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# EAA Chapter 569 Newsletter

Lincoln, NE



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## Meeting Announcement

**Date:** Tuesday, March 3<sup>rd</sup>    **Time:** 7:00pm

**Program:** SMSGT Mathew Ellison

Mathew has Flight Engineer Ratings in the B-24 and B-29 along with several thousand hours as a KC-135 Boom Operator. He will talk about KC-135 low level training operations.

Mathew has an extensive flight resume in the general aviation arena also having flown several different types of aircraft including Cessna 150,152,162,172, Vans RV-6, Yak-52, Piper Cherokee, Piper Comanche, Piper Cub and Diamond DA-20 to name a few.

**Place:** Lincoln Airport Terminal – 2<sup>nd</sup> floor meeting room

Take your parking ticket to the information booth to get free parking.



**Greetings  
from  
President  
Tom  
Trumble**

Please wear your name tags at Chapter meetings and events. It makes our events more inviting. If you need a name tag, please let me know.

### Breakfast News

The 2026 Wahoo airport breakfasts will be on the 2<sup>nd</sup> Saturday of the month in 2026, 8:00am to 10:00am. The first one will be on April 11, 2026 and continue the 2<sup>nd</sup> Saturday through October 10, 2026.

I spent a day with my Grandson Jase (right) at the SAC museum near Ashland, NE. He and I could spend another day or two to get through it all. It's a great adventure.



## Minutes of the Club Meeting

The February 3, 2026, EAA 569 Chapter meeting was held in the Lincoln airport terminal building, beginning at 7 PM. Twenty-eight members and two guests attended.

The meeting opened with member Mark Gaffney, FAA Lincoln FSDO FAAS Team Program Manager reviewing four 2025 Nebraska fatal aircraft accidents. There was a P-46 that lost partial power on takeoff from McCook. A Beech BE-55 encountered winter IMC at night with a bad outcome. The pilot had requested a weather briefing the previous day, but no evidence was found for an updated briefing. An RV-9A broke up mid-air after flying into IMC. An RV-7 broke up in convection. Both RVs showed signs of damage to the rudder from flutter. Better weather forecasting and in-cockpit weather data may have helped reduce the VFR into IMC, but none of that helps if one doesn't use it. The weather forecast for all these flights was correct, and all could have been safe flights by using the 180-degree turn. For low-time pilots, ten hours of IFR training has been shown to pay big dividends. Get-there-it-is remains a serious threat to safety in General Aviation.

After Mark's presentation, President Tom Trumble opened the business meeting by recognizing guests Matt Purcell and Andy Burmeister.

A Chapter Service Award was presented to Mark Gaffney, Treasurer as he was unable to attend the Christmas party where service awards are given.

Since our meeting room has an attached kitchenette, volunteers for arranging some simple meeting snacks were asked to sign up for that duty.

The January meeting minutes were passed around. Tom Henry moved, Jerry Clinch seconded a motion to approve the minutes as published. Motion carried.

Mark Gaffney submitted the following Treasurer's report:

Item	
Interest on CD	\$31.85
Breakfast Income	
EAA 569 Checking Account	\$7,682.12
EAA 569 Breakfast Account	\$5,577.91
Cash in Checking Accounts	\$13,260.03
EAA 569 Certificate of Deposit	\$10,000.00
<b>Total Cash Assets</b>	<b>\$23,260.03</b>

Cristi Higgins, Young Eagle Coordinator, reported a substantial number of young eagles waiting to be flown. No events are currently scheduled. An event associated with the June 20 Fremont fly-in is being

considered, but not during the fly-in itself. Cari Hoffart, Fremont Airport manager can be contacted at 402-727-2691.

A Harlan County Camp Out Weekend near the reservoir and seaport H63 was proposed by Cristi Higgins, possibly mid to late May. The site is also near the land port at Alma. Following the success of last year's event, Ron Hawley, former airport manager, and city manager Steve Ardiana are enthusiastic about a repeat. One concern is current low water levels in the reservoir. Tom Trumble moved, and Mark Gaffney seconded a motion that a \$500 budget be established for the event. The motion passed.

Celebratory events for this, our Chapter's 50th year, were discussed. Hosting the EAA Ford Trimotor does not seem possible, since EAA is down to one Trimotor, and takes a dim view of recent midwest weather events. Doc, the B-29 does not appear to be available also. Ideas for a celebration are welcome.

The breakfast crew is impatient to start in April. Due to conflicts with the State fly-in and other summer events, Lori suggested that the breakfasts be moved from the third to the second Saturday, which would mean the first breakfast of the season would be April 11. Seeing no objection, Lori will contact the Wahoo airport manager to see if there is any problem with moving to the proposed dates.

Tom Trumble proposed making the 2026 Christmas Party free to members, to encourage new members to join. Last year, the cost to the chapter was about \$1200, with \$900 in ticket sales. Some discussion followed, with one suggestion that a nominal charge for the event is a way for members to support the chapter. No formal action was taken, but the event is tentatively scheduled for December 11, St. Patrick's Church, engaging Ricky's cafe for catering.

Yours truly, membership coordinator, is asked to send a simple current roster to paid members, to facilitate communication between members. The final roster will be published in May or June.

The meeting was adjourned at 9:00 PM.

Respectfully submitted,  
Jerry Mulliken, Secretary

## **Clyde Peters**

*By Doug Volkmer*

Chapter 569 has learned that Clyde Peters has passed away. Clyde was a Chapter 569 member at one time and shared with us stories of his flying adventures as he headlined a program several years back. Clyde was 88. Services [are still pending](#).

## From the Gmail

- A Privileged Few Threaten Safety for All - AvBrief.com – [Click here](#)
- Email below from Tony Wiegman, Lake Area Technical College – [Click here for more information](#)

This is Tony Wiegman with Lake Area Tech in Watertown, SD.

We are looking for people interested in an exciting career in aviation. We have a great A&P and flight program that runs for 18 months.

Our A&P program is an Associate of Applied Science Degree with 71 credits.

Job market looks great in General, Corporate Aviation & Regionals. Students are going out on paid internships between their first and second year.

There are several companies now looking at picking up the student's tuition to get them to come work for them after school.

Great opportunities in aviation!!

**If you know of anybody that has an interest in Aviation, please let me know and we will reach out to them!**

Thank you for doing this

Tony

Tony Wiegman

Aviation Maintenance Instructor

Lake Area Technical College

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- *Lila Tomek (March 3, 1923 – June 24, 2024) [We have recognized Lila](#) a couple times before. She was truly a riveter, and her riveting partner (that bucked the rivets) was named Rose. She was once part of a group of workers that, in highest security, removed the armor plating, gun mounts and ammunition trays from three B-29 aircraft. After the war they learned that the planes were part of the special group that were built to carry the atomic bombs. Lila lived the last years of her life just a few blocks from me in Humboldt. Several times, I had the pleasure of talking with her about her adventures working in the defense plant.*

*Dennis Crispin*

Our hearts break as we bid farewell to “Rosie the Riveter” Lila Tomek, who has passed at 101, a quiet giant of the Greatest Generation, a woman whose courage echoed far beyond the factory walls she once stood within.

At just 19, while others clung to comfort, Lila stepped into history. She left behind her office job in Pawnee City, NE as her two younger brothers marched toward war, one to the battlefields of Europe, the other into the vast uncertainty of the Pacific. She could not carry a rifle, but she carried something just as powerful: resolve. And so she chose her battlefield, the roaring production lines of the Glenn L. Martin Bomber Plant near Omaha.

Amid thunderous machinery and the constant hum of urgency, her steady hands helped build the B-26 Marauder and the B-29 Superfortress, aircraft that bore the weight of hope for a world desperate for peace. Each rivet she fastened was an act of defiance against tyranny. Each shift she worked was a prayer for her brothers’ safe return.

As victory crept closer, Lila was entrusted with a mission cloaked in secrecy, preparing aircraft for a purpose history would later reveal. She asked no questions. She sought no praise. She simply served. Because true bravery does not always stand on the front lines. Sometimes, it stands at a workbench, sleeves rolled, heart steadfast.

When the war finally fell silent, she returned home not as someone seeking recognition, but as someone ready to build again, this time a family, a marriage with her beloved Rudy Tomek, and a lifetime of service to her community. Her strength was never loud. Her humility never wavered. Her legacy never needed applause. Today, we do more than remember her, we honor her. A woman who helped forge victory with her bare hands. A sister who carried fear and faith in equal measure. A hero who proved that sacrifice wears many faces.

*(from Facebook)*



## Painter's Tape

By Doug Volkmer

Having trouble getting your oil temp up on a cold day? Here's a tip shared by an RV flyer from Ohio –

*"As an Ohioan, some past posts by Canadian RV'ers led to my very sophisticated "4-layers-of-painters-tape" approach to cold weather flying. As temps get lower, simply use wider tape - after awhile you sort of get a feel for tape-width calibration (!). Even though my James cowl definitely overcools this time of the year, this approach results in CHTs in the 350-380F range, and oil temps in the 170F'ish range for routine flights.*



*All things equal I am also impressed with the durability of the four tape layers; has barely ever looked like it was out running around at 175+ mph. [And yes, the visual always draws attention at the fuel pump, not to mention comments from the occasional passenger...]"*

I haven't tried this trick yet. I've had good luck blocking off 2/3 of my oil cooler with aluminum tape. I see oil temps 175 – 180, but I have not taken my RV up yet with an OAT much colder than 40. I'll keep this tip in my back pocket tho.

## Breakfast News

By Doug Volkmer

As President Trumble mentioned in his message, we are moving our monthly fly-in breakfast from the 3<sup>rd</sup> Saturday of the month to the 2<sup>nd</sup> Saturday for this year. This will avoid other events happening in June and July. So, mark the following dates on your calendar.

- Apr 11      ○ Jul 11      ○ Oct 10
- May 9      ○ Aug 8
- Jun 13      ○ Sep 12



The breakfast crew is anxiously waiting for the fly-in season to begin!

## Aviation Investigation Final Report

<b>Location:</b>	Beaver Dam, Wisconsin	<b>Accident Number:</b>	CEN22LA334
<b>Date &amp; Time:</b>	July 22, 2022, 16:47 Local	<b>Registration:</b>	N4400K
<b>Aircraft:</b>	Van's Aircraft RV-10	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Powerplant sys/comp malf/fail	<b>Injuries:</b>	1 Minor, 2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

### Analysis

The pilot of the airplane stated that after departure he heard a "very loud pop" from the engine and then saw smoke enter the cockpit. After the smoke cleared, he decided to perform an off-airport landing even though the engine continued to operate. He stated that he did not check the engine gauges to evaluate any anomalies. The pilot reported that the engine was operating after he heard the "loud pop" noise. During the approach to the field, the pilot added engine power to avoid hitting power lines. The airplane impacted a soccer goal, a streetlight, and a portable toilet, which resulted in substantial damage to the fuselage and right wing.

Postaccident examination of the engine found the spark plug wire boot for the No. 6 cylinder was not connected to the spark plug and was found resting on the exhaust pipe. The rubber boot likely sustained thermal damage when it contacted the exhaust pipe; there were no other mechanical anomalies that would have precluded normal operation.

A review of the maintenance records showed that 79.7 hours had accumulated on the engine since the last inspection, which was a condition inspection. It possible that the spark plug wire boot was not secured during the last maintenance work performed. Based on the available records, investigators were not able to determine why the spark plug wire boot was unsecured.

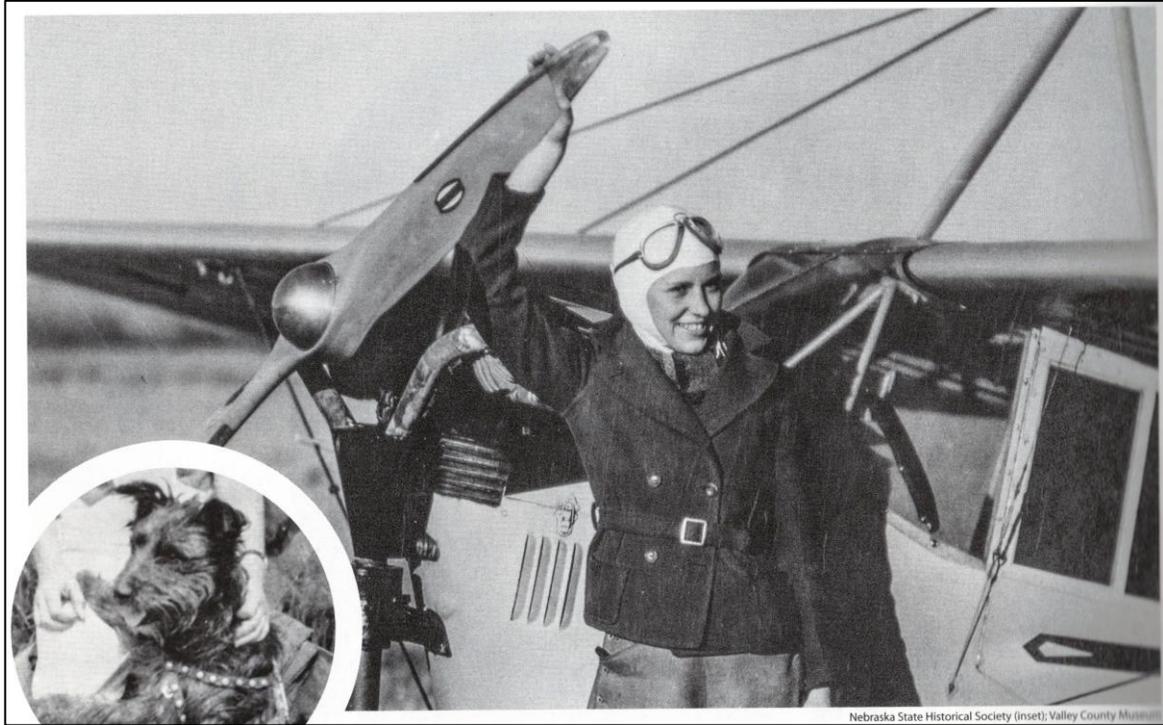
### Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The improperly secured spark plug boot that resulted in smoke in the cockpit and a subsequent off-airport landing.

And finally ...

## Extraordinary Wings



The November/December 2025 issue of *NebraskaLife* magazine included a wonderful story written by Sheryl Schmeckpeper on Evelyn Sharp. Evelyn often flew with her dog, "Scottie", pictured above. What an amazing young lady who had so much going for her. Here is a [link to the story](#).

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