

March, 2024

Volume 49, Issue 3

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EAA Chapter 569 Newsletter

Lincoln, NE



Meeting Announcement

Date: Tuesday, March 5th **Time:** 7:00pm

Place: Duncan Aviation Engine Shop

Address: 5000 NW 44th St – Lincoln, NE

Program: Mark Gaffney, FAASTeam Program Manager

After-market Safety Equipment for your Certified and Experimental Aircraft

The General Aviation Joint Safety Committee has determined that General Aviation Safety can be improved through installation of after-market safety equipment. We will be discussing safety equipment that you can add to your aircraft. We'll emphasize restraint systems and give you some tips for expeditious aircraft egress.

We'll also talk about some exciting new automation technology coming to General Aviation aircraft.



**President's
Message
Tiffany
Thompson**

I hope this message finds you well and filled with excitement for the upcoming month of March. As we transition into spring, there are several thoughts I'd like to share with you regarding our chapter's activities and initiatives. I recently received the results from our membership satisfaction survey. We had 38 members participate, so thank you. Of the 38 members, we had just over half (58.33%) said they would highly recommend our chapter to a friend or colleague. I want to make this chapter a group we are all proud of and look forward to being a part of. I also want us to attract new members and retain our current ones. And so, I'm going to use this survey as a starting point to see how we can improve our chapter and raise that score! Below is a breakdown of my thoughts.

Fly-In Breakfast:

Our highly anticipated monthly fly-in breakfast continues to be a wonderful opportunity for our members, families, and friends to gather, enjoy a delicious meal, and celebrate our shared love of aviation. I want to

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personally thank the Breakfast Committee for their continued hard work and making this event the success it is.

Workshop Series/Builds:

There is interest in doing workshops and group builds. Though I don't know what that looks like yet, I think we should consider the possibility of a workshop series with a different topic of focus for each workshop. The goal would be whether you're a seasoned pilot or just beginning your aviation journey, these workshops would provide valuable insights and hands-on experience that can benefit enthusiasts of all levels. Without a dedicated space it will be a challenge to do workshops and builds but maybe we can get creative.

Chapter Meetings and Programs:

There were comments about the length of the business meeting and about bringing the focus of our programs back to home builds. I will work on keeping the length of the business meeting shorter and possibly hold separate business meetings when we need a thorough discussion over something. I still want to encourage discussions during the meetings. Overall, we received positive remarks on our programs. I personally prefer a variety of topics that are presented, but feel we could incorporate more programs on home builds. Any volunteers? I would also like to hear ideas on how I can make our meetings more engaging.

Activities and Community Outreach:

Our chapter remains committed to engaging with our local community and promoting aviation education and awareness through our Young Eagles flights. During my time with the chapter, we have hosted the Ford Tri-Motor and attended the Lincoln airshow which were great opportunities for us. What else can our chapter do to engage more kids and attract younger members? What kind of activities and events should we participate in or hold that would be an excellent opportunity for us to showcase our passion for flight and connect with individuals who share our enthusiasm?

Membership Renewal:

As we enter the new month, I'd like to take a moment to remind all members to renew their EAA memberships if they haven't already done so. Your continued support is vital to the success of our chapter and allows us to pursue our shared mission of promoting aviation excellence and camaraderie. And soon you will be able to pay membership dues online!

As always, I welcome your feedback, suggestions, and ideas for how we can continue to strengthen and grow our chapter. Your engagement and participation are what make our community so special, and I am grateful for each and every one of you.



Young Eagle News

By Cristi Higgins

We have started a pilot program of using a restaurant to find youth to become Young Eagles. Our President Tiffany Thompson suggested finding youth from outside of the aviation circle. Then Doug Daize, a student pilot / restaurant owner, answered the call without knowing it. He didn't know how but wanted to help the Young Eagles program and had some interest within his staff. Together, we have come up with an idea to promote the program at his restaurant, The Eatery. This is a great way to grow aviation and a wonderful dinner conversation with your family. A big thank you to Doug Daize and his wife, along with their staff for becoming trail blazing Young Eagle enthusiasts.

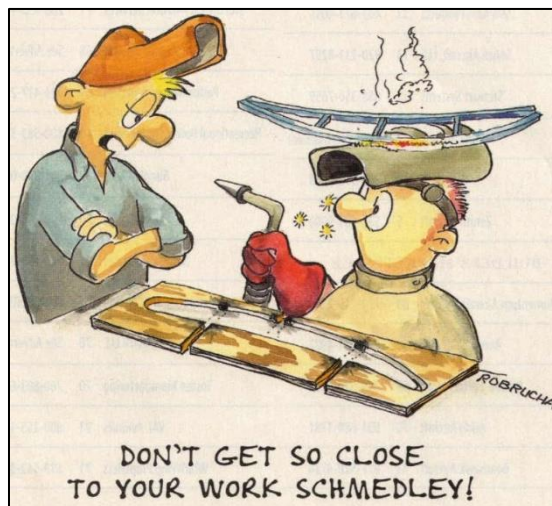
1,000th Young Eagle

On Sunday January 21, 2024, Tom Trumble took to the skies and flew his grandson Jase Trumble as his 1,000th Young Eagle. Jase turned 8 in December so this was his first official Young Eagle ride. Jase's two older sisters were along, Harper Trumble being Tom's Young Eagle number 998 and Charlie Trumble being number 999.

The temperature finally rose above zero that day and the sun peaked out off and on. At the time of the flight, the weather was better than it had been for 2 weeks so everyone was out flying. They waited for takeoff clearance at the end of runway 17 and watched 172's, Mooney's, Cirrus's, Citations and King Airs land (some more than once).



Pictured are Harper, Charlie, Jase and Tom Trumble. Jeff and Molly Trumble were in attendance as witnesses. Click picture to enlarge.



Builder's Report

(I reached out to our builders for an update on their project. We'll publish their reports as they come in. Click any picture to enlarge. – Ed)

Builder: Harold Bickford

Project: [Zenith 750 STOL](#)

Quick picture of the aft lower fuselage for the Zenith 750 STOL viewed from the inside. Clecos, finish drilling then deburring. Once ready, then the riveting begins. Finally have snow cleared and heat back. About 6-7 hours of work at this point.

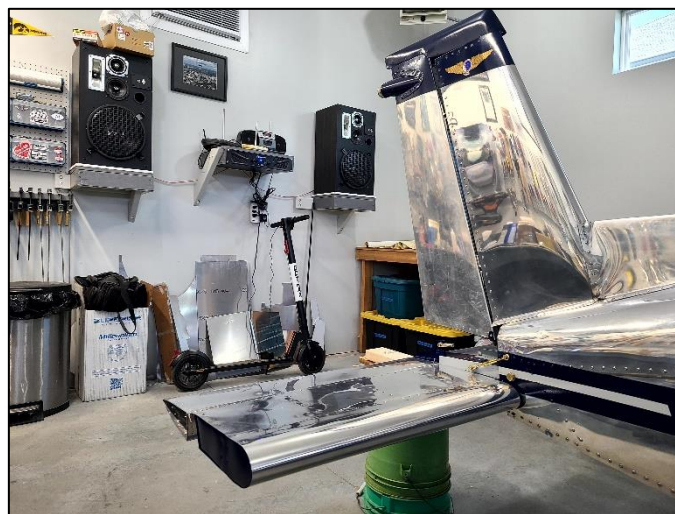


Builder: Mark Gaffney

Project: [Teenie Two](#)

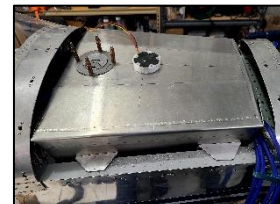
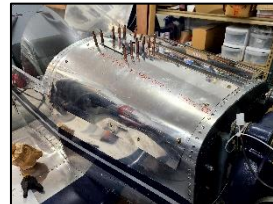
The horizontal stabilizer that I spent so much time on last winter and spring is now attached to the airplane for the last time. As my fellow homebuilders can attest, parts are installed and removed several times before they go on for good. The elevator is in place and the actuator rod is ready to be welded and painted. I was pleased to see the distance of up and down travel for the elevator matches what the plans call for. The rudder is not attached for good. I still need to add the rudder contact and actuator rod.

I finished my custom-made gas tank last fall and took it to my welder for welding. He welded the bottom but stopped on the top for fear of warpage. He gave me some pointers and off to the drawing board I went. The "new" tank looks a lot better and I'm thinking it will hold a little more fuel than the old design. Not the first time I've started over, but at this point in the project, I thought I was done doing that. And yes, it will be lowered an inch from the tank that is pictured.



The upper cover that covers the gas tank between bulkheads A and B is looking good. There is a door located on top, so you have access to the fuel cap. I'm installing a flush mounted latch. Yes, a lot more work, but it's so clean looking once it's done. I used camlocks to secure the cover. I'm planning on painting it navy blue to keep the glare down. Some builders go with a flat back like you would see on a P-51 Mustang. My Cessna 172 has a gloss maroon upper cowl that doesn't bother me at all, so I'm thinking the blue will do just fine.

My new shop is working out wonderfully! I have a 900-watt amp driving my old college speakers. (neighbors love that) I added a TV last year to catch football games in the fall. My daughter knows where to find me when she comes and says goodnight. Trying to stay busy during the winter because I know how busy the Gaffney/ Schutte summers can be. We are planning on taking 34F again to Oshkosh 2024 in July!

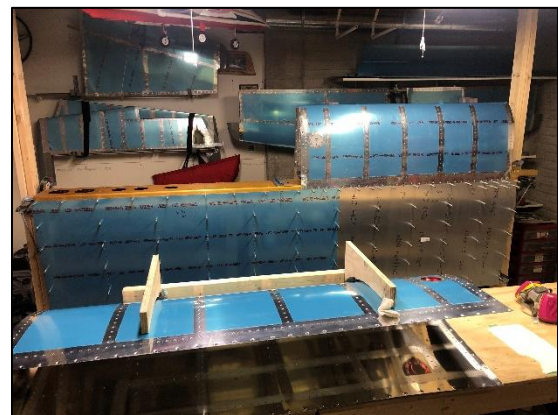


Click any picture to enlarge

Builder: Mark Basel

Project: [Van's RV-8](#)

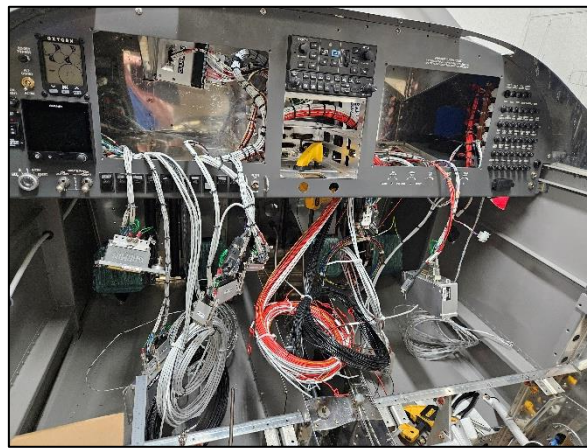
I have finished the empennage kit for my RV-8. During the down time when Vans said to hold off building because of the laser cut parts issue, I finished up installing the fiberglass tips on the HS, VS, and rudder. I'm building on now with the wings. Spars are prepped for skins and building tanks now. Left tank is done and letting it sit for a couple weeks to let the Proseal cure. Right tank is prepped for ribs and just finished the tank stiffeners in the bottom half of the tank. That is about it for now. Hoping Vans survives Chapter 11 bankruptcy.



Builder: Bruce Holtmeier

Project: [Van's RV-10](#)

I have shifted from sheet metal work and pounding rivets to avionics installation and wiring. I have a panel made up of Garmin avionics with dual G3X 10" touch screens with a G5 backup. IFR Navigation will be with a GTN-750xi and the autopilot will be with a GMC507 with roll, yaw, and pitch. The GMA-245 is the standard audio panel. The second comm will be remote mounted behind the panel and a remote transponder located behind the baggage compartment in the tail cone. The main battery is located in the tail cone with a backup battery TCW IBBS for the avionics and will be located behind the panel. There will be two alternators, a 60 amp up front and 30 amp backup on the back of the engine where the vacuum pump would go.



Click any picture to enlarge

Month		EAA Chapter 569 Calendar
March	5	7:00pm General Meeting - Program: Mark Gaffney, FAASteam Program Manager
	16	8:00am - 10:00am Crete Fly in Breakfast, EAA Chapter 569 - KCEK
	28	11:30am Lincoln Airport Authority Board of Directors Meeting
	30	11:30am - 1:30pm Hastings Hamburger Fly in Lunch (rain or shine) - KHSI
April	2	7:00pm General Meeting
	20	8:00am - 10:00am Crete Fly in Breakfast, EAA Chapter 569 - KCEK
	27	9:00am - Young Eagles David City - Contact Cristi Higgins if you want to help.
	27	11:30am - 1:30pm Hastings Hamburger Fly in Lunch (rain or shine) - KHSI

Builder: Chuck Lewis
Project: [Nieuport 17c](#)

I purchased the Nieuport 17c full scale kit in November 2022 from Airdrome Aeroplanes. It was one of the American volunteer World War one squadron "Lafayette Escadrille" favorite aircraft to fly. And, it was the only fighter aircraft that I could afford. I started building in January 2023 in hangar A09 at KLNK. The number of skill sets I have acquired in the last year is pretty mind-boggling.

Looking forward to putting the ribs and ailerons on the upper wing. Then it's the struts and cabins in March.



Rudder, Horizontal Stab and Elevator



Landing gear and wheels



Lower right wing after spars, ribs, rib gussets for trailing edge and leading edge covering installed



Top wing with stainless steel insert joining both sides. If the wing fails under load, it will not be here.



Verner 7U Radial Engine - can't wait to start it :)

Click any picture to enlarge

Heidi, the wind, and granddad

By Tom Winter

“The old fir-trees were rustling and a mighty wind was roaring and howling through the tree-tops. Those sounds thrilled Heidi's heart and filled it with happiness and joy.” In Johanna Spyri's classic Heidi, the sound of the wind singing through the alpine firs is practically a character. Sipping a coffee in the sun-lit garden, listening to the song of the wind in the leafless trees, I think of little Heidi and her old grandfather, with the long beard and the bushy white eyebrows. Checking text, I'm shocked that Heidi's gruff old granddad is 60 - 20 years my junior!



Back to hearing the wind, I pat myself on the back for deciding not to fly today. Yes, it's a good day for other things. Tend to my herd of bicycles, air up tires, lube the chains, wipe off the grey dust that was stirred up from the bike trails. Make sure my folding bike is ready to ride, and to be reloaded behind the Cessna seats. Still competent at least, to be a bike mechanic. Walking on my shoulder blades underneath a Studebaker was always a good time, but modern cars have gone beyond my ken, and like my Cessna, I maintain them with a ballpoint pen. With car and Cessna, all I do is check fluid levels, wash, buff, and air up the tires. And write a check. My car at present is awaiting its chance for my ballpoint pen, so I wait my turn for Joanna's car, which means for a while that I fly in the afternoon! But afternoons, the wind is worse!

Tuesday, the afternoon wind was gusting into the 20s, but I noted it was right down the runway, and the day seemed just too nice to stay on the ground. Flew. Took off into the teeth of the wind, and enjoyed the great climb rate. Tower steered me far away from the heavies doing their endless touch and goes, then set me on course to Beatrice. Gave up climbing in search of smooth air - after all, how high does it pay to fly if you're only going the 40 miles from Lincoln to Beatrice? Aloft, I took time to rejoice that, with my encoder replaced by Alan Weigle, my altitude was showing. More work for that ballpoint pen! It's always such a downer when Tower and Departure both say "I'm not getting your Mode C," like a splash of vinegar on your birthday cake. But today, the Apareo Stratus ADSB-Out gizmo is showing Pressure Altitude, and I am free to enjoy my cake! And there is always frosting looking down at the landscape: far below there was a puzzle: large farm pond, mostly white as if with wind spray. Despite the wind, none of the other ponds looked that way. Looked again. Bits of the white covering were moving around: the big pond was white with about a thousand snow geese!

The Beatrice landing was interesting, and Beatrice has ice cream. I always buy fuel and a drumstick cone when I land at Beatrice. Chatting up Don Dennison, who topped me off, I learn that he and the Mrs have just celebrated a 50th Wedding Anniversary. Wedding anniversaries are so cool! Especially that 50th.

Manager Dennis Schmitt, noting that I had eaten the last cone, went out the door explaining he was on his way to buy more ice cream! "I'll be right back," I replied.

During the return flight to Lincoln, ATIS was saying Wind 220° at 18, G 28. The wind had come around! A challenge to face, but if I don't like it, I can always go around. Crabbed into the wind on final approach, transitioned to wing low for the flare. Danced with feet and hands. Always reminded of Don Shoemaker's words: "That's not a slip, that's doing what you have to do." Did what I had to do! But when I touched down, Tower said "Wind check: 221 at 16..." Milder than the ATIS, but still interesting. Dedicated the landing to Don Shoemaker. 1.6 hours logged. Dave Fritz stopped by, and helped me push the plane back in the hangar. Wanted a beer out of the beer fridge after that, but the beer was frozen!

Today though, I just sit on the patio, beagle on my lap, listening to the wind, and I don't have to deal with it.

February Meeting Recap

By Tom Trumble



Chris Stokes spoke at the February 6 EAA meeting. He talked of his experience in the military, as a United Airlines pilot and his love of antique airplanes. He currently owns and flies a PT17 (Stearman) and is restoring a Viet Nam era Cessna A-37 Dragonfly fighter jet.

Chris also provided a very informative discussion of his Airport Authority position.

Pictured above is Chris accepting an appreciation poster made by Paige Higgins.



Tom Trumble accepts a poster made by Paige Higgins in thanks from EAA Chapter 569 for flying 1000 Young Eagles.

Below is a letter from Noah Philson thanking EAA 569 for his Ray Scholarship and discussing his career plans after high school graduation.

Dear EAA Chapter 569,

First off, I want to express my thanks for everything that you have done for me. Between sending me to Oshkosh for camp, and supporting me through my flying lessons, this chapter has truly impacted my life in a way I will never forget. I have learned so much from being around this amazing group of people, things that could never be taught in a classroom, or through a book. I am so thankful for everything that was done for me, whether it being donated items to help me in my flying career, plane rides, or even just little pieces of advice, I am so appreciative for all of it.

As many know, I have successfully soloed, as well as passed my written test. After a lot of thinking, as well as talking to my parents, and Tom, I have decided to take a break from flight lessons, and focus on school, and college this coming year. Since the Ray Aviation scholarship has been fulfilled, we felt this was a perfect place to take a break, and to get ready for the next chapter of my life. In August, I am attending SCC Milford for the John Deere Technician program. I applied for the Jump Start program through Akrs, and was accepted. The Jump Start program pays for my tuition, tools, and gives me a full-time job after college. During Christmas break, I worked full time at the Akrs dealership in Syracuse and realized that this is what I want to do. When I first joined the chapter, I thought that Duncan Aviation was my calling. I wanted to work on the planes in the hangers, but after some thought and a few years, I realized John Deere is where I am supposed to be.

Although I am not going into an aviation related career, I wanted to express that I am not done being a member of the EAA. I still plan to attend the Saturday Crete breakfasts when able, as well as attending the meetings I can. I still want to be a part of the aviation community and help with everything I can. Even though I am taking a break from flight lessons, I hope to pick them back up, hopefully after my 2 years of college are over. Flight lessons taught me how to fly an airplane, but also communication, perseverance, responsibility, and time management skills. All these skills will help me later in life, especially in the diesel mechanic career. By being a member of this chapter, I have had experiences I never even dreamed of having at this stage in my life. From riding in the Ford Tri-Motor, to flying an airplane all by myself, a younger version of me could never have dreamed of these moments. I am so very thankful to this chapter, because you guys helped make these moments happen. I am so blessed to have been accepted into this amazing group of people and seeing their love of aviation helped mine grow. Once again, I am so very thankful for everything this chapter has done for me. I am extremely grateful for everything that has been done for me and hope to continue being a part of EAA Chapter 569.

Sincerely,
Noah Philson

Minutes of the Club Meeting

The February meeting of EAA Chapter 569 was called to order by Vice President Jerry Clinch at 7 pm in the Duncan Aviation Engine Shop. President Tiffany Thompson was unable to attend due to a cold. Twenty-nine members were in attendance.

Member Chris Stokes shared stories of his Air National Guard career, including combat duty in Afghanistan flying A10s. Chris also flew commercially for TWA and United. After retiring from the military, he ran for a seat on the Lincoln Airport Authority board where he advocates for general aviation at LNK. He encourages chapter members to attend the board meetings and voice their concerns.

During discussion of airport matters, Cristi Higgins mentioned that an effort is being made to find space in the new terminal for Chapter 569 meetings.

After a break for food and beverages, Vice President Clinch asked for a motion to approve the January meeting minutes as published in the newsletter. Tom Trumble moved. The motion was seconded and approved.

Treasurer Cristi Higgins reported the checking account balance at \$10,576.43. The breakfast account balance is \$2,821.07. The CD value is \$10,000 + \$36.52 interest. Cristi reported that activation of a chapter PayPal account for paying dues, etc., is in the works.

Young Eagle coordinator Cristi Higgins reported that the Eatery Restaurant is hosting a meet and greet April 6. The David City airport will be used for Young Eagle flights April 27, primarily for the local Boy Scouts chapter.

Secretary Mulliken (yours truly) reported he was in correspondence with EAA about participating in the EAA chapter roster management service. This requires only uploading the current roster spreadsheet at no cost to the chapter. The EAA database system automatically checks membership status of chapter members, and populates the EAA number field, so that members need not supply it at renewal. Board members will all have access for requesting various mailing lists. Printed copies will be available for all members. This can include member mug shots if desired.

Tom Trumble said that Anders Krzycki is on the waitlist for the EAA Air Academy. He has joined the aviation focus program at North Star High School. Noah Philson, Ray Scholar, has soloed and passed his written exam. The instruction bill was \$10,233. Noah is approved for \$11,000, but he has decided to pause training to focus on school, family, and a John Deere technology career. Toby Jordan, our most recent Ray Scholar, is signed up with Oracle Aviation to begin training as weather permits.

The next Crete flight breakfast will occur February 17.

In new business, Tom Trumble was recognized for having recently flown his 1,000th Young Eagle. Tom has been exceedingly generous sharing his passion for aviation with a younger generation.

Vice President Clinch declared the meeting adjourned at 8:58pm.

Respectfully submitted,

Jerry Mulliken, Secretary

And finally ...

N72DA



Duncan Aviation's retired Learjet 35 on display outside its facility on the east side of KLNK. Many Duncan Aviation employees signed their name in the interior. Click here to [watch a video](#) of it being put on permanent display.

John Cox
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Checklist

AFTER LANDING

1. Carburetor Heat COLD
2. Wing Flaps UP
3. Transponder STANDBY
4. Pay EAA Chapter 569 dues .. [CLICK HERE](#)