

November, 2021

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www.eaa569.org

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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, November 2nd

Time: 7:00pm

Place: Duncan Aviation Engine Shop

Address: 5000 NW 44th St – Lincoln, NE

Topic: Hal Bowman, Lt. Col. USAF (Ret.)



President's Message Tom Trumble

Summer is winding down and the days are shorter.

Sharon and I have been vacationing with driving trips to the Black Hills and most recently California, in all seeing five national parks. So please forgive me if I have left some of my responsibility waning.

At our last meeting we voted to approve the Chapter Bylaws that were originally proposed in 2012. A vote was required as it had been so long since the documents were prepared that the officers had changed. In addition, the method of voting for the board of directors and appointment of officers was clarified.

Our election of the board and appointment of officers will be at the next meeting at the Duncan Engine shop

5000 NW 44th, 7:00pm on November 2nd.

The current officers have agreed to serve another term. Jan 1, 2022- Dec 31, 2022.

Tom Trumble – President

Don Osborne – Vice President

Cristi Higgins – Treasurer

Jerry Mulliken – Secretary

Doug Volkmer – Newsletter Editor

Tom Winter – immediate past President (by default)

The nominations remain open until the Nov. 2 meeting so if you are so inclined to [place your name on the ballot](#) or nominate someone else, please do so at the next meeting or by contacting Tom Trumble.

A motion was approved to send a youth to EAA summer camp in 2022. This would be in addition to Noah Philson who has been patiently waiting to attend camp for two summers now. If you are aware of a youth that would be a good candidate, please contact Cristi or bring it up at the next meeting.

Fall is a great time to fly with cool mornings and smooth air. It is also time to be thinking about cold weather preparation either storing or getting the aircraft ready for winter operations. Hopefully those that are building have a winterized workspace.

(continued on page 2)

For me it is also annual inspection time for my medical and the airplane which seems to show up unexpectedly even though I know a year in advance it's going to happen. I'm never prepared until the day I need to do it.

Our program for the Nov. 2 meeting looks to be an interesting history lesson on the B-47 and the Lincoln Air Force Base by Hal Bowman.

Hal Bowman, Lt. Col. USAF (Ret.), flew the B-47 Bomber in the 98th Bomb Wing at Lincoln Air Force Base from January 1959 through April 1964. During his active-duty Air Force and Air National Guard career he also flew the F-86F and F-84F fighters. He is a commercial pilot with aircraft single and multi-engine, helicopter, instrument, glider and instructor ratings and is a member of the Caterpillar Club. Currently he flies his Yak-52 with the Bandit Formation Team and tows gliders in a Callair for the North Carolina Soaring Association. He founded and was majority owner of Zema Corporation, a manufacturer of veterinary products based in Research Triangle Park and lives in Cary, North Carolina with his wife Mercedes.

Phase 1 Report By Doug Volkmer

Well as of this rainy Sunday (October 24th) I'm 26.9 hours into the required 40 hours of testing spelled out in my limitations. The RV-7 has been running great.

Of that time, 13.2 hours has been logged as solo with around 55 landings.

My landings are improving. I've been primarily working on my wheel landings. Someone not familiar with a tail dragger might think what other landings are there?

☺. I've found what works for me is when I'm on downwind, abeam the numbers, reduce throttle to idle and airspeed to 100 mph. Then drop 20° flaps, throttle to 1200, trim for 80 mph then turn base. Drop another 15° of flaps, turn to final (hopefully around 600 agl at this point) then maintain 80 mph down to the numbers. Reduce throttle to idle when runway is made. I like to flare as close to the ground as possible. It's hard to put a number on it because I don't know how high I am. Once I've started my flare, I just play the 'don't let it touch' game. Once the wheels kiss the runway, release back pressure, plant the mains then let the tail come down on its own. Once its down, hold the stick back until you're

parked. It is very satisfying when it all comes together.

The plane itself has been performing great. I really haven't had to ground it for anything. Clean the windscreen, add fuel, good preflight and go.

On the first flight (reported in an earlier newsletter) we had a radio issue. While talking to tower, Doug Roth, my test pilot, noted his transmissions were breaking up. We discovered it was tied to the strobes. The radio works fine as do the strobes. They just don't play nice together. For now, strobes are off. I'll deal with it during the condition inspection.

Early on, Doug also pointed out a slight heavy left wing. He suggested lowering the left flap, perhaps just 1 or 2 turns on the rod end bearing. That seems to have fixed that. I don't have aileron or rudder trim installed. That is something I can add later on if needed.

I've also gone up and done some slow flight and stalls. The stalls

were benign which I expected. The usual buffeting preceding the break. The nose drops and releasing a little back pressure will resume flight.

Before I close the books on Phase 1, I want to exercise this plane with some aerobatic maneuvers, at least a spin, loop and roll. This plane is highly capable of doing those maneuvers safely and I think it would be a lot of fun.



The big three, Engine Information System (GRT EIS 4000), Comm Radio (Garmin GTR 200) and Transponder (Sandia STX 165) have performed flawlessly.

Chapter Breakfast



Kerm Wenger was greeted by several family and friends that surprised him at the October breakfast, celebrating his 80th birthday.



More photos from the breakfast and the Chapter picnic are in the Photo Gallery at www.eaa569.org.

Minutes of the Club Meeting

President Trumble called the meeting to order at 19:05 hours on October 5, 2021 at the Duncan Aviation Engine Shop.

The program was presented by M.J. Shuster, UNL journalism major, and part of the Big Red Satellite Team. The team consists of UNL undergraduates and faculty advisers, and has received a NASA grant to construct a mini-satellite to test perovskite solar panels in the environment of space. Perovskite is composed of calcium titanate, and has a unique crystalline structure.. The satellite will be a 10 cm aluminum cube with test and control solar panels, and will contain

telemetry equipment via radio link to earth. The satellites have a 3-9 month life in orbit. Perovskite solar panels are highly efficient, light and flexible. They have limited utility in the earth's atmosphere, but are promising for use in the vacuum of space.

A short business meeting followed the program. Tom Trumble passed out copies of the EAA 569 bylaws, updated with names of current officers. Dennis Crispin moved, Doug Volkmer seconded a motion to sign the current copies and make them official. Motion carried.

Dennis Crispin moved, Tom Trumble seconded a motion to open nominations for Board of Directors. The motion will remain

open until the November member meeting, when voting will occur. All current officers are willing to serve another term, but volunteers for any position are welcome.

The Sunday December 5 2021 Christmas Party RSVP will appear in the November Newsletter. The cost will be about \$36 each. Cristi Higgins will provide levity in stand-up form.

Dennis Crispin moved, Tom Trumble seconded that we find and fund with up to \$2000 a second student for EAA summer camp. A name is needed by Jan. 2022.

Hal Bowman will present a history of the Boeing B47 at the November 2 member meeting.

Doug Volkmer moved, Dennis Crispin seconded motion to adjourn. The meeting was adjourned at 20:03 hours.

Respectfully Submitted by
Jerry Mulliken, Secretary



I designed it myself for 'tailgating'!

EAA Chapter 569 Calendar		
Month		
October	25	7:00pm Chapter Business meeting (Zoom)
November	2	7:00pm Program Hal Bowman B-47 Presentation, Chapter 569 monthly meeting. Duncan Aviation.
	17	7:00pm (Tentative) Chapter Business meeting (Zoom)
	20	8:00am Crete Fly in Breakfast, EAA Chapter 569 - KCEK
December	5	5:00pm Chapter 569 Party, Country Inn And Suites, 5353 N 27th St. Lincoln NE
	18	8:00am Crete Fly in Breakfast, EAA Chapter 569 - KCEK
January	4	7:00pm General Meeting. Duncan Aviation
	15	8:00am Crete Fly in Breakfast, EAA Chapter 569 - KCEK
Events of interest		
	1st Sat	8:00am York Fly in Breakfast, EAA Chapter 1055 - KJYR

Door Prizes

If you would like to donate a door prize for the Christmas party, simply bring it to the party. If you're not going to the party, please contact one of the Chapter officers.



2021 EAA 569 Christmas Party

Sunday, December 5th

5:00pm - Happy Hour ; 6:00pm - Dinner

Country Inn & Suites (lower level)

5353 N 27th St.

Lincoln, NE 68521

Catered by Villa Amore

Custom Dinner Buffet:

Garden House Salad - Caesar Salad

Chicken Penne (Gluten-free) - Meat Lasagna - Spinach Ravioli (Vegetarian)

Rolls & Butter

Iced Tea Station - Coffee Station - Water Station

Chapter will provide the dessert



Cash Bar ~ Entertainment by Cristi Higgins

Please RSVP by November 27th to:

Doug Volkmer

3720 Stockwell Circle

Lincoln, NE 68506

\$ 36 per person (Check payable to EAA Chapter 569)

Total Amount Enclosed

\$ _____

Name(s) -

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And finally ...

RV at sunset



The RV-7 on the ramp at LNK on October 4th after another test flight. Fall is a great time to fly with the cooler air, fall colors kicking in and watching the farmers bring in their crops. The only downside, the days really start getting shorter.

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

For Sale

An almost ready to fly Early Bird Jenny.
Excellent craftsmanship by the late Jim Debus.
Rotax 2 cycle engine.
Contact Ed Bowes – 402-730-3396

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.

If you are interested in any of these contact
Tom Henry. His information is on page 1.