

February, 2017

Volume 42, Issue 2

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EAA Chapter 569 Newsletter

Lincoln, NE



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Meeting Announcement

Date: Tuesday, February 7th

Time: 7:30pm

Program: Mark Musick

Mark co-authored the book [*Boxes: The Secret Life of Howard Hughes*](#). Some of the Amazon reviews of this book are: "A fascinating book!", "Five Stars" and "Very thoroughly researched." Mark will share with us more new stories on Howard Hughes.

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



President's Message Harold Bickford

Ice and subzero temps are behind us for the present only to be replaced with sometimes significant early morning fog in our local area. At least that was the prevailing ground condition at our January fly-in/breakfast. No matter; folks came and over the course of the morning we had good attendance and a great morning. As ever thanks to our excellent volunteers!

During our February meeting as time allows, let's gather some input regarding 2017 activities for the chapter. Several members have presented some ideas and it seems

this is a good time to discuss them. Do bring any ideas you have; the year is young.

The last week of January the Nebraska Aviation Symposium takes place in Kearney, NE. One of the forums this year dealt specifically with third class medical reform. Dr. Daniel K. Berry, central region-aerospace medical program, was the presenter. With 28 years aeromedical experience in the USAF prior to his current FAA position, he presented a wealth of information on the subject. The key emphasis is on a proactive approach to keeping pilots flying. The EAA website (eaa.org) [has a link to an article on aeromedical reform](#) providing good information.

Two interesting presentations were made at the Symposium regarding airports. Beatrice Municipal Airport was named Airport of the Year. Those of us who fly or frequent there can certainly applaud the selection. The Auburn airport was named as Project of the Year for new runway construction. Fellow ch.569 member Tom Trumble from Olsson and Associates was principal in the engineering for the Auburn project.

We look forward to seeing everyone at the February meeting on 2/7, 7:30pm at the Duncan MPI shop.

Harold Bickford,
Chapter President

Teaching, training, and “balls”

By Tom Winter

Back in the good ol’ days of Capital Aviation, I chatted often with Jeff Clausen who had an office there. Early on, he told me what to expect from tower and departure radio calls. Knowing what to expect simplified matters in the left seat. And in the air, he taught me slips to landing — I had two tailwheel lessons with Jeff.

And on the subject of how tempting I thought the Hummel Bird was, he unforgettably asked “Who’s going to teach you to fly it?” (The Hummel Bird is a single seater.)

Another teacher about preparation was David Dorfman, head of the dance company that bears his name, who was very concerned to avoid any injury. You warm up and limber up your body before making demands on it. In rehearsal, you might hear a partner ask “Are you warm?” And Dorfman himself said it outright: “When you do things you don’t know how to do yet is when you get hurt.” In dance, you warm up, you get training, AND you don’t hurt yourself. Yes, I danced three performances with the Dorfman Dance Company in 1993. No surprise: lifelong skaters got good feet!

Once, at speed skating nationals, a competitor tried to psyche me out, saying (suggesting!) “I get so nervous at the starting line.” Didn’t work: I never had a case of nerves, because at the starting line, I’m going to do what I trained to do.

Where is this going? Perhaps a difference between pilots and popular ideas about pilots: Just lately [a non-pilot posted the video](#) of a landing approach up a river, with a side-slip to alight on a turf strip in a valley. It had the headline: “Wilderness Ranch Landing - this pilot has balls the size of a football!!”

The landing actually looked serene. The pilot plainly (planely!) knew what he was doing. And the plane was a twin, so obviously the pilot had a multi-engine rating, presupposing lots of training and experience. And probably, for the first flight into that strip, had an experienced local pilot along.

We teachers have an alliterative motto: “Preparation prevents piss-poor performance.” My own teacher’s motto was “Never go in cold.” Of course, the pilot equivalent of “never go in cold” is written in stone:

§91.103 Preflight action.

Each pilot in command shall, before beginning a flight, become familiar with all available information concerning that flight. This information must include—

(a) For a flight under IFR or a flight not in the vicinity of an airport, weather reports and forecasts, fuel requirements, alternatives available if the planned flight cannot be completed, and any known traffic delays of which the pilot in command has been advised by ATC;

(b) For any flight, runway lengths at airports of intended use, and the following takeoff and landing distance information:

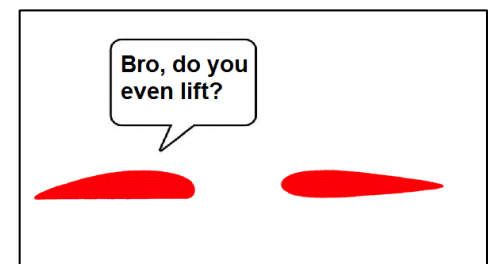
(1) For civil aircraft for which an approved Airplane or Rotorcraft Flight Manual containing takeoff and landing distance data is required, the takeoff and landing distance data contained therein; and

(2) For civil aircraft other than those specified in paragraph (b)(1) of this section, other reliable information appropriate to the aircraft, relating to aircraft performance under expected values of airport elevation and runway slope, aircraft gross weight, and wind and temperature.

So I disagree with the clickbait line “Balls the size of a football.” “Balls” suggests a struggle with nerves, “Balls” suggests willingness to risk safety.

Proper and thorough training means no balls needed. You’re going to do what you have trained to do. Collin Lysford, a Latin student of mine from years back, read the above and summed it up better than I could. His reaction:

“Why be brave when you can be ready?”



Minutes of the Club Meeting January 3rd, 2017

The meeting was called to order at 7:40 PM by Vice President Jacob Smith.

The speakers for the evening were Jacob (Buddy) Smith and Wayne Woldt, experienced professional UAS pilots and Chapter 569 members. The subject of the presentation was the dramatic growth of unmanned aircraft and the differences between pre August 29th, 2016 Certificate of Authorization and the new Part 107 requirements.

The presentation contained a significant amount of information too extensive to be documented in these meeting minutes. The earlier Certificate of Authorization appears to be similar in requirements to manned aircraft with directives including requirements for a class 2 medical certificate for both the PIC and observer, NOTAMS 72 hours in advance, and information specific to airframe and navigation systems.

Present updated requirements appear to be more appropriate and fitting to UAS (Unmanned Aircraft Systems). The requirements are still extensive and specific to the safety and control of unmanned aircraft. Requirements include: cannot fly over persons not directly involved in aircraft operations, minimum visibility of 3 miles, daylight only flights, yield to other aircraft, and no careless or reckless flight, etc. Buddy and Wayne also reviewed in detail the limitations of Pilot in Command (PIC) along with qualifications and certificates,

responsibilities the PIC and utilization of a remote PIC.

The presentation emphasized the importance and recognition of the explosion of UAS usage and capabilities and the ability of general aviation to share the sky with systems that depend on remote operations.

Buddy requested that members contact him with information regarding potential speakers for upcoming chapter meetings.

Mark Werth gave the Treasurers Report offering the Chapter had approximately \$5,400.00 in the regular account, \$1,500.00 in the breakfast fund and \$7,000.00 in certificates of deposit.

Cristi Higgins suggested that we pursue either a flight or tour of the KC135 aircraft as a Chapter event in the upcoming year.

The meeting was adjourned at 9:24 PM.

Respectfully Submitted
Doug Elting, Secretary, Chapter 569

Regulations on Hold – EAA Monitoring Impact on Medical Reform

January 26, 2017 – The incoming Trump administration put a freeze on new federal regulations last week, ordering that no new regulations be published in the Federal Register that serves as official notification of the nation's regulations and policies from the

executive branch of government. As part of that order, all regulations that have been issued but have yet to take effect have had their effective date delayed by 60 days.

Does that affect [the third-class medical reform](#) rule announced by the FAA on January 10 and, if so, how? EAA's initial contact with the FAA brought no clear answer, as the agency was exploring whether the freeze would impact this and dozens of pending regulations. That also includes the recently finalized Part 23 small aircraft certification regulations.

“As the third-class medical reform regulation is drawn directly from a law passed by Congress and signed by the president, its existence cannot be negated by Executive Order,” said Sean Elliott, EAA's vice president of advocacy and safety. “Such a freeze is not unprecedented when a new administration and party enters the White House, and it is intended to allow time to review regulations issued under a previous administration. Often the freeze is lifted after a short period of review to allow the workings of government to continue. That could very well occur well before the May 1 effective date for the third-class medical regulation, but only time will tell.”

Elliott adds that in a worst-case scenario, the effective date for the regulation would move to July 1. The law passed by Congress and signed by former President Barack

(continued on page 4)

Obama last July expressly stated that if the provisions of the law were not in place one year after the president's signature, the law would automatically become effective. That means medical reform as passed by Congress will go into effect no later than July 15, 2017.

EAA will continue to follow this issue closely and is in contact with the FAA and congressional representatives urging that all possible measures be taken to allow the rule to go into effect on schedule. Check the EAA website and e-Hotline regularly for further updates. (source www.eaa.org)

You say it's your birthday?



Happy Birthday to Tom and Dwana Henry who celebrated their January birthdays with a night out at Ruby Tuesday with some friends. Also celebrating a January birthday is our very own newsletter contributor Tom Winter.

Accident Report

Accident occurred Saturday, July 16, 2016 in Beaumont, KS

Probable Cause Approval Date: 09/12/2016

Aircraft: JESSE SAINT/TROY TOWNSEND/ETHA CH-801, registration: N801G

Injuries: 1 Minor, 1 Uninjured.

NTSB investigators used data provided by various entities, including, but not limited to, the Federal Aviation Administration and/or the operator and did not travel in support of this investigation to prepare this aircraft accident report.

The pilot of an experimental amateur-built airplane reported that during the landing flare he encountered a wind shift and gust that resulted in a direct crosswind. The pilot further reported that he applied additional rudder to compensate for the wind shift, but the airspeed decayed and the airplane bounced hard on the grass runway. After the bounce, the pilot reported that he continued to apply left rudder to compensate for the wind, but the airplane would not respond. Subsequently, the airplane touched down in a crab configuration, the nose landing gear collapsed, and the airplane nosed over.

The vertical stabilizer, firewall, and right wing sustained substantial damage.

During a postaccident examination, the pilot reported that the nose landing gear "support bungee" had

failed and the nose landing gear strut jammed upward during the hard landing. He further reported that oil residue was found on the inner strands of the bungee. The pilot reported that this bungee had been in service for 21 months with 195 hours and about 400 landings on the part.

According to the airplane kit manufacturer, the rudder should still be controllable, even with a failed bungee. However, the manufacturer further reported that if the nose landing gear strut were to become stuck or lodged into place due to a hard landing, the rudder would also become stuck and uncontrollable. The airplane kit manufacturer does not publish service life limitations for bungees.

Because the pilot reported not having rudder authority after the first touchdown, it is likely that the nose landing gear support bungee failed during the first hard touchdown, which resulted in the nose landing gear becoming jammed upward at the upper strut limit resulting in the loss of rudder authority.

The National Transportation Safety Board determines the probable cause(s) of this accident as follows:

The pilot's incorrect pitch control during the landing flare in gusty crosswind conditions, which resulted in a hard bounced landing and a nose over.

Classifieds

1965 Piper Cherokee 180



A classic Cherokee 180 with original paint scheme and clean, functional panel, modern avionics and many updates and improvements. It's a great VFR and basic WAAS-GPS IFR airplane. \$39,900. Contact Russ at 603-664-7650.

[Click here for more information.](#)

[Click here for more pictures.](#)

- ✓ King KMA24 Audio Panel
- ✓ 4-place Telex Intercom
- ✓ Garmin GNS 430W GPS/Nav/Com
- ✓ King KX155 Nav/Com with Glide Slope
- ✓ Garmin GTX345 Transponder with 2020 compliant ADS-B Out and dual band ADS-B in
- ✓ Garmin altitude encoder

Avionics

Only 1 item left!!!

Dynon HS34 expansion module p/n 100790-000 NEW never used in original packing. HS34 new \$650.00 asking \$325.00.

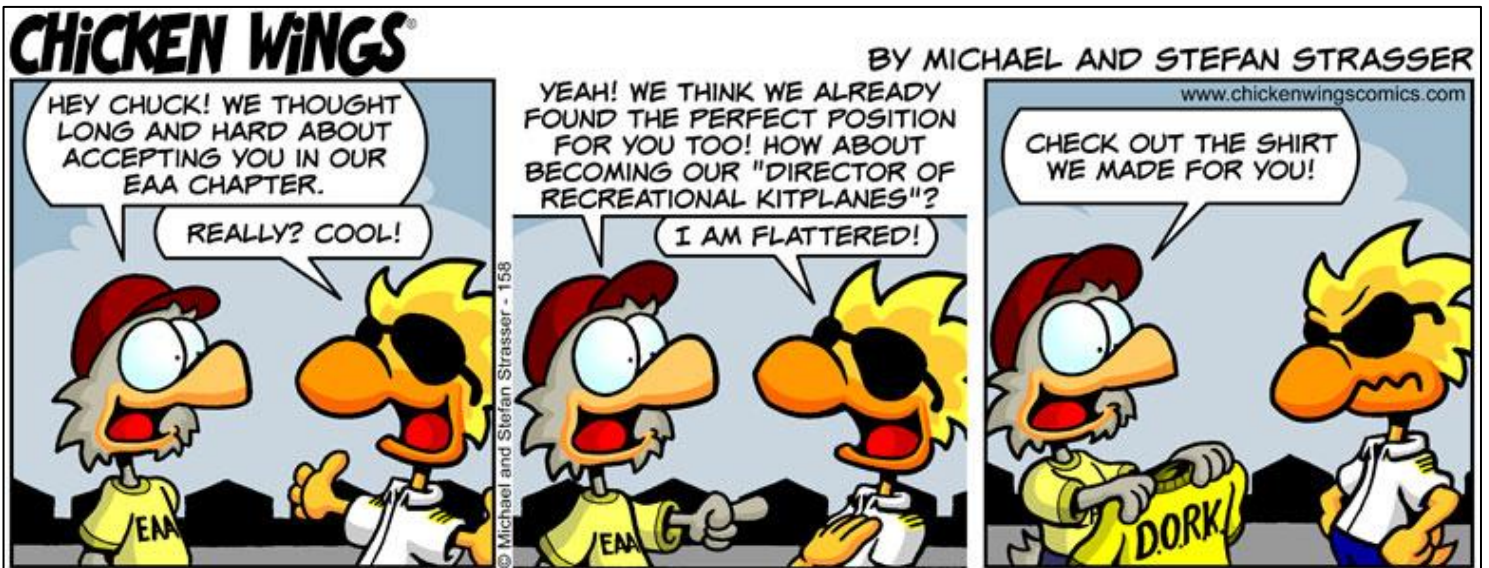
Contact Tom Henry – (402) 417-8558

Barnstormers Restaurant Reopening!

By Doug Volkmer

Yes, the restaurant at the Norfolk airport (KOFK) is in the process of reopening. They are currently doing some remodeling. I called up there and they stated they were targeting a March 1 opening. She stated it's likely they won't meet that date but it will be sometime in the spring for sure.

We should plan a Chapter fly-out up there for lunch!



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.

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

Airport Project of the Year



As President Bickford mentioned in his message, the Auburn airport was given the Project of the Year award at the Nebraska Aviation Symposium Banquet on January 26th in Kearney, NE. Pictured left to right in back are Auburn Airport "Farington Field" Manager; Kendall Neiman and the concrete contractors who laid 33,000 yards of concrete for the new 3,750 ft. runway. Front row: rep from Nebraska Dept. of Aeronautics; Edi and Harold Bickford; Tom Trumble, Project Manager from Olsson and Associates.

Also, kudos to Diana Smith and her staff at the Beatrice airport. It was named Airport of the Year at the banquet.

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