

May, 2021

Volume 46, Issue 5

www.eaa569.org

[facebook.com/ea569](https://www.facebook.com/ea569)

EAA Chapter 569 Newsletter

Lincoln, NE



EAA 569 Contact Information

President

Tom Trumble
C: 402-540-6089
ttrumble@windstream.net
5545 N 17th St.
Lincoln, NE 68521

Vice President

Don Osborne
C: 402-300-0493
osbornewelding@yahoo.com
70225 Yale Ave
Fairbury, NE 68352

Secretary

Jerry Mulliken
C: 402-720-0125
jmulliken@speednet.com
118 S. 52nd St.
Omaha, NE 68132

Treasurer

Cristi Higgins
H: 402-217-9763
higginschristi@msn.com
PO Box 335
311 South West Ave.
Western, NE 68464

Tech Counselors

Erick Corbridge
402-499-1039
Corbe99@yahoo.com

Tom Henry

H: 402-791-2116
W: 402-479-1540
TomHenry3@aol.com

Young Eagles Coordinator

Cristi Higgins
H: 402-217-9763
higginschristi@msn.com

Newsletter and Web Editor

Doug Volkmer
C: 402-890-2818
rv7doug@gmail.com
3720 Stockwell Circle
Lincoln, NE 68506



Meeting Announcement

Date: Tuesday, May 4th

Time: 7:00pm

Place: Performance Aircraft

Address: 1760 W Kearney Ave, Lincoln, NE 68524

Program: Mark Gaffney, FAAS Team Program Manager

Topic: GA accidents Then and Now and the Effects of New Technology



President's Message Tom Trumble

Our meeting on April 6, 2021 was at the Duncan Aviation training facility on the west side of the Lincoln Airport. Andy Bajc was our host. It was exciting to hear about this facility and the mechanic's apprenticeship program Duncan Aviation is conducting.

The program offers a path for persons to obtain their A&P licenses while getting paid.

We continue to update our membership list. I am using the data from that list to send the Zoom meeting notice for our business meeting. If you do not get the business meeting invitation, please contact me or Jerry Mulliken. I usually send the meeting invitation 4 to 7 days in advance.

We have resumed the Young Eagles programs. It always puts a smile on my

face when cleaning the nose prints off the inside of the airplane windows.

Janice Fix has donated a leather jacket that belonged to Jim. The jacket was used very little (as new). It is autographed by John Glenn. We are raffling it at the September Picnic which will be at Shoemakers airstrip and hosted by Holly (Shoemaker) and Jon Dixon.

Click [here](#) to see the jacket.

The drawing will be from the names on our current Chapter roster. If you haven't paid dues for 2021 or are unsure, please check with Cristi or Jerry Mulliken. If you want a chance on the jacket our dues are \$20/yr.

Several discussions were had at the last business meeting held on April 15. Please read the minutes for the details.

Some bullet point items.

- We have resumed our traditional general meetings on the first Tuesday of the month.
- Our next meeting is on May 4, 7:00pm Performance Aviation.
The Program will be FAAS team presentation by Mark Gaffney. This will be a wings credit program. You should receive an email sign up for the wings.
Performance facility is on the east side of the Lincoln Airport 2nd building north of Silverhawk.
1760 W Kearney Ave.
Lincoln, NE 68524
- The next business meeting will be a Zoom meeting on Wednesday, May 19 at 7:00pm.

The 100-Dollar Haircut, Chapter Two

By Tom Winter

I've decided that needing a haircut is just another excuse to get out and fly! And that's what I call it, the 100-dollar haircut. Better for the waistline than the burger!

The old white hair was Long. (See before picture!) The ol' white mop was considerably overgrown from staying home and covidianly avoiding dense people. Now, someone like Kermit Weeks can get away with a ponytail, but he's not married to Joanna, so it really was time. My recent haircuts had meant a flight to Scribner, where I unfold the folding bike, and bike the four miles on County Road J to Hooper, where Don's Barber Shop is smack in the center of the town's historic block, and where \$10 gets you looking like a soldierboy. And it's right next to a very nice restaurant.

But it was time to explore, so I decided to fly to Fremont for a two-fer: (1) Check if the construction has started on the new terminal building, and (2) get a haircut. (Here's an "Executive Summary:" (1) I got the haircut. (2) They've prepared the ground for the construction of the terminal.)

Wind being from the south, I had to start the wrong way, but I was happy with how quickly Departure turned me loose. Wind at FET was about 45° off 14-34, and gusty, so the landing was an exercise in concentration.

I was glad to notice that foundation work has started, and got a picture right out the windshield but got a better one later, on climbout. And the haircut? Nobody in the terminal building could guide me to a

Fremont barber shop! Somebody said "Stylemasters," to which I snorted "I'm not going to no beauty parlor!" Finally, Deb turned to the yellow pages. "It goes from 'bank' to 'basement'" she said. No luck there, but she dug out a visitor's guide and found me a barbershop, downtown on 6th street.

Pulled out the folding bike, flipped it open, aired up the tires (sitting in the plane for weeks between rides always means the tires soften) and hit the road. Stopped many a time along the way to admire and even photograph some of Fremont's old houses. Fremont is in the wide Platte Valley, and, it is all level, unlike Lincoln which is one darn hill after another, so the pedaling was easy and relaxing. A pleasant, two-mile bike ride later, there I was, in front of an actual barber shop, Kiel's.

Inside the shop two women are each busy cutting hair. One stops to ask "What can we do for you?" I pull my locks sideways on both sides: "Take one look at me, and then take one guess."

How much is a haircut?" \$20. "Okay, I've got a 20 in my pocket."



I asked Colleen (say CO leen) take before-and-after pictures with my camera, and she did before-and-after pictures with her cell phone, too. "No idea I was such a handsome dude" I said when she had finished. Only fly in the ointment: she shaved the neck with a straight razor. The back of my neck had never been shaved before and now the bare and shaven skin itches. Another time, I'll just ask to taper the hair at the neck.

It was a pleasant bike ride back, with the wind picking up. Took my time to enjoy the ride. Back at FET, I folded the bike, stuffed it, and launched. On climbout, I [got a good view of the new construction](#), and grabbed the camera and one-handed the camera through the pilot-side window. The picture turned out! Bumpy flight all the way to 4,500. Wind at LNK was 16G22, but at 16, i.e., right down the runway. Very nice landing.

Of course, in a few weeks I will need another haircut. I'm already planning on trying Central City, where they also have a century-old Opera House!



First Flight!

By Doug Volkmer

April 18th dawned partly cloudy, low winds, mild temp. The forecast for the day was for it to get even better. This could be THE day! Mother Nature hasn't given us many days like this lately.

I had a quick breakfast then went for a run with my chocolate lab Ranger. While running, I had a feeling this could be the day my RV-7 leaps into the air. The weather was fantastic. After a harsh winter and a not so nice early spring, this weather was a welcome relief.

I get back from run and check my phone. I had a text from Dave Fritz. "Test flight today?" Yep, he felt it too.

Local aerobatic pilot Doug Roth had offered a couple times to make the maiden flight. Doug is an incredible pilot. [He does things in his Staudacher](#) that would make Bernoulli scratch his head. I took him up on his offer.

I headed out to the airport shortly after lunch. I swung by Doug's hangar to see if his schedule would allow him to take it up. I just missed him. He was taxiing out in his Staudacher.

I hung out in my hangar for about an hour, taking in the great weather and checking the RV over. I then called Doug. He didn't answer. Meanwhile, Kerm Wenger stopped by. He had a hunch too. Yep, this could be the day.

Doug called back. Yes, he would stop by around 3:30pm and we'll start the process. At this time, the butterflies in my tummy tripled in size.

Doug was top notch. He wanted to see the weight and balance data. He wanted to see all the required paperwork was on board. He called the tower and informed them of our intentions. He was awesome.

After I familiarized Doug with the systems, he buckled in and began going down the checklist.

I built this plane with a 'keep it simple' approach. My instrument panel is rather sparse. I have an analog airspeed indicator and altimeter sandwiched around a Dynon D-6 EFIS that I bought second hand. I also have a GRT 4000 EIS and a Garmin GTR 200 Comm Radio. A single axis TruTrak autopilot will keep me straight and level and a Sandia transponder tied into a Garmin GDL-82 that will satisfy Charlie airspace requirements. With no paint on the plane, a fixed pitch Sensenich prop and a light panel my empty weight came in at a lean 1036 pounds. Gross weight is 1,800 and 1,600 if you plan to do aerobatics. This plane is engineered for +6/-3Gs.

Doug fired up the Lycoming O-360 and closed the canopy. Those butterflies that I mentioned earlier grew exponentially!

Winds favored runway 35 so Doug had a mile-long taxi to the other end of the airport.

Dave, Kerm and I waited anxiously in front of my hangar at the north end. A little bit later, we heard on the radio, "Experimental 74 Delta Victor, cleared for takeoff!"

And there it was! This project, that was a dream way back when, that started in the basement of my

house next to my son's pet hamster, leapt into the air and came cruising by in front of us along with the sweet sound of that Lycoming cranking out 180 ponies. What a sight!

Doug's plan was to take it up to 3,500 and race track it around above the airport for about 20 minutes. He cut it short to about 11 minutes. We had an issue with the radio. He could hear tower just fine. But when he would transmit, he was breaking up. Doug said the plane flew straight and true. The prop felt nice and balanced. Other than the CHTs running a little north of 400 degrees, the engine data looked good. The CHTs should come down once the rings are seated.

We still have a long way to go in Phase 1. I have 40 hours to fly off. My plan is to keep tossing Doug the keys (and perhaps my credit card too for fuel) and let him continue to exercise it. Heck, maybe he'll want to replace his Staudacher with an RV!

Before I take it up, I'm heading out to Oregon for some RV training with Mike Seager. Mike serves as the Van's Aircraft factory RV instructor and probably has more RV hours than anyone.

It was a great day, one I'll remember for a long time. And yes Dave, test flight today.

The RV grin has begun.

Click [here to see](#) the first flight video put together by my son Trevor.



Harold Bickford
President, IAC/MAC 80

At IAC 80 we will have our play days on the second Saturday in May and June starting at 9am, Seward airport-KSWT. The fly and eval format continues which makes for a great way to understand aerobatic maneuvers. Both evaluators and pilots get to exchange information and that makes the whole process more fun in a relaxed setting.

The Midwest Regional Aerobatic Championship is fast approaching, running June 24-27. As well National Aerobatic Day is June 26th which coincides with the contest. We are always happy to have volunteers (yours truly is the volunteer coordinator) for the many ground based tasks which make up a contest I can be contacted on 402-274-7530, text as well.

One question some might wonder about is the difference between a contest and an airshow. A few points follow.

A contest involves a series of specified aerobatic sequences which each competitor must fly in their category. Sequences from the Aresti catalog of aerobatic maneuvers are published before the contest and flown twice. A second set of Aresti maneuvers labelled as unknown are revealed at the contest and comprise the third set of maneuvers. The final scores from the three sequences are aggregated for each competitor in a category in rank order of highest to lowest score.. 1st, 2nd and 3rd place

awards/trophys are the prize and reward for airmanship.

In an airshow the performer exhibits any maneuvers they wish consistent with the aircraft and pilot capabilities and any airspace limitations such as minimum altitude. A performance is typically accompanied with both an announcer and often background music, neither of which are employed in a contest. Many of the top performers started in competition aerobatics and gravitated to paid airshow work and flying for sponsors. This last aspect is especially important for those individuals and teams at the highest levels who travel the country to various airshows. Oh yes and one other difference; at an airshow the action starts with smoke on! At a contest there is no smoke.

As Paul Harvey used to say, "and now you know the rest of the story; good day!"

Minutes of the Club Meeting

The April 15, 2021 EAA 569 board meeting was called to order at 7:05 pm by President Tom Trumble.

Attending were Tom Trumble, Doug Volkmer, Dennis Crispin, Steve Nast, Cristi Higgins, Tom Henry, Dean Hoy and Jerry Mulliken.

Trumble has registered as an agent for our organization with the Secretary of State. He filed the required biennial report with updated officers. Officers are the first 6 directors.

There was discussion of the bylaws. Likely, the 1999 version is filed with

the state. Glen Witte revised this in 2012 and they were approved at the April 3, 2012 minutes as recorded in the minutes for that meeting. The copies at hand are not signed. Cristi reported that the originals were sent to EAA headquarters, and may be available there. Tom will check.

Cristi has filed tax forms with IRS, and plans to do so with the Nebraska Department of Revenue.

Tom is checking with Silverhawk about hangar space for the EAA Trimotor for its annual tour.

Cristi moved, Crispin seconded to approve minutes of the previous board meeting. Motion carried.

Cristi reported she has sent \$1000 to EAA for two memorials. The main account balance is \$2870.78. The breakfast account balance is \$1426.31.

There is \$10,000 in the CD. Crispin moved, Volkmer seconded to approve the treasurer's report. Motion carried.

The April 17 Crete breakfast is on. The Corvette Club may participate in June.

Doug recommended checking the Builders section of the website for the new Bearhawk project videos.

Young Eagle events are scheduled for April 16, 20, 24, and 27. There may be a public event May 22.

Next general meeting is May 4 at Performance Aviation in Lincoln.

(continued on page 7)

Young Eagles Update

By Cristi Higgins

Young Eagles is back in motion after a year long time out. We had three events in April and have two planned in May. Making up for lost time quickly because our club is full of amazing people!

Top of my list is our President Tom Trumble. He does so much of the planning and flying kids I don't ever want to do it without him! Thank you Tom for everything!

Next up is our Vice President Don Osborne. This guy not only has been a major player in our Young Eagles program flying kids but takes me along sometimes so I can stay in the sky a little. Means a lot to me! Thank you Don!

Mark Gaffney jumped in and helped us out at KLNK. Lincoln is not the easiest place to have a flying event at so I really appreciate you guys flying there.

Thank you to the Department of Aeronautics for being our hosts. Super appreciate that!

Both the April 16th and April 20th groups also got tours of Duncan Aviation thanks to Andy Bajc and Howard Nitzel! Give those guys a high five when you see them!

April 24th took us David City to fly a Boy Scout troop and a special kid James. James' dad went to Oshkosh several years with our Dennis Crispin. This was Dad showing Son the airplanes he no

(continued on page 6)



Tom Trumble and his group of Young Eagles.



Mark Gaffney with his group of Young Eagles.



Keal Bockelman and his group of Young Eagles.

doubt has told many stories of from those Oshkosh trips. I loved capturing the little guy next to his Dad stuck to the gate two rails up for a better view! Yes, I am mushy about it but aviation really is this cool! Gary Bartels, Don Osborne and Keal Bockelman flew that one. This was Keal's first Young Eagles flights!!! We are so lucky to have this guy on board! Thank you Keal you did great! Dave Fritz and Lori Oliveros joined us there as well where Dave thrilled the kids with his models and Lori was much needed help with the paperwork. Thank you for doing so much for our club. You two rock!

We had a couple kids too young to fly in the program but Don took them for a ride anyway and turns out at two and four the siblings really LOVE airplanes! The little guy only got a photo opportunity and totally turned on the tears as we left the ramp. I thought I could cheer him up with Dave's models inside and the tears did stop while we walked in. Once in I showed him the aircrafts I mentioned and I tell you he gave me the dirtiest are you stupid or something look! He cried the most dramatic Nooooo!! Handed that one back to Grandma!

Paige Higgins is the driving force of paperwork! That girl quietly is always helping us with these and at breakfast! Thank you Paige!

So the number everyone always wants the numbers. So far... **44!!** Next events are May 11th morning at Seward airport and May 22nd morning at Beatrice airport.



Dave Fritz showing a scout the plans for a balsa wood airplane.

Interested in a Vans RV-9A Flying Club?

Are you interested in exploring the idea of a flying club with a Vans RV-9A aircraft? These airplanes are a joy to fly, go fast, have modern avionic panels (with autopilot), and are like a "magic carpet". They are also experimental, and yes, it is OK to have a flying club that deploys Vans RV-9A experimental aircraft. See the AOPA web link below, for further discussion on the topic of a flying club having an experimental aircraft. I have a nice RV-9A with

a Lycoming O-320 engine rated at 160 hp, driving a fixed pitch prop. The optimal mission for these aircraft includes flying at higher altitudes, in a very efficient manner (about 7.5 gal per hour), with an easy cruise speed of 140 kts TAS. Of course, it is a wonderful machine for local flights and the all-important \$100 hamburger. In addition, based on my research, it appears as though flying clubs offer the "best bang for the buck" in terms of flying enjoyment, risk management, and economics. Plus, it is possible to learn to fly under the auspices of this type of flying club, as long as the learner is a member of the club. AOPA offers tremendous support for establishing and sustaining flying clubs. With this concept in mind, it seems that an ideal club size for this situation, would be on the order of 3 to 5 like-minded individuals. If you're interested in flying a very popular aircraft, with all the modern amenities, and getting places fairly quickly in an economical manner, or just flying around the area in a fun and modern aircraft, lets visit about the possibilities. Feel free to call Wayne Woldt at 402-450-6170.

[AOPA Flying Club Info](#)

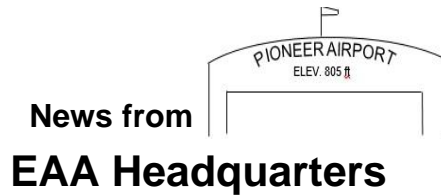


Wayne Woldt's RV-9A

Midwest Aerobatics will fly April 17 after 11 am.

There being no further business, Dean moved, Cristi seconded a motion to adjourn. The meeting was adjourned at 7:35 pm.

Respectfully submitted,
Jerry Mulliken Secretary



EAA AirVenture Oshkosh 2021 NOTAM Released With Important Changes for Pilots Flying to Oshkosh

There are several important FAA-approved changes in the EAA AirVenture Oshkosh 2021 Notice to Airmen (NOTAM), featuring arrival and departure procedures for EAA's 68th fly-in convention July 26-August 1 at Wittman Regional Airport in Oshkosh. These changes are based on pilot feedback and FAA review of arrival procedure recommendations.

The NOTAM, which is in effect from noon CDT on Thursday, July 22, until 8 p.m. CDT on Sunday, August 1, outlines procedures for the many types of aircraft that fly to Oshkosh for the event, as well as aircraft that land at nearby airports. The NOTAM was designed by the FAA to assist pilots in their EAA AirVenture flight planning.

Some of the 2021 changes include: There are new ATC-assignable transition points approaching

Oshkosh from the west that will ease holding and congestion. These points are at Endeavor Bridge, Puckaway Lake, and Green Lake. They will be announced on the arrival ATIS when ATC puts them into use at times of highest traffic flows.

- Different start and ending dates for the NOTAM.
- The temporary Runway 18L/36R at Oshkosh (KOSH) has been reconstructed and is now 60 feet wide.
- Two VORs have been decommissioned (FAH and IKK).
- Numerous editorial changes.

"With AirVenture on hiatus last year, it is more crucial than ever to thoroughly read and understand the 2021 AirVenture NOTAM to ensure safe operations on arrival and departure for this year's event," said Sean Elliott, EAA's vice president of advocacy and safety. "We also urge all pilots to log appropriate cross country time prior to their trip to Oshkosh so they have the proficiency and confidence to fly safely in conjunction with a thorough knowledge of this year's NOTAM."

EAA is also hosting a webinar on June 23 at 7 p.m. regarding flying to AirVenture 2021 and changes in this year's NOTAM. Pilots are encouraged to participate in that webinar to build their knowledge prior to their flights to Oshkosh.

This year's NOTAM cover features a photo from the EAA Seaplane Base. Pilots can download a digital version of the NOTAM at EAA.org/NOTAM, or order a

free printed copy via that webpage or by calling EAA Membership Services at 800-564-6322.

Events

May-June, EAA Webinars. [Click here for more information.](#)

Jun 20, Nebraska State Fly-in, Hastings, NE (KHSI)

Jun 24-27, Midwest Aerobatic Championship, Seward, NE (KSWT). If you would like to volunteer, contact Harold Bickford @ 402-274-7530.

Jul 26 – Aug 1, AirVenture, Oshkosh, WI
<http://www.airventure.org/>

You say it's your birthday?

May 3 – Ed Siudzinski
May 18 – Tom Trumble

And finally ...

Veronica Goes Aerobatic



Mark Gaffney and his daughter Veronica. This was the first time Veronica went aerobatic. As they taxied out for takeoff, Veronica chickened out and said she didn't want to go aerobatic. Dad agreed and proceeded to do an aileron roll to the right once out in the practice area. "Again again Daddy do it again" was all she said! They ended with a 3g split S causing Veronica to weigh 210 pounds. They ended with a nice landing on 17 in Lincoln and put the bird away for the winter. Click picture to see the video.

John Cox
2279 County Road 2425
DeWitt, Nebraska 68541-2518

