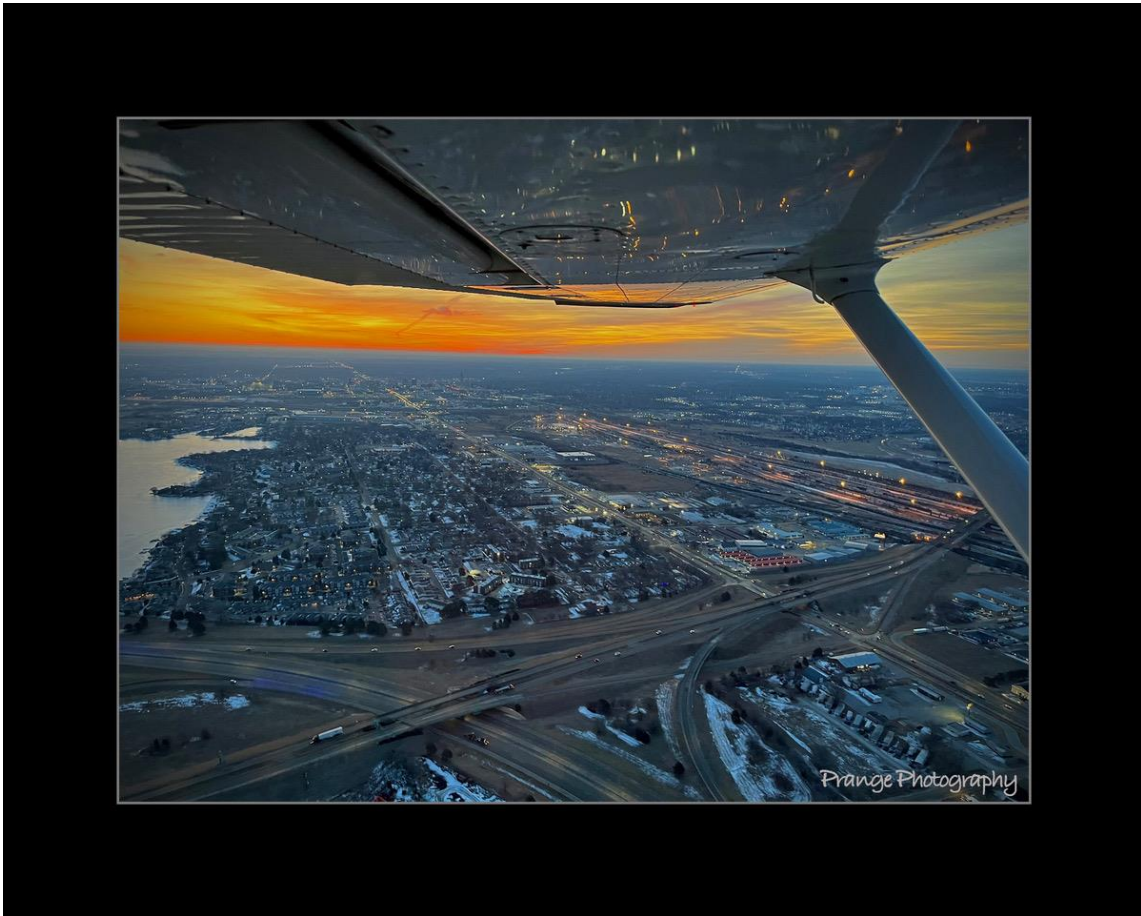
Tesla For Sale

2019 Tesla Model 3 SR+, 21,000 miles, EPA range 240 miles, Asking \$39,900.00
 Contact Tom Henry at 402-791-2116. Leave message.

Month		EAA Chapter 569 Calendar
March	4	8:00am - 10:00am York Fly in Breakfast, EAA Chapter 1055 - KJYR
	7	7:00pm General Meeting - Nebraska State Patrol Aviation Support Hangar - Enter at Gate 25
	18	8:00am - 10:00am Crete Fly in Breakfast, EAA Chapter 569 - KCEK
	25	11:30am - 1:30pm Hastings Hamburger Fly in Lunch (rain or shine) - KHSI
April	1	8:00am - 10:00am York Fly in Breakfast, EAA Chapter 1055 - KJYR
	4	7:00pm General Meeting
	15	8:00am - 10:00am Crete Fly in Breakfast, EAA Chapter 569 - KCEK
	29	11:30am - 1:30pm Hastings Hamburger Fly in Lunch (rain or shine) - KHSI
May	26-28	Wayne America Fly in - KLCG https://wayneamericaflyin.com/
June	3	Nebraska State Fly in - KGRI
August	26-27	Guardians of Freedom Airshow featuring the Blue Angels - KLNK

And finally ...

I need a title



[Doug Prange](#) and Tom Trumble early morning departure from the Lincoln Airport enroute to York, Nebraska for the EAA Chapter 1055 Fly-in breakfast. Submit a title for this image by 04/15/2023. The one voted most popular will receive a framed enlargement. You can email your submissions to contest@eaa569.org. Click picture to enlarge.

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