

April, 2017

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EAA Chapter 569 Newsletter

Lincoln, NE



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Meeting Announcement

Date: Tuesday, April 4th

Time: 7:30pm

Program: Builder Report

A member will share with us the details of their new project, the homebuilt version of the Bölkow 208.

Place: Duncan Aviation Engine Shop
5000 NW 44th St – Lincoln, NE



**President's
Message
Harold Bickford**

Our March 18 fly-in/pancake breakfast was a busy time. What seemed like a constant stream of visitors kept the crew busy. A great flying day combined with folks coming from as far as Oklahoma made the elements for what was another record setter after our February event. At one point, there were 45 aircraft on the ramp and virtually nobody flew alone. As well we had a large number of drive-ins. There were enough people lined up through the morning that an additional grill could actually have been used. Many thanks to our crew for their tireless effort to make this all possible!

Our program this month will be about a homebuilt aircraft project being undertaken by one of our members. As has been pointed out many times the EAA motto is "learn, build, fly". Indeed, the history of EAA goes back to 1953 and a small group of flyers led

by Paul Poberezny who wanted to advance the concept of homebuilt aircraft. Sixty-four years on we enjoy a tremendous opportunity to be involved in that very activity. One way to "test the waters" is by buying a component kit and building a rudder or using a set of plans/drawings to build a rudder in wood or steel tube. That way a start has been made with relatively little outlay and insight gained as to whether or not a project makes sense to undertake. At the very least you will have a conversation topic for any hangar gathering and the rudder will be done.

Elsewhere in our newsletter are details of upcoming events and additional articles of interest.

We look forward to our meeting on April 4, 7:30pm at the Duncan MPI shop. See you then!

Harold Bickford,
Chapter President

The Flying Cyclones Club Presents...

Ames Fly-In

April 8th, 2017
7:00am-11:00am
Ames Municipal Airport
KAMW CTAF 122.7

Come watch planes fly in and out of the airport at this family-friendly open house. Cool aircraft on display and fun activities. All-you-can-eat pancake breakfast and airplane rides available.

Pancake Breakfast
Pilot in Command: Free
Adults: \$6
12 & Under: \$5

Follow signs along Airport Road for parking.

Questions: flying@iastate.edu
More info and updates:
www.flying.stuorg.iastate.edu

Personal Ruminations on Age, Flight, and BasicMed

By Tom Winter

Back in the days of Noble Swanson's career, FAA medicals used to be non-events. But of course, I was younger then.

FAA Medicals, if they prevent trouble at all, do it by making pilots think about their health, and I believe that is the one best thing about them. Here is a human, flesh-and-blood example: at the 2014 "Confab in the Corn" (the annual Cessna 150/152 convention) a pilot told me that his future in aviation was in Light Sport. The subtext, I think, is that he knew his next FAA medical might be a problem. I don't know what the problem was, except it was fatal. Now there is a problem! Thinking of the possibility of BasicMed, or Light Sport tells me there are bigger matters to attend to!

A joke comes to mind: "If I had known I was going to live this long, I'd have taken better care of myself."

Not fair: I HAVE taken better care of myself. There has always been some vigorous physical activity that I've been passionate about. I used to win gold medals at the State Games right up to age 60. At this year's State Games I will compete in two track and field events — they have a 70+ age group! I still weigh what I weighed in college. But dammit, with 70+ trips around the sun, things change.

Those FAA vision tests with those accursed machines are more

stressful when you've got incipient cataracts. And gout, which the doctor called "Gouty Arthritis," has come on. What's a skinny shit like me doing coming down with gout! You know, when it comes to gout you think of gourmands with a physique like a bag of pudding! And meds: I was never on meds of any kind before in my life, but now its daily Allopurinol or crawl.

And blood pressure: up to age 70, donating five times a year at the Blood Bank, my BP was always in the one-teens over something in the 60s. Like, for instance 112/62. But recently, a good BP for me is in the 130's over something in the 70s. And there are unpredictable and shocking spikes. That is a change, and I don't like it one bit. My MD and I are currently monitoring it — I've bought a BP gizmo that looks like a Dick Tracy style wristwatch, am using it, and will soon be looking into hypertension pills. Dammit dammit dammit, but pills are better than gout, and pills are better than heightened risk of stroke.

What does all this come to?

My FAA medical lapses this month of March, and rather than put up with it one more time, or risk flunking with a dice throw about a blood pressure spike, I have crossed a Rubicon: I have cancelled my AME appointment. By the time you read this, I will not be legal to fly until I get on BasicMed which becomes effective in May. And if BasicMed doesn't actually work, Light Sport. (Insert swear words here) Yup. I will stay on the ground through the month of April and use the time to make darn sure I've got

my BP under control. So, in April, should you want flying company in the right seat...

Domestic Flight Plan Change

Submitted by

Tom Henry

The Domestic Flight Plan Format as we have used for our whole aviation life will be history soon. Exact date is still in question.

What this means is that you will need to provide additional information when filing flight plans, using the format previously used for international flights. Pilots are encouraged to use the ICAO format for all flights now to ensure a smooth transition once the domestic flight plan format is eliminated.

There are many similarities between the former domestic FAA flight plan format and ICAO. However, when it comes to aircraft equipment suffixes, there are some major differences. ICAO has more specific coding for transponder equipment, which specifies ADS-B Out and In, for example, and avionics installations, which includes several additional codes for avionics capabilities.

Another major difference with the new flight plan form is the format for the departure or destination airport if the airport identifier is not in the standard four-letter format. If one of your planned airports does not have a four-letter code, you need to enter ZZZZ in the departure or destination section of ICAO form and specify the identifier in Field 18 of the form.

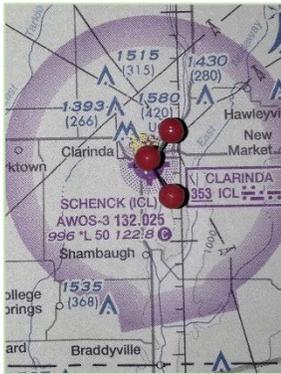
Breakfast News

By Doug Volkmer

Maybe everyone is sick of winter and has cabin fever? Maybe it's the omelets? I don't know, but we have had some excellent turnouts at our Chapter breakfast of late. Someone counted over 40 planes at one time on the ramp (and grass) at our March breakfast.

And they came from all over.

Recently, I've setup a map on an easel at our breakfast. As fly-ins arrive, using a stick pin, arrivals can mark where they flew in from. It's interesting to look at afterwards.



According to the map after the March breakfast, we had planes come in from 17 different airports. And that doesn't include the fine people that flew in from Kansas and western Nebraska. (Sorry folks, I'll expand my map).

From Neligh, NE to Clay Center, KS to Cozad, NE to

Clarinda, IA they all swarmed into Crete. Laughter, good food, good time. See you at the April breakfast.



The ramp was full of planes at our March breakfast. One of those, a Stinson Voyager, belonging to the Justin Morris family who flew in from Cozad, NE.



Doug Prange captured the beauty of the ramp as he was leaving the March breakfast.

News from



EAA Headquarters

B-29 Doc to Attend AirVenture

The fully restored B-29 Boeing Superfortress named Doc will attend its first EAA AirVenture during the convention in Oshkosh, July 24-30, 2017. The historic aircraft made its first flight in July of 2016, more than 15 years after arriving in Wichita to be restored. "This will be a historic year for our airplane and to say we're excited about our plans to tour in 2017 is an understatement," said Jim Murphy, manager for the Doc's Friends Restoration Program. AirVenture will be the last stop on Doc's debut tour, which also includes visits at Yingling Aviation in Wichita, Kansas; Barksdale Air Force Base in Louisiana; and Whiteman Air Force Base in Missouri.

BasicMed Implementation Continues

As we close in on the May 1 implementation date for BasicMed, many in the aviation community are eager to begin preparing to fly under the new regulation. EAA headquarters has been receiving two questions frequently in the past few weeks:

"Where can I find the form that my doctor has to sign?"

A draft version of this form can be found in FAA advisory circular (AC) 68-1. The form is still in draft because it requires approval by the Office of Management and Budget

before it becomes official, a bureaucratic step that is required for any form of this type under the Paperwork Reduction Act.

EAA expects the finalized document to be released within about a month. Once finalized, members may bring it to their doctors to sign, even before May 1. In the meantime, because we do not expect the form to change substantively from the draft to the final copy, members may want to begin showing the form to their doctors and ensuring there are no roadblocks to their doctors signing off.

"Where is the online self-certification course I have to take?"

Several organizations that are developing courses, including AOPA, will be offering the course free of charge to anyone (members and non-members). These are also not yet approved by the FAA, but should be in advance of May 1.

If you have any more questions, do not hesitate to call EAA at 800-564-6322.

ATC Privatization Proposed in White House Budget

An endorsement for the privatization of air traffic control was included in a budget proposal released by the White House earlier this month, a move that would put the future of general aviation and its long-term access to the National Airspace System at risk.

Shortly after, EAA CEO and Chairman Jack J. Pelton released a

statement in strong opposition to the proposal, which is similar to the ATC privatization proposal introduced last year in Congress.

"Under such a system, ATC would be overseen and managed by a board made up of commercial interests, with the nation's airlines having the most powerful and numerous voices," Pelton said. "These interests would inevitably drown out whatever token representation and economic impact GA would have on such a board, creating an ATC system that would serve commercial interests with the greatest financial resources."

This is a critical issue for the survival of general aviation. With the powerful voices of the airlines pushing to lower the price tag of their access to the nation's airspace, much of the funding for a privatized system would be reliant on general aviation users.

Transfer of ATC oversight from the FAA to a private corporation would also likely impact funding for infrastructure improvements at rural airports, such as towers and instrument landing facilities, with financial resources instead being directed to the urban centers serviced frequently by airlines.

EAA is already deeply involved in conversations on Capitol Hill to ensure ATC continues to serve general aviation equally in the national airspace system. We are looking to the GA community to stay engaged on this issue as we work to provide next steps toward defeating privatization.

**Minutes of the Club Meeting
March 7th, 2017**

The meeting was called to order at 7:30 PM by President Harold Bickford.

The business agenda preceded the speaker for the evenings meeting,

The April 7th Young Eagles program needs 3 pilots to meet at Harry's hangar at Seward at 9:00 AM. Ground crew members are also needed to organize the event.

Cristi reported on the status of the AirVenture Air Academy program. The chapter has credits available to send a young person to the academy if we can find an interested participant.

President Bickford suggested that we start planning for another builders tour for this summer.

Wayne Woldt was the program speaker for the evening. Wayne was privileged to attend an air show in Tucson, AZ. The air show was held at Davis-Monthan AFB and was held for selecting airmen and aircraft for air show performances for the upcoming year. The Heritage Demonstration/Qualification air show featured the newest models of aircraft including F22s and F35s flying with vintage WWII aircraft. The high-ranking military attendees were comfortably ensconced in a special bus. The event was unadvertised and accommodations for limited number of public attendees rather sparse.

The slides of the event were very entertaining. If they are indicative of the entertainment in store for us at air shows this summer, it will be quite special.

The meeting was adjourned at 8:33 PM.

Respectfully Submitted
Doug Elting, Secretary, Chapter 569

Classifieds

Hangar Space Wanted

I'm going to be looking for a hangar this fall for my Challenger project. If anyone has a lead on one somewhere other than LNK, or has room to split one, please let me know. My airplane roughly has a 25-foot wingspan.

Derek Schroeder – 402-990-0952

dschroeder83@yahoo.com

New! Prange Photography



"Memorial Thunder"

October 22, 2016 | Nebraska vs. Purdue

Two F/A-18F Super Hornets from the "Flying Eagles" of VFA-122 at Naval Air Station Lemoore, California streak across the sky at the conclusion of the National Anthem.

Size: 18" x 24" - \$24.00

(Free shipping for a limited time only)

Check out Doug Prange's Aerial Photography work at www.prangephotography.com.

Events

York Airport (JYR), EAA Chapter 1055 Fly-in breakfast on the 1st Saturday of every month. 0800 - 1000. Free will donation.

Crete Airport (CEK), EAA Chapter 569 Fly-in breakfast on the 3rd Saturday of every month. 0800 - 1000.

Apr 4 - 9, Sun 'n Fun, Lakeland, FL <http://www.sun-n-fun.org/>

Apr 12, Bellevue, NE 7:00PM – 9:00PM AOPA Safety Seminar *Nontowered Case Studies* More info [here](#).

Apr 21, Flying Conestoga Banquet and Airport Party – Beatrice, NE. Speaker will be Dr. Duane Koenig, Beatrice High School graduate. Medical Practice of 37 years, Private Pilot rating received in 1976, instrument rating received in 1979, accumulating 2000 hours in his Piper Turbo Arrow III. Airman's Medical Examiner for 32 years. Dr. Koenig semi-retired from his Medical practice in 2003 and became a volunteer Physician/Surgeon in Northern Tanzania, Central Africa with 10 trips of 3 to 6 month tours over 7 years, totaling 3 years of residency. Dr. Koenig will speak on his experiences and answer questions. Will also offer a graphic DVD presentation of his experiences Medical & Surgical issues he treated during his time in Africa. For [reservation information](#) contact the Beatrice Airport. 402. 223.5349 or email biediana@windstream.net

Jun 24, Nebraska State Fly-in, Norfolk, NE (KOFK). 25th Anniversary of the State Fly-In!



Upcoming Young Eagle Event

April 7th 9:00am – Seward, NE (KSWT)
(approx. 28 kids)

If you can help in any way (pilot or ground support) please contact our Young Eagles Coordinator, Cristi Higgins. Her contact information is on the front page.

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

