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# EAA Chapter 569 Newsletter

Lincoln, NE



## EAA 569 Contact Information

### President

Tom Trumble  
C: 402-540-6089  
[ttrumple1948@gmail.com](mailto:ttrumple1948@gmail.com)  
5545 N 17th St.  
Lincoln, NE 68521

### Vice President

Jerome Clinch  
C: 402-499-8213  
[jerry@bccine.com](mailto:jerry@bccine.com)  
5614 N 26 Pl  
Lincoln, NE 68521

### Secretary

Jerry Mulliken  
C: 402-720-0125  
[jamulliken@gmail.com](mailto:jamulliken@gmail.com)  
118 S. 52nd St.  
Omaha, NE 68132

### Treasurer

Mark Gaffney  
C: 402-304-0057  
[gaffneycfii@hotmail.com](mailto:gaffneycfii@hotmail.com)  
7415 N 49th St  
Lincoln, NE 68514

### Tech Counselors

Erick Corbridge  
402-499-1039  
[Corbe99@Yahoo.com](mailto:Corbe99@Yahoo.com)

Tom Henry  
H: 402-791-2116  
W: 402-479-1540  
[TomHenry3@aol.com](mailto:TomHenry3@aol.com)

### Young Eagles Coordinator

Cristi Higgins  
H: 402-217-9763  
[higginschristi@msn.com](mailto:higginschristi@msn.com)

### Newsletter and Web Editor

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



**Greetings  
from  
President  
Tom  
Trumble**

## Picnic RSVP

I am looking forward to our Chapter picnic, Sunday September 20<sup>th</sup>, 2:00pm Denton Airfield (NE40). Please use 122.8 Unicom if you're flying in. Holly, Helen, Lori, Cristi, Tiffany, Doug and Pam have been hard at work planning a 50<sup>th</sup> anniversary celebration.

If you are attending, please go to our website [EAA569.org](http://EAA569.org) and make a reservation so that we have a meal count for the caterer.

## Wahoo Breakfast

August 8<sup>th</sup> turned out to be a clear day with lots of fly-ins.



Mike Howard's beautiful RV-12 fooled me. I was recalling he was one of the first to complete an RV-6 in Nebraska and it looked identical to his RV-12, completed in 2014. Mike is from Chapter 80 in Omaha.

*(continued on page 2)*

**Young Eagle Rallies**

August 15: Beatrice Municipal Airport

We dealt with a low ceiling early, so we had a late start. Jerry Clinch, Jeff Engels, Gary Bartels and myself flew 53 kids. Cristi, Paige, and Tiffany did a great job of keeping us organized. The low ceilings worked out great. We were VMC so overcast (COOL) and smooth.

**Next Up**

August 22: Fremont

August 29: Fremont (optional event, if needed)

Please check with Cristi (402-217-9763) if you would like to fly.

**2026 50<sup>th</sup> Year Christmas Party**

The date is December 18<sup>th</sup>. In honor of this being our 50<sup>th</sup> 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 September meeting will be the picnic on September 20<sup>th</sup>. Get your RSVP in. They are due by September 13<sup>th</sup>.

| 100LL prices as reported by Airnav FBO on 8-18-26      |               |                     |         |         |
|--------------------------------------------------------|---------------|---------------------|---------|---------|
| Prices subject to change without notice. NL=not listed |               |                     |         |         |
|                                                        |               | Dist (NM) from KLNK | /Gal.   | Service |
| Lnk                                                    | Duncan        | 0                   | \$ 8.19 | FS      |
| Lnk                                                    | Atlantic      | 0                   | \$ 7.99 | FS      |
| KCEK                                                   | Crete         | 16                  | \$ 5.49 | SS      |
| KSWT                                                   | Seward        | 16                  | \$ 6.75 | SS      |
| KAHQ                                                   | Wahoo         | 24                  | \$ 6.50 | SS      |
| KBIE                                                   | Beatrice      | 33                  | \$ 6.10 | ss      |
| KFBY                                                   | Fairbury      | 44                  | \$ 5.95 | SS      |
| KAFK                                                   | Nebraska City | 43                  | \$ 5.24 | SS      |
| KPMV                                                   | Plattsmouth   | 39                  | \$ 6.46 | SS      |
| KJYR                                                   | York          | 39                  | \$ 5.75 | FS      |
| KAUH                                                   | Aurora        | 56                  | \$ 5.80 | 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                  | \$ 6.05 | SS      |
| 93Y                                                    | David City    | 29                  | \$ 6.05 | SS      |

## Oshkosh or Bust

*By Mark Gaffney*

In early March I flew N4134F, my 1959 Cessna 172, to my mechanic for an annual inspection in York, Nebraska. They completed the annual inspection but informed me my #2 cylinder had a leaky exhaust valve and failed the compression test. We agreed to a new Superior Millennium cylinder and the order was placed. I received a call from my mechanic a few weeks later and he asked if I was sitting down. That's when I got the bad news.

When they pulled the old jug, they spotted corrosion and pitting on three of the cam lifters inside the engine. The cam was also damaged beyond repair due to the lifter eating into it. To replace the cam and the damaged lifters, they would have to tear the engine down and split the case. They recommended an engine overhaul. Prior to the bad news, I knew some of the engine parts were hard to find or were not available at all for the Continental O-300. There is an STC to replace the Continental with a Lycoming O-360 to avoid the parts issue. The different engine would add 35 horsepower, but I would need a new engine, engine mount, propeller, and tachometer. The cost would have been \$85,000+ not including the labor! So, Anne and I decided to try the O-300 overhaul option.

I first needed to locate a new cam. When I say new, I mean used because they don't make them anymore. Every place I looked listed the cam as out of stock. I found a used cam on eBay in Florida for \$800. I bought it and had it shipped to Central Cylinder in Omaha, only to be notified that it was out of spec. I started cold calling engine shops around the country and found a used cam in Arkansas. The cam came with paperwork, so I knew it would be good. I purchased the cam for \$1500 and had it shipped. The other unicorns on the O-300 are the crankshaft and under or oversized crank bearings. Only standard bearings were available for the O-300. After checking the aircraft logs, I got lucky as my crank was standard! My mechanic pulled my engine, so I could transport it to Omaha with my pickup truck.

I also decided to go with Superior Millennium Cylinders on all the cylinders rather than overhaul the existing jugs. They have a good reputation, and I wanted all Millennium Cylinders in case we wanted to sell the airplane as I believe it would help. I received word in mid-June that my crank was within spec and could be reused along with the engine case halves. Central Cylinder had all the parts and the reassembling process was underway. T minus one month until I hopefully would be flying 34F to Oshkosh. Either way I was attending. However, I just couldn't shake the thought of towing my Jayco Camper to Oshkosh instead of flying.

On the last day of June, Central Cylinder informed me that the engine, which was just successfully ran on the test stand, was ready to be picked up. On July 2<sup>nd</sup> I drove to Omaha to pick up the engine. With the fresh paint, new jugs, and new sparkplug cables, it looked like a brand-new engine! As I drove my engine back to York down I-80 it hit me, I'm leaving



for Oshkosh in exactly two weeks on July 16<sup>th</sup>. In two weeks that engine is going to be thousands of feet in the air overflying all of Iowa and most of Wisconsin!

On July 15<sup>th</sup>, a day before I would be leaving for Oshkosh, I test flew 34F at the York Airport. The first flight involved circling the airport for 40 minutes. Once back on the ground and after an inspection, I was given the green light to keep running the engine. I circled York airport some more and then headed back to Lincoln. I circled the Lincoln Airport for a few hours to put more time on the engine. With 3 hours on the engine and no problems, I felt it was safe to fly to Oshkosh.



On Thursday July 16<sup>th</sup>, I took off from Lincoln and headed for Oshkosh. Anne and Veronica made the drive this year, which helped keep the airplane light. I promised Anne no IFR or flying at night until we put more time on the engine. Wildfire smoke forced me to “crash” on the lazy boy at the Boscobel (WI) Airport. Late morning the next day I was able to make my way to the Dodge County Airport. I met up with some friends from Ohio and Pennsylvania, and we did a 7-ship formation flight and joined the FISK arrival. We nailed the landing on runway 27 and once the 7<sup>th</sup> airplane cleared the runway, we had a Luscombe 8F lining up on runway 9 going the wrong way! Yes, [it's on YouTube](#). Anne and Veronica greeted me on the line as we tied the airplane down on row 89 in Vintage. What a relief it was. We made it!

This whole process was very stressful for Anne and I. Yes, it was very expensive, but the stress wasn't expensive. There was a chance we couldn't find the parts or have the airplane grounded for a year or more. Weeks turned into months, which turned into hours toward the end. Hats off to Randy and Justin Hall at York Aviation for putting 34F back together in time for Oshkosh. A big thanks to Dan and the crew over at Central Cylinder in Omaha. One of the judges judging 34F at Oshkosh commented on the clean O-300 under the cowl. For now, Anne and I are keeping the airplane. I was already religious about oil changes twice a year regardless of time flown. Moving forward, CamGuard oil additive is a must, and we will try to avoid long lengths of time not running the engine. We hope for many more years flying to Oshkosh with 34F!



## EAA Chapter 569's 50<sup>th</sup> Anniversary Update

By Holly (Shoemaker) Dixon

**50<sup>th</sup> Anniversary** t-shirts are available! We're doing this a little differently for this event. 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



As we move forward, we have scheduled a clean-up afternoon on **Sunday, September 13<sup>th</sup> at 1:00**. We will be cleaning the hangar and the breakfast tables. We're hoping for a large crowd! We need to clean early this year due to decorating. Let me know if you are able to help, Thanks.

We are still accepting any memorabilia you might like displayed i.e., Spark Plug Awards and one interesting thing about yourself that others don't know, like you speak 12 different languages! Let's get to know our fellow members better :-). Send to: [hollydixon@windstream.net](mailto:hollydixon@windstream.net)

### EAA CHAPTER 569's 50<sup>TH</sup> ANNIVERSARY CELEBRATION

*Please join us as we celebrate  
a review of our first 50 Years!*

|                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                            |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p><b>DATE:</b> Sunday, September 20<sup>th</sup><br/><i>Rain Date: September 27<sup>th</sup></i></p> <p><b>TIME:</b> 2:00 pm</p> <p><b>LOCATION:</b> Denton Airfield (NE40)<br/>11215 W Yankee Hill Rd, Denton, NE<br/><i>Fly-in or drive-in!</i></p> <p><b>DETAILS</b><br/>2:00 pm Review of 569 Memorabilia<br/>3:00 pm Presentations<br/>4:30 pm Catered BBQ meal by 'Hog Wild'</p> | <p><b>COST:</b> Adults: \$10 \ Kids: \$5</p> <p><b>RSVP:</b> Please <b>RSVP by September 15th</b> at <a href="http://www.eaa569.org">www.eaa569.org</a> You can pay cash or check at the door.</p> <p><b>NO PETS PLEASE.</b> While we love pets, we kindly ask that you leave your furry friends at home.</p> <p><i>We look forward to seeing you!</i></p> |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

One other item, if you have an EAA 569 banner in the closet we would like to borrow it! There are at least 3, according to our pictures, hiding somewhere!

Questions? Contact [hollydixon@windstream.net](mailto:hollydixon@windstream.net) or 402.432.1612

## Aviation Investigation Final Report

|                                |                                      |                         |            |
|--------------------------------|--------------------------------------|-------------------------|------------|
| <b>Location:</b>               | Oshkosh, Wisconsin                   | <b>Accident Number:</b> | CEN24FA277 |
| <b>Date &amp; Time:</b>        | July 22, 2024, 12:13 Local           | <b>Registration:</b>    | N18BG      |
| <b>Aircraft:</b>               | Lancair ES                           | <b>Aircraft Damage:</b> | Destroyed  |
| <b>Defining Event:</b>         | Loss of control in flight            | <b>Injuries:</b>        | 2 Fatal    |
| <b>Flight Conducted Under:</b> | Part 91: General aviation - Personal |                         |            |

### Analysis

The pilot was flying the airplane on an arrival route when the air traffic controller instructed the pilot to widen the turn to allow for two warbird airplanes to land in front of him. The pilot acknowledged the transmission and stated that he had the two airplanes in sight. Wind was recorded as variable at 4 kts. According to ADS-B data, the airplane turned south, consistent with a modified downwind, then back to the east, and then toward the north, consistent with a base-to-final turn. The airplane was about 975 ft mean sea level (msl) and 84 kts ground speed when it started a turn to the north toward the airport. The last data point recorded from the airplane was about 975 ft msl and 70 kts ground speed, 1.5 miles from the approach end of the runway. According to the airframe pilot operating handbook, the stall speed varies from 59 to 74 kts indicated airspeed at zero degrees of bank.

The airplane impacted a soybean field upright and was destroyed by a postimpact fire. An examination of the airplane, engine, and flight control system revealed no mechanical anomalies or failures that would have precluded normal operations.

Further review of the ADS-B data from the warbird flight showed that the landing Aero L-39 airplane passed well to the east and above the flight path of the accident airplane. A review of the wake vortices generated by the L-39 revealed that the accident airplane would not have encountered the wake of the L-39 before impact.

It is most likely that the pilot did not maintain adequate airspeed while maneuvering to ensure spacing from the L-39 that landed ahead while completing his turn toward final. This resulted in an inadvertent stall and subsequent impact with terrain.

### Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain adequate airspeed which resulted in an exceedance of the airplane's critical angle of attack and an aerodynamic stall while maneuvering for traffic spacing.

From the  Gmail

- Free to good home. Garmin VIRB Camera – [Click here](#)

## More Hangars\* on the Way at KBIE

By Tom Winter

Early in December (target date!), there are going to be ten new hangars at the Beatrice Airport. This will help ease a waiting list of 36 aircraft. AHRS Construction is the contractor. Funding is 3% local, 2% state, and 95% federal. Here is how the site looks now (August 17).

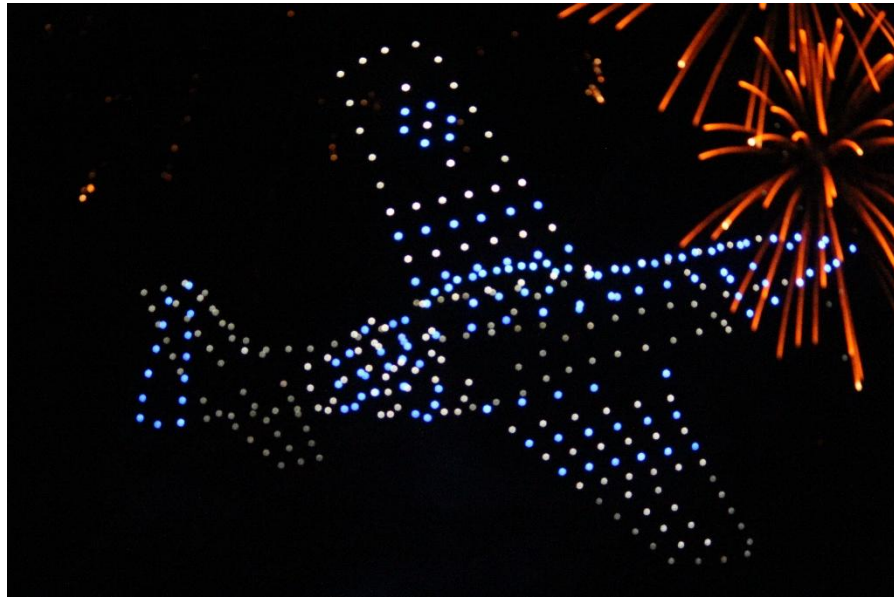
\*Hangar, please note spelling, stems from those days when France was the hotbed of early aviation. It is a French word meaning a garage. It has nothing, I repeat, nothing, to do with putting away the laundry. I'm going to grab a clean shirt off its hanger and go fly.



| EAA Chapter 569 Calendar |    |                                                                                                                                                                                                                                                                                                                                    |
|--------------------------|----|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Sep                      | 1  | No Meeting                                                                                                                                                                                                                                                                                                                         |
|                          | 12 | 8:00am - 10:00am Wahoo Fly in Breakfast, EAA 569 - KAHQ                                                                                                                                                                                                                                                                            |
|                          | 13 | 8:00am - 12:00pm Vermillion (VMR), SD., Free-will donation to Lions Club for breakfast – fundraiser for the Main Street Center in Vermillion. Contact Denny Martens at 605-677-8159 or dmartens@vyn.midco.net (Harold Davidson Field, 1300 S. Dakota Street, 57069)                                                                |
|                          | 20 | 2:00pm Chapter 569 Picnic / 50-year anniversary celebration - Denton Airfield (NE40)                                                                                                                                                                                                                                               |
|                          | 20 | 8:00am - 12:00pm Chan Gurney (YKN), Yankton, SD, PIC FREE, adults \$10.00; kids 5-10 \$5.00; under 5 free. Fund-raiser for aviation scholarships. Sponsored by Yankton Regional Aviation Association and City of Yankton. Contact Jacob Hoffner at 605-661-7525 (700 East 31st Street, 57078) (always the 3rd Sunday in September) |
|                          | 26 | 11:30am - 1:30pm Hastings Hamburger Fly in Lunch (rain or shine) - KHSI                                                                                                                                                                                                                                                            |
| Oct                      | 6  | 7:00pm General Meeting                                                                                                                                                                                                                                                                                                             |
|                          | 10 | 8:00am - 10:00am Wahoo Fly in Breakfast, EAA 569 - KAHQ (Last one of the season!)                                                                                                                                                                                                                                                  |
|                          | 31 | 11:30am - 1:30pm Hastings Hamburger Fly in Lunch (rain or shine) - KHSI                                                                                                                                                                                                                                                            |

And finally ...

## AirVenture 2026



Dennis Crispin made the trek to AirVenture this year, his 40<sup>th</sup> trip to the annual airshow in Oshkosh. He captured this photo at the night time airshow on July 22<sup>nd</sup>. This is one of over 1,300 photos he took. The rest have been posted in the Photo Gallery on the Chapter website and can be viewed by clicking [here](#). Thanks, Dennis, for sharing your photos!

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

