

November, 2023

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# EAA Chapter 569 Newsletter

Lincoln, NE



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## Meeting Announcement

**Date:** Tuesday, November 7<sup>th</sup>

**Time:** 7:00pm

**Place:** Duncan Aviation Engine Shop

**Address:** 5000 NW 44<sup>th</sup> St – Lincoln, NE

**Program:** Mike Goulian Video

Ever seen Michael Goulian fly in an airshow or Red Bull Air Race? Hear from Michael about his history in aviation and what it is like to enjoy a career in aerobatics and aviation.



**President's  
Message  
Tiffany  
Thompson**

The holiday season is upon us. This is the time to enjoy the company of friends and family, be thankful, and grateful while enduring the chaos that is associated with all the upcoming events. This is also a busy time for our Chapter. We will be electing or reelecting officers, our Christmas party is coming up, and working on our other year end duties. With that being said, this is a friendly reminder to make sure to get your 2024 membership dues in.

The board understands that we need to evolve our procedures to remain successful in the future and attract younger generations to the chapter. But we also like baby steps, because well... change is scary and uncertain. So, for this year's Christmas Party we are accepting checks AND PayPal online payments! Once we determine what online payment system works best for us, our goal is to give our members the option to pay dues online. I'm also envisioning more options such as the ability for guest to make mobile donations to the Fly-In Breakfast.

I hope everyone has a wonderful Thanksgiving and some good flying days!

## How to be a pilot; how to stay a pilot

*By Tom Winter*

The first one is either easy, or very hard: Be lucky: be born in the USA. Huh? Well, just try becoming a pilot anywhere else! Hard is when you want to be a pilot and must come to the US first. China trains its future airline pilots here. My CFI came here from Japan to be a pilot. Man oh man, you guys that are already here are already where it's at!

Next come the practical matters. First, plug into the grapevine. I would not be a pilot if it were not for the encouragement and support I got from EAA Chapter 569. Join EAA.

"But Money!" you say. Ignore total cost, just pay as you go. Like car payments. If you can make car payments, you can be a pilot. If you can make car payments, you can own a plane. If you can make car payments, you can keep a plane! In my case, I spent a year helping to organize a flying club, and got in pretty cheap that way. Further there's the unforgettable advice of Jeff Clausen, of blessed memory: "I may be prejudiced [he was selling airplanes at the time, out of Capital Aviation] but buy the airplane first, then you're only out books and instruction, because when you finish, you can get your money back out of the plane, or you have the plane and you may want to keep it."

Works. I now own the plane I learned in.

How to stay a pilot starts, for me, with the unforgettable words of General Mark Musick, now retired, from the days when he was in charge of the Nebraska Air Guard. Speaking to the Lincoln EAA chapter in the 90's, he told us the Guard feels a need to spell out to the Guardsmen what their priorities are. And just what are your Nebraska Air Guard Priorities?

1. Family
2. Job
3. The Guard

Why? Because if a Guardsman messes up one of the first two priorities, the Guard is out one Guardsman!

Being retired (after 45 years of college teaching) I have #2 squared away. So, for me it's now

1. Family
  - A. Keep Joanna happy.
  - B. See A, and
2. The Airplane.

I'm still hard at work on #1, despite being married now for 51 years. Can't stop now! You remember that NPR sweatshirt that said "If Momma ain't happy, ain't nobody happy"? A secret of the happy home is I

clear it with Joanna. If she's not on board, it doesn't happen. I keep her on board! During my career, I did the class preparations and the professional scholarship, and she managed the finances. She's still my business manager, so keeping the bride happy in order to fly is perhaps more obvious to me than to the typical pilot, but flying — even a humble Cessna 150 — is not cheap! \$100 a year for the AME, \$100 a year to keep the transponder legal, hundreds a year for insurance, \$1000+ a year for the hangar, God-only-knows how much a year for "The Annual," and a like amount a year for "Surprise!" You readers already know all this, of course. I only put it here to emphasize my point: If Joanna (Or your counterpart) is not happy, this money drainage would be a huge factor. Joanna the CFO lets me fly. I am grateful.

I strew her path with rose petals. This begins with breakfast. I get up before she does, so I make the breakfast and I bring it in. Yes, our day starts with breakfast in bed! See picture. It's a recipe for staying a pilot. At the fly-in breakfasts, I get razzed for always being the last one to get there. "You need to get up earlier!" they tell me. The reason I'm always last, and sometimes even too late, is that I'm not skipping our daily picnic on the breakfast bed for anything. Priority 1! Thus, a fly-in breakfast for Major Tom is always an early lunch.



**Part of Tom's recipe for staying a pilot.**

Last question: Do I strew her path with rose petals because I love her madly?

Or do I strew her path with rose petals because I love my Cessna 150?

I'm not telling!

## **Richard "Dick" Miller**

Chapter 569 has learned that Richard "Dick" Miller has passed away. Dick was a member of Chapter 569 and was a WWII veteran where he flew the B-17 bomber. He spoke about his experience at a [EAA 569 meeting in 2014](#). Here is [a link to his obituary](#).

**Feel your butt. It's talking to you.**

*By Doug Volkmer*

Ever have an itch to log some time in a Pitts? Well head down to Arizona and Budd Davisson will scratch that itch. Budd, who has over 7,800 hours in Pitts, offers dual training in his Pitts. Whether it be high performance tail wheel training or getting checked out in a Pitts or just polishing up your flying skills, Budd will take care of you.

Budd, who has a degree in aerospace engineering from the University of Oklahoma, is located at the Scottsdale Airport (KSDL), arguably the busiest single runway airport in the U.S. There are three flight training schools on the airport. Cessna 172s are constantly coming and going. Couple that with Exec Jet and Net Jet traffic (think Uber in the sky) and you'll see why it's the busiest single runway airport in the U.S.

I headed down to KSDL this fall for some dual with Budd. I'm closing in on 100 hours on my RV-7. I feel like I'm ready to take the next step and put the plane in some unusual attitudes. The plane is very capable of aerobatics.

Day one was spent with some ground school in the morning at his house. Budd went into great detail explaining the features and characteristics of his Pitts and the differences between the various models. Budd flies an early S-2A model (1974). He also explained the traffic pattern he flies. Because of the poor visibility over the nose, slip it down at an angle, keeping an eye on the numbers and then straightening it out right before the numbers.



We didn't do any flying on day one. By early afternoon, Budd noticed the cumulus clouds were blossoming in the practice area. He refrains from taking anyone up when the cu's are present as the bumpiness does not make for a good training environment. We got off to an early start on day two, in the air by 8:30am. Clear skies, smooth air, temp in the 70s. The S-2A is tandem seating, open cockpit in the front (where I sat) and a cockpit in the back, enclosed by a sliding canopy. We headed out to the practice area north of KSDL. We climbed to 5,500 and did some Dutch rolls, turning climbs and descents, slow flight and stalls. Budd is a stickler about keeping the ball in the center. "Feel your butt, it's talking to you" he'll repeat. It took me a bit but I would eventually feel it (or hear it). Maybe my butt is a little shy.

According to Budd, the Pitts is an excellent platform for stick and rudder training. There are no offsets built into the plane. The vertical stabilizer on my RV-7 has an offset built in which places the bottom of the leading edge  $\frac{1}{4}$  inch to the left of the fuselage centerline. Because of this, my RV has little aileron induced yaw.

The afternoon session on day 2 was spent doing some high-speed taxiing. The purpose of this exercise was to teach you to use your heels to steer while keeping the nose going straight. Keep glancing back and forth between 10 o'clock and 2 o'clock. Keep the runway edge distance the same. Look where the runway intersects the fuselage. "Visual acuity" as Budd describes it. This was a learning curve for me as I use the ball of my feet to control the rudder on my RV. It took me a few circuits before I got the hang of it. The forward visibility in the Pitts is terrible. S turns are a must while taxiing.

We got off to another early start on day 3. We climbed up to 5,500 and did some unusual attitude recovery work. Budd would put the plane in various nose high and nose low attitudes and quickly hand the plane off to me for recovery. Sometimes he would ask me to close my eyes, then hand it off to me for recovery. In this exercise he likes to see the bank angle corrected first, then the pitch. Too many times, he thinks, the initial reaction is to pull back on the elevator, which often aggravates the situation.



We also did some coordinated turns. Aileron and rudder into the turn, then center your stick and release rudder. If the plane is rigged properly, you should not need any rudder while in the turn as the ball should be centered. And do not input any opposite aileron while in the bank. Numerous times he called me out on that. 😊

The afternoon session on day 3 was spent remaining in the pattern and doing "bang and goes" as he calls them. Like I said earlier, his procedure is to, while on downwind and abeam the numbers, turn right about 20 degrees for about 20 seconds, reduce power and then a descending left turn towards the numbers at 90 mph. If you fly a standard straight in approach you will not see the numbers.

Day 4 was my travel day back to Nebraska. We were going to need to be done by noon. So, we did a little ground school, paper work and Budd signed my logbook. I logged a total of 4.7 hour of Pitts time.

Did I feel I benefited from this training? I think so. I hopped in my RV a few days after I was back. It sure made flying the RV feel easier. It also made me really appreciate the visibility in the cockpit. I know I will be a little more cognizant of where the ball is. I feel all pilots, whether they fly a taildragger or tricycle gear would benefit from a few hours with Budd.

### For Sale



**Tires / Wheels and Brakes** – 4.10 / 3.50 – 4 Make offer.

**Experimental Sensenich Metal Prop** – 64" diameter, 51 pitch.

Contact Ed Bowes – 402-730-3396



## Ray Aviation Scholarship News

By Tom Trumble

I am forwarding this email from the EAA Ray Scholarship office (Chris Gauger) informing us that Toby Jordan has qualified for an \$11,000 grant.

From: Chris Gauger <[cgauger@eaa.org](mailto:cgauger@eaa.org)>  
Sent: Friday, October 6, 2023 3:39 PM  
To: [ttrumble1948@gmail.com](mailto:ttrumble1948@gmail.com)  
Subject: EAA Chapter 569 Ray Scholar Approved!  
Importance: High

Dear Thomas,

Congratulations! We are very pleased to inform you that EAA Chapter 569 has been approved to administer a Ray Aviation Scholarship for Tobias Jordan. This grant will fund flight training for your scholar's Private Pilot certificate. Due to previous flight training experiences, or lack thereof, the scholarship grant will total **\$11,000**.

## Minutes of the Club Meeting

The October 3 EAA 569 meeting was held at the Duncan Aviation Engine Shop beginning at 7 pm. Our speaker was Jeremy Borrell, Director of Aeronautics, NDOT Division of Aeronautics. Jeremy currently serves with the Nebraska National Guard Infantry. After some discussion of the role of paratroopers in combat, Jeremy recommended "First to Jump", by Jerome Preisler, a WWII memoir of paratrooper action.

Jeremy presented a thorough review of the mission and funding of the state's Division of Aeronautics which has recently been moved to the Department of Transportation. Funding comes from a \$.05/\$.03 per gallon aviation fuel tax. These levies have been constant since 1982. In addition, the agency administers \$1.3 M in state capital improvement funds. The agency also maintains Nav-Aids, and maintains a 2014 King Air for state government travel.

President Tiffany Thompson called a business meeting to order at 8:04 pm, with 12 members present. New members Craig Rupp and Jeffrey Dallegge were welcomed.

There was no treasurer's report.

The secretary reported 44 paid members.

There will be a Young Eagles event October 7, 9 AM to 1 PM at the Seward airport.

Toby Jordan thanks the chapter for his scholarship to the EAA air academy. Because of when he attended, he was able to also attend AirVenture for two days after the academy. Toby is applying for the Ray scholarship. Noah Philson, current Ray scholar, is ready to take his written exam.

Tiffany has prepared a sign for future Crete breakfasts to help direct attendees.

Tom Trumble reported the recent Lincoln air show went off smoothly.

Tiffany will prepare an announcement for the December Christmas party before our November 7 regular meeting. Volunteers are needed.

Tiffany and Tom Trumble will present a slate of officers for voting at the next meeting.

Tom Trumble moved to adjourn. The meeting was adjourned at 8:50 pm.

Respectfully submitted,

Jerry Mulliken, Secretary.

Month		EAA Chapter 569 Calendar
November	4	8:00am - 10:00am York Fly in Breakfast, EAA Chapter 1055 - KJYR Young Eagle Rally - Fairbury (KFBY) 900 - 1300 (Wx Permitting)
	7	7:00pm General Meeting - Duncan Aviation Engine Shop
	18	8:00am - 10:00am Crete Fly in Breakfast, EAA Chapter 569 - KCEK
December	2	8:00am - 10:00am York Fly in Breakfast, EAA Chapter 1055 - KJYR
	9	Christmas Party - Country Inn & Suites, 5353 N 27th St, Lincoln NE 5:30pm - 9:30pm
	16	8:00am - 10:00am Crete Fly in Breakfast, EAA Chapter 569 - KCEK
January	2	7:00pm General Meeting
	6	8:00am - 10:00am York Fly in Breakfast, EAA Chapter 1055 - KJYR
	20	8:00am - 10:00am Crete Fly in Breakfast, EAA Chapter 569 - KCEK
		*** For the above Young Eagle Rally at KFBY, call or text Cristi Higgins to sign up and receive updates: 402-217-9763

**EAA CHAPTER 569**

cordially invites you to our

**2023  
CHRISTMAS  
PARTY**Saturday, December 9, 2023  
5:30pm to 9:30pmCountry Inn & Suites  
5353 N 27<sup>th</sup> Street  
Lincoln, NE 68521*Dinner begins at 6:00pm*Please R.S.V.P by November 26th to:  
Cristi Higgins, P.O. Box 335, Western, NE 68464**RSVP** by November 26th

NAMES: \_\_\_\_\_ FOOD \_\_\_\_\_ ALLERGY \_\_\_\_\_ STEAK ☐ SALMON ☐

\_\_\_\_\_ FOOD \_\_\_\_\_ ALLERGY \_\_\_\_\_ STEAK ☐ SALMON ☐

**\$34 per person (Please select a payment option)**☐ Check payable to EAA Chapter 569☐ PayPal at [www.paypal.me/TiffThomps](http://www.paypal.me/TiffThomps)

Total Amount Enclosed

\$ \_\_\_\_\_

PLEASE MAIL RSVP TO:  
Cristi Higgins  
P.O. Box 335  
Western, NE 68464**DINNER CHOICES****12oz Sirloin Steak**Angel Hair Pasta  
House Salad  
Sauteed Vegetables  
Fresh Homemade Rolls**Baked Salmon**Angel Hair Pasta  
House Salad  
Sauteed Vegetables  
Fresh Homemade Rolls



## Christmas Party

As you saw on the previous page, the Chapter 569 Christmas Party will be on Saturday, December 9<sup>th</sup>. Happy hour will begin at 5:30pm with dinner to follow. Please have your RSVP to Cristi Higgins by November 26<sup>th</sup>.

The cost is \$34 per person. You can pay by check or by PayPal ( [www.paypal.me/TiffThomps](http://www.paypal.me/TiffThomps) ). For either payment method you choose, please mail your RSVP to Cristi so we can tally up the dinner choices and head count.

Door prizes. We could use a few. If you would like to donate something, feel free to do so.

Tom Trumble has lined up what will be a very interesting speaker for our party, Steve Johnson.

Steve has an incredible resume, earning the rank as Lieutenant Colonel after serving 26 years in the United States Marine Corps. He retired while serving as the Presidential Helicopter Squadrons Executive Officer. Steve flew as a copilot for President Obama and Vice President Biden and served as an aircraft commander for both President Trump and Vice President Pence. He personally flew President Trump on over 30 occasions.

After retirement from the Marine Corps Steve flew for Silverhawk Aviation and Hausmann Construction before working for the Nebraska State Patrol, where he currently serves in the aviation unit. He has flown over 5,000 mishap free flight hours. He currently lives in Waverly with his children Matthew (a Senior at UNL) and Owen (Senior at Waverly high school).

## Homebuilt Accident Totals Show Positive Trend

*From EAA*

September ended the FAA's fiscal year and with it, the totals for experimental category and amateur-built aircraft fatal accidents for the 12-month period ending September 30. While the rate of accidents based on flight hours will not be available until the FAA releases general aviation survey data next year, the total number of accidents over the past year in experimental aircraft was the lowest on record. The 28 fatal accidents in amateur-built aircraft over that period was down 28 percent from the previous year, when 39 fatal accidents were recorded. In addition, the 40 fatal events in experimental category aircraft was down nearly 30 percent from the previous 12-month period and fell seven below the FAA's not-to-exceed period for the 2022-23 fiscal year.

The homebuilt fatal accident total has been cut by nearly half over the past 15 years, from 598 in the period from 1998-2007 to 338 from 2014-23. Over that period, EAA has introduced or championed a number of safety initiatives, including the EAA Flight Test Manual and the FAA-approved second safety pilot option. Those programs complemented the long-established EAA Technical Counselor and Flight Advisor programs.

And finally ...

**Fly Nebraska**



*Reserve your FLY NEBRASKA license plate for \$70.00. Before the state will issue these plates, 250 plates need to be reserved. Go to <https://flynebraska.org/>.*

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

