

November, 2024

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# EAA Chapter 569 Newsletter

Lincoln, NE



## Meeting Announcement

**Date:** Tuesday, November 5<sup>th</sup>    **Time:** 7:00pm

**Program:** Parachute rigging and packing

Larry Bartlett will share with us his expertise in packing a parachute. Larry is an FAA Certified Parachute rigger. He is a long-time member of the Lincoln Sport Parachute Club and has over 12,000 jumps. For many years, Larry opened EAA AirVenture airshows, bringing in the American Flag during the National Anthem.

**Place:** Duncan Aviation, Hanger H, Darlene Christianson Room  
3833 N Park Rd, Lincoln NE 68524  
Parking is west and south adjacent Hangar H  
Enter the building at the southwest corner

Click [here](#) for a map.

### EAA 569 Contact Information

#### President

Tiffany Thompson  
C: 402-219-2289  
tiffthomps518@gmail.com  
7033 Fernhill Pl  
Lincoln, NE 68516

#### Vice President

Jerome Clinch  
C: 402-499-8213  
jerry@bccine.com  
2741 N 81<sup>st</sup> St.  
Lincoln, NE 68507

#### Secretary

Jerry Mulliken  
C: 402-720-0125  
jamulliken@gmail.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



**President's  
Message  
Tiffany  
Thompson**

As we approach the end of another successful year for our chapter, November brings us to one of our most important events—our annual elections. This is the time to select the leadership that will guide us through the next year, ensuring we continue to grow and thrive. I encourage everyone to attend the meeting and participate in the voting process. It's your chance to help shape the future of our chapter!

I'd also like to take a moment to thank all of our current board members and volunteers who have worked tirelessly to make 2024 such a great year. From our Young Eagles rallies to our monthly fly-in breakfast, none of it would have been possible without your hard work and dedication.

Looking ahead, we're planning a fun and festive Christmas party to close out the year in December. Trust me, you won't want to miss it!

Thank you again for your ongoing support and enthusiasm. Let's make this month's meeting and election a great one, and I look forward to celebrating with you all in December!

**Blue skies,**  
Tiffany Thompson  
President, EAA Chapter 569

## How a new and exciting excuse to fly got me on TV and YouTube!

*By Tom Winter*

Once upon a time Santa equipped the Bluebird of Happiness with a folding bike (Recommended, by the way, a Downtube Avon, half the price of the Brunton or the Bike Friday, and at least as good. Weighs 24 pounds). And the Bluebird flew to David City, where the silly pilot made the wrong choice for cross-wind dealing, went around and landed, this time without the Xwind tailwind component. Pulled out the folder, shook it like a blanket, heard it click, and bicycled into town.

On one of the taller David City buildings, ancient paint was still readable: THORPE OPERA HOUSE. Pilot stopped in front, where the sign said Chamber of Commerce. Walked in and asked about the old sign. Opera House? City Planner Keith Marvin replied "It's still here!"

He unlocked the doors to the opera house stairs, and guided me up. Wow! A second floor complete theater! The floor was set up as if for dinner theater, and the stage still had its ancient curtain, and furnishings. What a bicycle tour treat! It had been preserved for more than a century, and clearly deserved to be preserved for years yet to come.

"We need all the help we can get," the City Planner said. Digging at home, I found out that in 1889 Nebraska had 126 Opera Houses. Lincoln historian Jim McKee recently wrote there might be as many as 50 left. What could I do to help? I started the Old Nebraska Opera Houses Facebook page. And there was a built-in excuse to fly: Land in small-town Nebraska and see what state their Opera House was in. These investigating flights worked better if I could line up someone from a county historical society to be my guide. So part of my flight planning is to see if I can line up savvy local help.

The surviving opera houses in general owe their continued existence to organized local support. Some county historical societies are inert, apparently only a name. The alternative is dire: Louisville's was torn down and a Chevy dealership is on the site: the local library does not even have a photograph of it. Crete's is a modern savings and loan building plus parking lot.

But Table Rock's support is exemplary. Their historical society was formed in the '60s. They first made the opera house a county museum, and have currently reclaimed the opera house for actual theater shows. Sharla Cerra, head of the TRHS, is a real sparkplug. Some years back, she met me at the Pawnee City airstrip and got me access to both the Steinauer Opera House and the Table Rock Opera House.

At Table Rock she explained how they got engineering help fix the ceiling, and then she put me on center stage, asking me to do something. I declaimed the opening lines of Cicero's speech against Catiline. I had no idea that it was an audition!

Constant use is why the Pantheon in Rome is still standing, roof and all, and constant use is the TRHS plan for their opera house: Sharla put together a variety show back in May, and another just yesterday, October 25 with a halloween theme: She lined up drama students from UNL to do Act 1, Scene 1 of Hamlet, the ghost scene. I was the ghost. Then the State Poet, Matt Mason, read halloween poems, then

I delivered the Crispin's Day speech from Henry V (October 25 is actually St Crispin's Day, so selecting the rousing St Crispin's Day speech was a no-brainer!) Then the operatic singers from UNL took over, culminating in the old song of the Cursed Wife that even the devil couldn't deal with, and so brought her back to her husband!

And the TV and YouTube appearance? To publicize the show, Sharla Cerra lined up a spot with Jon Vanderford's Pure Nebraska, and had me along so there could be a sample, else it would have been just a bulletin board sort of announcement. Apparently Channel 10/11 liked it.



Click picture to view the YouTube clip.

## Getting the prop balanced

By Doug Volkmer

One thing that has been on my to-do listing since I've been flying my RV-7 was to get the prop balanced. I sat in on a forum at Oshkosh last year that talked about the importance of getting your prop balanced. Some things that were pointed out –

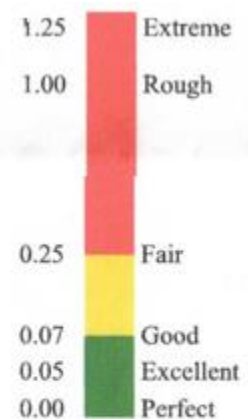
- Smoother flight: A balanced propeller provides a smoother flight.
- Longer component life: Balancing a propeller helps prolong the life of the aircraft's engine, airframe, avionics, and propeller.
- Reduced vibration: Vibration can cause fatigue, cracks, and failures in aircraft components.

On his test flights of my RV, Doug Roth did not notice any abnormal vibrations but stated it would be good to have it checked anyway.

In September, I took my plane to the York Airport and had Justin Hall do the honors. Justin uses a DynaVibe GX3 dynamic balancer. Dynamic balancing involves using accelerometer sensors to measure the vibration magnitude in inches per second (IPS) the prop/engine is experiencing while in operation.

We chocked the tires and I ran the engine up to 2000 RPM. Without any adjustments, my initial reading showed .23 IPS. After 120 hours TT, I felt my engine/prop were in pretty good harmony and this reading reflected that. Extreme rough is 1.25 IPS and anything less than .10 IPS is ideal.

The DynaVibe unit identifies where the heavy spot is, in my case 210 degrees past straight up. Using an AN3 bolt, washers and nut, Justin added 10.3 grams 30 degrees past straight up on the starter ring gear. (You add the weight 180 degrees from the heavy spot.)



Final Reading: 0.02 IPS  
Final Weights: 17.70 g @ 210°

The 2<sup>nd</sup> runup was a nice improvement and gave us a .10 IPS reading. We took a third swing at it and added another 7.4 grams which brought it down to .02 IPS, darn near perfect.

I will say it does seem a little smoother at cruise but I notice it more at idle.

Once your prop is balanced, you don't need to have it rebalanced, unless of course you damage it or have it repainted.

Get 'em flying. Keep 'em flying.



**Oggie helped with the setup. When it came time for runup though, he was sent to the office, much to his refusal.**

## Minutes of the Club Meeting

The October 1<sup>st</sup> member meeting was held in the Duncan Aviation Hangar "I". The meeting was called to order by Vice President Jerry Clinch.

Ed Bowes showed some archival video of his Formula One racing experiences at the Reno Air Races.

The minutes of the September 18, 2024 board meeting were approved.

There was no treasurer's report.

Cristi Higgins reported that Axel Anderson and Anders Kyzcki have confirmed their interest in participating in the 2025 EAA Air Academy. Potential candidates for a third camper were discussed. Tom Trumble moved to limit expenditures to \$3600 total and to offer support for a third candidate if one can be found. The motion was seconded and passed.

Cristi announced a camping weekend for EAA 569 members at the Alma County Airport, May 2<sup>nd</sup> – 4<sup>th</sup>, 2025. Todd Duncan and others will have floatplanes available.

Lori Oliveros reported \$681 collected at the September 21 breakfast. Thirteen corvettes were on display. There were 31 attendees.

Tom Trumble reported that Tobias Jordan, our Ray Scholar, has 23 hours of dual from Jon Vanderhoof. Currently, our chapter has received \$8,800 from EAA. Expenses to date are \$3,800. \$2,600 are on deposit at the Millard and Fremont flight schools. Application for Ray Scholarship 2025 is due December, 2024.

Ed Bowes reported that the Midwest Aerobatic Club will have a Harry Barr memorial birthday chili feed at the Seward airport October 13, 12-4 pm. All are welcome.

Nominations are open for the Board of Directors of EAA 569. The tentative slate, to be finalized at the Nov. 5 meeting, is Tom Trumble, Director 1 (President), Jerry Clinch, Director 2 ( Vice President), Jerry Mulliken, Director 3 (Secretary), Doug Volkmer, Director 5 (Newsletter), Tiffany Thompson, Director 6 (Immediate Past President). A candidate for Director 4 (Treasurer) has yet to be announced.

The 2024 Christmas party will be Sunday, December 1<sup>st</sup>. Cost will be \$25 each. Get your tickets now. The party will be held at the Antelope Park Enclosed Shelter. HyVee will be catering. The menu will include gluten free options.

The next member meeting will be November 5, 2024 at 7:00 PM. It will be held in the Duncan Aviation Hangar "H" Darlene Christianson Room.

VP Jerry Clinch adjourned the meeting at 8:30.

Respectfully submitted,  
Jerry Mulliken, Secretary

## **A big Thank You!**

A big thanks goes out to Jon and Holly Dixon for hosting the Chapter 569 picnic. They have an awesome venue nestled out there in the country. It was held on September 15<sup>th</sup> and we really had a nice turnout. Even a half dozen or so planes flew in.

To fill the ol' tummy there was a smorgasbord of items to choose from. And if you didn't get enough to eat, another table of yummy desserts was there for the choosing. Yogi and Boo Boo stayed in the woods and did not try to crash our picnic.

Dennis Crispin capped off the picnic with a great recap of AirVenture. I believe Dennis stated this was his 39<sup>th</sup> year volunteering. Great job Dennis!

## **No meeting in December**

With the Christmas Party scheduled for December 1<sup>st</sup>, there will be no meeting on Tuesday, December 3rd. Information about the Christmas Party is on page 7. Please RSVP by November 22<sup>nd</sup>.

## Any EAA 569 scrapbook items?

Do you have any photos or articles from back in the day that would be interesting for a EAA 569 scrapbook? It could be from events like the Chapter picnic or breakfast, Christmas Party, Young Eagles rally, Meetings, etc. If you do, please forward them to Cristi or Paige Higgins. Contact information is on page 1. Thanks!

## News from EAA Headquarters



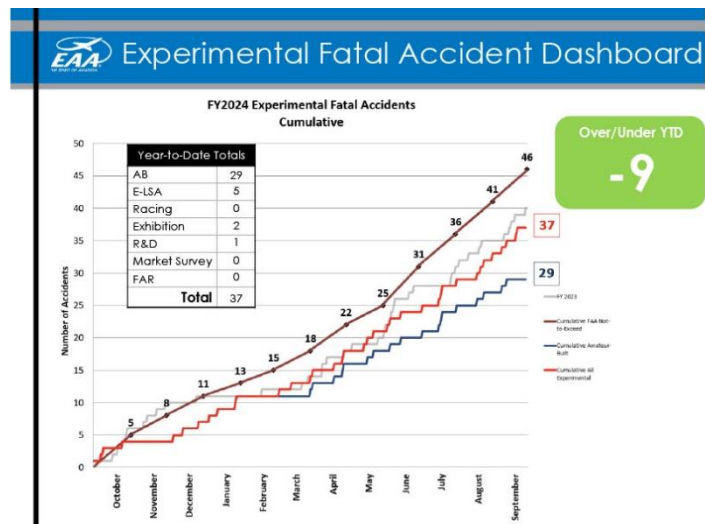
## Good News for Experimental Accident Totals

September 30 marked the end of the FAA's fiscal year and with it, the annual conclusion of the annual 12-month tracking of fatal accidents among experimental category aircraft. The preliminary numbers from the agency received late last week appear to present an excellent snapshot of safety over the past year.

While the final totals are still being tabulated, the initial total of 37 accidents is well below the FAA's not-to-exceed figure of 46 for the period. That includes 29 fatal accidents in homebuilt aircraft. More details will be available in the coming weeks as the FAA's annual total of GA activity is compiled. These figures also mirror what appears to be an improved year for overall general aviation safety, even as total flight hours have increased.

"FAA officials have taken notice of these improved safety figures," said Sean Elliott, EAA's vice president of advocacy and safety. "Agency officials have remarked to us how EAA's programs have helped build the safety culture that leads to these positive numbers."

Among the EAA programs that are focused on aviation safety, especially in amateur-built aircraft, are the longstanding Technical Counselor and Flight Advisor programs, and resources such as the EAA Flight Test Manual that is about to publish its updated second edition. EAA also works with the FAA to establish safety-minded opportunities, such as the second safety pilot allowance for homebuilt flight testing.



**EAA Chapter 569**

# 2024 Christmas Party

Join us for an evening of festive cheer and camaraderie at our annual **EAA Chapter 569 Christmas Party!** Bring your holiday spirit and enjoy a night filled with good company, delicious food, and memorable moments with fellow members. We look forward to seeing you there!



**DECEMBER 1, 2024**  
**5:00 PM – 8:00 PM**

Dinner begins at 6:00pm  
Entertainment: St. Patrick's Grade School Choir

**LOCATION**

Antelope Park Closed Shelter  
Antelope Park, Lincoln, Nebraska

½ Block East of the  
Auld Pavilion Recreation Center,  
1650 Memorial Drive, Lincoln, NE



Scan for Google  
Map Directions

**BUFFET DINNER**

- Garden Salad Spring Mix
- Sliced Roast Beef (GF)
- Chicken Breast in Garlic and Cream Sauce
- Green Bean Almondine (GF)
- Mashed Potatoes (GF)
- Beef Gravy
- Rolls and Butter
- Apple Crisp

Catering by Hy-Vee on 50<sup>th</sup> and O Street

**RSVP BY NOVEMBER 22**

This year's Christmas party is **\$25/person**.  
Send your RSVP and payment to:  
Cristi Higgins, PO Box 335, Western, NE 68464

**CHRISTMAS PARTY RSVP**  
\$25/person

Name: \_\_\_\_\_

Name: \_\_\_\_\_

Total amount enclosed: \_\_\_\_\_

Mail this portion with payment to Cristi Higgins by 11/22/24.

EAA Chapter 569 Calendar		
Month		
November	5	7:00pm General Meeting
	16	8:00am - 10:00am Crete Fly in Breakfast, EAA Chapter 569 - KCEK
December	1	5:00pm - EAA 569 Christmas Party - Antelope Park Shelter
	21	8:00am - 10:00am Crete Fly in Breakfast, EAA Chapter 569 - KCEK
January	7	6:30pm Lincoln Airport Terminal - 2nd floor conference room Parking available in any of the lots. Bring your ticket in to get it stamped for free parking. Program will be a tour of the terminal renovations.
	18	8:00am - 10:00am Crete Fly in Breakfast, EAA Chapter 569 - KCEK

And finally ...

## Fall Flying



Fall is always a great time to fly and this year has been no exception. September and October have been filled with a lot of nice flying weather, albeit dry. Hopefully you have been able to spend some time with your plane or project.

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

