

October, 2026

Volume 51, Issue 10

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EAA Chapter 569 Newsletter

Lincoln, NE



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Meeting Announcement

Date: Tuesday, October 6th **Time:** 7:00pm

Program: Dennis Crispin

Dennis will present his AirVenture 2026 slide show.

Place: Lincoln Airport Terminal – 2nd floor meeting room

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



**Greetings
from
President
Tom
Trumble**

Housekeeping

Please wear your name tags at Chapter meetings and events. If you need a name tag, contact Paige Higgins.

Young Eagle Rally

Date: Friday, October 16.

Location: Duncan Aviation Flight Department

1761 W. Kearney St.

Lincoln, NE

Time: 9:00am

St. Patrick's School, 8th grade class

Wahoo Breakfast (last one of the season)

Date: Saturday, October 10.

Time: 8:00am to 10:00am

Location: Wahoo Municipal Airport (KAHQ)

Picnic news

Our Chapter picnic was a great success! A huge thank you to the committee. Holly & Jon Dixon, Helen Carr, Lori Oliveros, Cristi Higgins, Tiffany Thompson, Doug Volkmer and Pam Eisenhauer. We owe them a huge thank you. They went all out finding and sorting through piles of stored materials while cleaning out Colby Osborn's hangar in Crete. The display of historical items at the picnic was heartwarming. Talking with members that I had not seen for a long time was enlightening.



Holly (Shoemaker) Dixon
Podium by Cristi Higgins. (Her first homebuilt)

(More picnic photos coming in the Nov newsletter - Ed)

One specific item that was found was our hard copy newsletters dating back to 1976. Doug Volkmer has scanned these in and put a link to them on our Chapter website (eaa569.org). We do not have newsletters from 2000 through 2004. If you have any information on these please contact Doug Volkmer. He'll scan them in and give you back the originals.

This is an excerpt from the SEPTEMBER NEWSLETTER 1976

Dear EAAr's and Friends,

You'll not want to miss our next meeting to be held at 7:30 PM on September 7th at 603 "L" Street in Lincoln's beautiful warehouse area where we'll see and hear about several planes being built there. (as I recall this meeting was hosted by Mr. Ed Bowes).



Jerry Clinch and his son Jer displaying the April 1971 Nebraska Airport Directory page of his father's airport south of North Platte on Hwy 83, east of Lake Maloney.

Thru the careful efforts of member Art Curtiss and his legal associates we are now incorporated. Our Secy. Tom Trumble and I personally presented these papers at Oshkosh and we've now received our chapter charter. Your directors have suggested that this charter be available at our next two meetings for signing by all paid-up members.

*Sincerely, Rollie L. Woodruff (pres.) (Unfortunately I was unable to copy his signature)
3168 Puritan Ave.
Lincoln, Nebr. 68502*

2026 50th Year Christmas Party

The date is December 18th. In honor of this being our 50th anniversary, current members and one guest can attend free of charge.

Ricky's Café will again be the Caterer. Lloyd McCarter is scheduled to entertain. The location will be St. Patrick's Catholic Church, 6111 Morrill Ave, Lincoln, NE.

Final approach

The October meeting will be held at the Lincoln Air Terminal 2nd Floor meeting room. The meeting time 7:00pm. We will open nominations for our election of officers for 2027 at the October meeting.

The Election will be held at the November 3rd meeting. If you are willing or know someone open to being on the ballot, please let us know.

100LL prices as reported by Airnav FBO on 9-26-26				
Prices subject to change without notice. NL=not listed				
		Dist (NM) from KLNK	/Gal.	Service
Lnk	Duncan	1	\$ 8.64	FS
Lnk	Atlantic	1	\$ 7.99	FS
KCEK	Crete	16	\$ 6.99	SS
KSWT	Seward	16	\$ 6.75	SS
KAHQ	Wahoo	24	\$ 6.50	SS
KBIE	Beatrice	33	\$ 5.90	ss
KFBY	Fairbury	44	\$ 5.95	SS
KAFK	Nebraska City	43	\$ 5.48	SS
KPMV	Plattsmouth	39	\$ 7.01	SS
KJYR	York	39	\$ 6.50	FS
KAUH	Aurora	56	\$ 6.80	SS
KFMZ	Fairmont	40	\$ 6.10	SS
KOLU	Columbus	45	\$ 7.23	FS
KFET	Fremont	38	\$ 6.73	ss
OG3	Tecumseh	44	\$ 5.80	SS
K08K	Harvard	62		SS
93Y	David City	29	\$ 6.05	SS

Back when Jan and Barry Daniels ran Brown's Airport

By Tom Winter

My CFI was all booked for Monday, and I needed a tuneup or shake-down cruise for the Tour de Nebraska, and there are lots of old airplanes at Weeping Water, so out the door, as if to bike to the University office, I pulled a Wrong-way Corrigan and hit the MoPac East Trail instead.

The time was 9:30. Didn't know if I'd make it all the way to Weeping Water, and didn't care. I'd see where I was by noon.

It was a wonderful morning to hear the continuous scrunch of skinny road bike tires on crushed limestone, watch the wood thrushes' flit from ground to bush, and see birds I couldn't even recognize. I've four road bikes, and have been grooming all of them for the trip, and will pick one. Today's bike was the big Schwinn Tourer. Biggest frame of any bike I've ever found in a thrift shop. Smooth creamy crankset, freshly trued wheels, newly greased wheel-bearings, good tightly adjusted derailleurs, foam rubber padding strapped down to the handlebar ends with handlebar tape. Ready to roll.

Morning miles go easy, when you're spending a day on a bike. Power bar at Walton? Why not. Because on a Monday morning, the Walton Trail Co. is closed, that's why. Oh well. Big water bottle nestled on the frame. Eagle, about 10 miles out, comes on quickly. Used to race some of my students out there and back. Found a Port-a-potty and got rid of some coffee. Life is good. Back to trail out of Eagle.

Elmwood. Not a cloud in the sky. I'm going to burn or scald if this sunscreen doesn't work. Trail end. Circled back into Elmwood, passing the home of Bess Streeter Aldrich, went to the grocery store and asked the best way to Weeping Water. On a bike? County roads Ok? County roads are fine. (Ha! Skinny racing bike tires on gravel, Right!) Ok, go north on this highway two miles till you see a windmill and a sign to Grampa's woods. Gravel road. Takes you right into Weeping Water. Watch out on the hills, the farmers are out!

Hills are your friends on a bike tour. They break the monotony. Listen for cars approaching from behind. Look back to make sure they are shifting around left. Up ahead, hey, that's a windsock! Is there an airport? No, but there is a sign for Grampa's Woods. The guy meant "windsock" when he said "windmill." Ok. Got the gravel road. "Fletcher Avenue." Good thing hills are your friends on a bike tour, cause this is a roller-coaster!

Pick a line when you're on the hilltop, 'cause flying downhill on gravel, you don't really want to steer over gravel to get to a smoother line. Got into top gear for the downhills so the pedals would still have bite, motored up to extend the coasting, and downshifted to bottom gear to clear the next hilltop. Sometimes uphill it was necessary to shift way back in the saddle to get more torque to the pedals. (Leg has most force when nearly straight. By actual experimentation.) Eventually just left it in bottom gear and when bottom gear again had bite, worked up the next hilltop. Thrills going down. Hit the brakes? No way!

Until right before the quarries. The last hill before the quarries of Weeping Water has a left turn at the foot. Exciting. Made the turn, and then a washout comes into view. BRAKES. Like skating, or steering on a bed of marbles. Stayed vertical, and eased over the washout. Bumps of the washout eject the water bottle. Realized it a bit later and came back for it.

Stopped at the quarries to ask directions to Brown's airport, and to top off the water bottle with Squirt. Weeping Water is a wonderfully picturesque town. Hills everywhere. Old little brick buildings. Time check. Noon. Great. Lunched at Judy's Country Cafe. Crowded. Food blah, but the coffee was good.

Refreshed, I headed east for the day's destination, Brown's Airport, operated by Jan and Barry Daniels. Their business card says "We like old airplanes." I like old airplanes. I expected we'd hit it off. We had run into each other at a couple of EAA doings.

Their airport is on a hilltop. First, you see a windsock, and a Beechcraft Bonanza (the plane with the V-tail) with lots of grass around it. I rode up the drive, dismounted and looked around. Heard a woman's voice.

Hello? Come in.

Through a shop, and following the voices, into a pine paneled living room. And there were Barry and Jan. "You pedaled here?", she asked. She offered me water or pop. We chatted for a while. I reported progress: 26 hours with my flying lessons, and I have participated in 103 landings. The first ones were better than the recent ones, which means my CFI is letting me land the plane to the extent reasonable.

"Give him the chicken-coop test," Jan said. Barry gave me the chicken-coop test. Suppose you're on a cross-country and do not trust the compass, what do you need to know? Every chicken coop faces south. Your CFI will never tell you that, and it's not in the books.

After a bit, Barry observed you've pedaled back to the fifties, you know. Time warp? I ask. Time warp.

The Tour

With that, he started the tour. In the next room, a welded steel Taylorcraft fuselage had just been recovered. Inside, very solid-looking. Outside, neat as a freshly-ironed white shirt. On to the next room. A Mooney with the cowling off and two cylinders removed. He invited me to look inside. Behind the engine was a cylinder with a sticker on it showing a vise with a line through it. Barry explained this was the vacuum pump for running the vacuum-operated gauges. The sticker is dual purpose: it tells you don't clamp the pump, and also its white background is heat sensitive. If the sticker is darkened or even flaking loose, the pump is going to fail.

Next, their Ercoupe, disassembled for "a twenty-year checkout." My old modeler's heart went kazong. There in front, the engine was plainly double angled: a downthrust angle and a right thrust angle. I exclaimed that I build-in down and right thrust into every free-flight model I make, and that Fred Weick must have been a modeler.

Yup. The right thrust counters P-factor. With the downthrust, the plane will not stall. It will not spin, Barry replied. About the designer, Barry added, we call him "Mr. Fred." He's gone now. He also {I think I remember this right-TW} designed the Comanche for Piper.

He pointed to the horn-looking thing mounted on a standoff on the right side of the plane. Venturi tube. It draws a



vacuum where it widens, and the vacuum feeds the vacuum operated instruments. So that's what those things are on the old airplanes!

No need for a pump, no need for expensive pump backups. Idle thought: couldn't designers find a low air pressure spot - e.g. just behind the cowling - and draw a vacuum source from there? Hmmmm.

More tour, the shade hangars: The V-tail Bonanza. Barry: That plane could have been saved as late as five years ago. Now I doubt that \$40,000 would make it airworthy. Magnesium parts are turning to powder. Owner has been besieged with people wanting to buy it. Called me to complain I was telling people about it. I don't tell 'em. But nowadays, the N-number and a computer will get you the name and address and phone of the owner over the internet.

Cessna 170B. "To make the 172, they just got rid of the rounded tail, and put on tri-gear." 1934 Fairchild with Warner Scarab radial engine. Opened the door of the old Fairchild. Smelled like my brother's Model A Ford. Barry: Know what this plane does? This plane closes airports. It was the last plane out of the last two airports it was hangared in, airports that don't exist anymore. Hope that's not an omen.

1946 Ercoupe, with original windshield. Kazong all over again. I memorized the N-number. Checked on internet. Now I know who owns it...)

Piper Super Cruiser (?) Great old plane. Haul anything that you can get in the door, Barry sez.

All over America, there are hangars like these, with planes not being flown. One example had 1500 hours on it. Total. 50 years old. How many hours are there in 50 years? (438,300. I did the math, back home. Something like 99.997 percent of the time, it sits rather than flies.) Will they come up for sale anytime soon? I ask. Can't say, he sez.

We stood in the hangar shade overlooking the hilltop of the short runway (1200 ft. The main runway is 2200, dirt) and chatted some more.

Building

I explained that I hoped to get my license sooner rather than (much) later, and then would probably buy or build my own plane, or maybe both. He told me of earlier people building Evans Volksplanes, in a race to see how cheap they could get them done. Nowadays, folks typically write checks for expensive kits, and then they don't build the kits, either, but just write more checks.

Barry had in mind to build about three: Leon Davis' DA-2A, and the Pietenpol Aircamper. Didn't get the third one.

Unwanted Biking Thrills

I was expected home for supper, and it was getting time to get back on the bike. I thanked them for the hospitality and for the tour, expressed the hope that next time I'd land there instead of pedal there, and rode back to Lincoln.

Noticed my knees were red because I put no sunscreen on the legs at all. Painted them white with sunscreen, in case locking barn after the horses were stolen would make me feel any better. Also did a better job on the forearms.

At one hilltop I picked my line and coursed down it. Car behind. (Your ears are for seeing the cars behind you). Peaked back. Pick-up. Honk! He wants my line, and he's not slowing down or going around. I scootch way back, get my torso way low on the saddle and concentrate on steering while I traverse the loose gravel to get into a line to the right. Vroom. There he goes. As much dust as behind one of the quarry trucks. Squint. Focus on line ahead. Stay vertical.

More roller-coaster. Some calm. By golly, a chicken coop! I believe its open side faces south!

Diesel racket behind. Look back. Huge sprayer on four tractor tires, with sprayer outriggers folded back alongside the body like the wings of a Mantis. Looked back again. No sign that he was veering around. Looked back a third time. He has not seen me or is pretending I'm not there. Bunny-quick, I flit over to the left lane - at right, the ditch was not an option and watched him go by on my right, in the right lane, still giving no indication he ever saw I was there. Rest of trip was shorn of excitement.

Past Eagle, the trail was fenced and barricaded off. "Trail Closed." It hadn't been that same morning. I got off the bike and stared at it for a while.

Nothing for it but to go up to O Street the rest of the way in. Phooey. More watching behind for vehicles, but there's a good shoulder, and all of the car and semi drivers seemed more concerned than the pickup driver and more alert than the sprayer driver. Trails sure are better!

Five and one-half hours on a bicycle, one and one half hours at an airport. Worth it? Yes.

EAA Chapter 569 50th Anniversary Party

By Holly (Shoemaker) Dixon

I'd like to Thank all the volunteers who helped with the 50th Anniversary party! It was pulled together in a rather short time. Our first meeting was June 23rd. We had 12 meetings each of 2 hours or more plus 3 hours on the 20th to finish up! There were of course many special projects in between.

To the volunteers who moved tables and chairs from Wahoo to Denton and back, so we could have black chairs to match the décor.

To the volunteers who helped clean the hanger the week before.

To the members who let us borrow their pictures, awards and documents to display.

To the outer rim of the committee including Tiffany Thompson (graphic arts), Doug Volkmer (tech/research), Jon Dixon (grounds keeper) and Tom Trumble (support).

To the inner committee Lori Oliveros (homemade ice cream), Pam Eisenhower (sheet cake), Helen Carr (support), Cristi Higgins (historian). These volunteers worked tirelessly without complaint!

Now that we have started to collect the history of 569 I hope we can continue to add to the documentation for future members.

It's quite a feat to have a club, *any club*, last this long. Our founders would be amazed and proud.....

Regards, Holly

EAA Chapter 569's 50th Anniversary T-shirts

By Holly (Shoemaker) Dixon

50th Anniversary t-shirts are still available! You can stop by the print shop Brandedfx, (business card on right) and tell them you would like the EAA 569 graphic. Then choose your own type of shirt, color, size and where you [want the graphic](#). They have some shirts in stock or they can order what you want in a couple of days. It's easy to get to and the staff are very helpful. You can even try them on for size!

Prices are "a la carte". For example, t-shirts run \$6-13.00 plus a single graphic front or back is \$10.00. So, the total is \$23.00 + tax. They can also do a front shoulder and if you order 2 you get 10% off! Open M-F 9:00-5:00pm



Month		EAA Chapter 569 Calendar
Oct	6	7:00pm General Meeting - Lincoln Airport Terminal – 2nd floor meeting room
	10	8:00am - 10:00am Wahoo Fly in Breakfast, EAA 569 - KAHQ (Last one of the season!)
	16	9:00am Young Eagles Rally (KLNK) St. Patrick's 8th grade class
	31	11:30am - 1:30pm Hastings Hamburger Fly in Lunch (rain or shine) - KHSI
Nov	3	7:00pm General Meeting



IS IT MY IMAGINATION, OR IS THIS THING SLUGGISH THIS MORNING?!

EAA SportAir Workshops bring aircraft building and restoration skills to enthusiasts nationwide

2026-27 schedule includes sessions in nine states, plus EAA headquarters in Oshkosh



EAA AVIATION CENTER, OSHKOSH, Wisconsin — (September 23, 2026) — Hands-on instruction and skill building for those interested in aircraft building and restoration are available throughout the nation, as the Experimental Aircraft Association (EAA) [SportAir Workshop schedule](#) for the 2026-27 season is now set.

“What EAA’s SportAir Workshops do is bring top instructors to locations to help people discover and refine the skills, techniques, and confidence needed to safely and successfully complete aircraft projects,” said Charlie Becker, EAA’s director of chapters, communities and homebuilt community manager. “These courses help people go from dreams of building or restoring an aircraft to the reality of ‘You can build it!’”

SportAir Workshops during the 2026-27 schedule are offered in nine states as well as at EAA headquarters in Oshkosh, Wisconsin. Among the instruction offered in various locations are sessions in:

- Composite Materials
- Electrical and Avionics
- Fabric Covering
- Fiberglass Techniques for RV Aircraft
- Gas Welding
- Sheet Metal
- TIG Welding

Those interested should check the schedule at EAA.org/SportAir for specific classes at each location. Registration fees include instruction and all materials.

Along with the in-person classes, a limited number of courses are also offered online, including Electrical & Avionics, Fabric Covering, and Fiberglass Techniques for RV Aircraft. There are registration discounts available for EAA members.

EAA SportAir Workshops are sponsored by Aircraft Spruce & Specialty, Lincoln Electric, Poly Fiber Aircraft Coatings, and Zenith Aircraft.

And finally ...

AirVenture 2026



A Cessna T-50 Bobcat on display at AirVenture 2026. This plane, featured in the [April, 2026 issue of Sport Aviation](#), won Best Antique, Continuously Maintained at AirVenture 2025. Photo taken by Dennis Crispin. Dennis will share with us his pictures and stories of AirVenture 2026 at our October meeting.

John Cox
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