

February, 2021

Volume 46, Issue 2

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EAA Chapter 569 Newsletter

Lincoln, NE



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Meeting Announcement

We'll have a Business Meeting via Zoom on **Tuesday**, February 16th at 7:00pm. Watch your email for the invite.



President's Message Tom Trumble

Attending the Crete Breakfast on Saturday January 16 was most enjoyable. It was a hit after the disappointment of not having the event in November and December. It was enlightening to see the pent-up enthusiasm to get out and fly. The Nebraska Pilots Passport was instrumental in drawing a crowd.

This monthly event continues to provide a great venue for pilots and aviation enthusiasts to gather, enjoy the camaraderie, and promote aviation.

I am aware of attendees from Hastings, York, Seward, Lincoln, Fremont, Ord, Scotia, Beatrice, Kansas and one gentleman flying home to Texas after purchasing an aircraft in Fremont.

EAA 569 welcomes new members and encourages anyone to participate by assisting with the breakfast. The breakfast proceeds are used to send young people to summer camp at EAA Oshkosh, Young Eagles events, and youth-oriented aviation education.

Please visit our website for information to Join or renew your

membership to EAA Chapter 569. <http://ea569.org/>.

It is great to get out and fly after being confined to the hangar. Please be mindful it is still winter. Take your time to thoroughly preflight, preheat as necessary, wear the clothing you need to be outdoors, be prepared for icy surfaces, and understand icing conditions.

We have yet to resume general meetings. I am enthusiastic that these can resume in some form in the not too distant future. There was some discussion at the last business meeting, and I'm looking into a Zoom meeting with an interesting presentation.

Our next meeting will be a business meeting on February 16 at 7:00pm. This will be a Zoom meeting. We will send an email link. If you are unable to connect with a computer, the email will have phone numbers that allow you to join the meeting by phone.

Events

Feb-Mar, EAA Webinars. [Click here for more information.](#)

Jun 20, Nebraska State Fly-in, Hastings, NE (KHSI)

Jun 24-27, Midwest Aerobatic Championship, Seward, NE (KSWT). If you would like to volunteer, contact Harold Bickford @ 402-274-7530.

Jul 26 – Aug 1, AirVenture, Oshkosh, WI
<http://www.airventure.org/>

AMERICAN PIE AND A PILOT'S BEATITUDE

By Tom Winter

Blessed are the meek, for they shall not kill Patsy Cline.

Blessed are the meek, for they shall not kill Buddy Holly.

Blessed are the meek, for they shall not kill Richie Valens.

Blessed are the meek, for they shall not kill The Big Bopper.

Blessed are the meek, for they shall not kill Jim Reeves, and finally,

Blessed are the meek, for they shall not fly VFR into MVFR or IMC.

Playing by ear, I need to hear the music before I can play it. I wanted to play *Always*, but had to stop after a few bars, not sure how it went from there. Homework required! Searching for the song *Always* on youtube, I got to Patsy Cline, and while listening, started thinking not-nice thoughts about her pilot. She would be 88 this year, but only made it to age 30.

This took me to Larry Jordan, who in writing Jim Reeves: *His Untold Story*, also investigated the crash of the Comanche that carried Patsy Cline and three other Opry stars. You can read his full account on a Patsy Cline [fan page here](#).

I include some selections from Larry Jordan's account: "Then Randy Hughes got out and remarked that this type of flying was tiresome. He had had to dodge storm clouds all the way from their departure, due to a cold front that was moving through. (The temperature at that time was only 43). Randy told Braese [the

Dyersburg FBO] that the plane wouldn't need much fuel because he had been "hedge hopping" behind the weather front. . . FAA man Leroy Neal advised him that the conditions were marginal for VFR flight, and the FAA accident report later described them as "turbulent." "When airport manager William Braese realized they were going to continue the flight, he attempted to discourage Hughes by pointing out the frontal clouds which were visible to the east. Braese explained the "fade out point" of the Omni station (navigation radio signal) on a night such as this. He also reminded him that he would be flying over a sparsely settled area where no lights would be visible for VFR. But Randy stated that when he made the Tennessee River, he was familiar with the terrain beyond that point and would have no trouble. This proved to be a fatal assumption on his part. Randy told Leroy Neal that he would attempt the flight, but would return for the night if the weather worsened enroute."

Nowadays they call it the Dunning-Kruger Effect. That's where people think they are more competent than they are. The FAA just calls it macho. (I would have used the noun, machismo). It was in our pilot training, those five dangerous attitudes, "Macho, Impulsivity, Resignation, Invulnerability, Anti-authority."

The pilot for Buddy Holly took off in light snow, even though he had flunked his IFR checkride. You can read the investigation in the Wikipedia entry *The Day The Music Died*.

Don McLean immortalized this pilot lesson:

*"Something touched me deep inside
The day the music died."* ...

That song, too, is on youtube. Play it. And remember the immortal words of Chuck Oden (former EAA 569 member) of blessed memory: "We're not going to do anything dumb, Tom."

I'm not flying today. I don't have to. I'll just play my cello.

Minutes of the Club Meeting

The meeting was called to order over Zoom on January 13, 2021 at 7:03 pm by President Tom Trumble.

Attending virtually were Tom Trumble, Dennis Crispin, Tom Winter, Edith & Harold Bickford, Lyle Eisenhauer, Cristi Higgins, Tom Henry, Dave Fritz, Lori Oliveros, Wayne Woldt, Steve Nast, Doug Volkmer, Dean Hoy, Jerry Clinch, Kermit Wenger and Jerry Mulliken.

Midwest Aerobatics will sponsor a brick in memory of Harry Barr for the EAA memorial wall. A donation has been received for our chapter to honor Mark Werth in the same way. Tom Trumble will contact the Werth family about this. Dennis Crispin moved, Harold Bickford seconded a motion for EAA 569 to sponsor the memorial if the Werth family desires. Motion passed.

Tom Winter moved, Kermit Wenger seconded the previous meeting minutes be approved. Motion passed.

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Treasurer Cristi Higgins reported the general account contains \$3,538.51, the breakfast account \$960.58 and the CD is \$10,000. National dues are paid, the Zoom license is paid. Noah Philson is owed about \$500 for EAA camp. Harold Bickford moved, Tom Henry seconded motion to approve Treasurer's report.

Lori Oliveros, breakfast chairman, reported the Saline County Covid-19 dial was orange, the Saturday forecast was mild, so there will be a Crete breakfast.

A discussion of chapter members builder projects took place.

Dean Hoy is storing chapter equipment in his hangar at the Crete airport. He is selling his plane so the equipment will need a new home.

No dates have been set for a Young Eagles event. Coordinator Cristi reports interest from students and pilots.

The Chapter 569 Christmas Party was postponed and will become a Spring Party. Harold Bickford moved, Tom Henry seconded motion to reserve April 24 with Villa Amore. Motion passed. Midwest Aerobatic and York EAA will be invited to join.

Tom Trumble is checking with Greg Whisler about speakers for a virtual members meeting February 2nd.

Midwest Aerobatics will have a competition event June 24, 25 and 26. Volunteers are needed. Check

with Harold Bickford for information about participating.

Next business meeting will be by Zoom Tuesday, February 16. As always, all members are welcome to log on.

Dennis Crispin moved, Harold Bickford seconded a motion to adjourn. Meeting adjourned 8:02.

Respectfully submitted,
Jerry Mulliken, Secretary



News from EAA Headquarters

Piper Wing Spar Airworthiness Directive to Take Effect in February

The FAA announced the airworthiness directive (AD) regarding wing spars on certain models of Piper PA-28 and PA-32 will take effect February 16, 2021. The AD was previously modified by the FAA to include changes suggested by EAA and other aviation groups to reduce the overly broad scope of the initial proposal.

The AD, which was first proposed in December 2018, addresses wing spar issues following a tragic accident at Embry Riddle Aeronautical University. EAA filed comments in February 2019 expressing concerns that the AD was overly broad, required more

nuance in its formula to determine whether eddy current inspections were necessary, and underestimated the cost of those inspections.

EAA requested the FAA work with Piper to determine which aircraft would require inspection. The supplemental notice of proposed rulemaking put forth by the FAA in June 2020 added three models and removed five, which ultimately led to the removal of nearly 9,000 total airframes. The FAA estimates just less than 5,500 airplanes on the registry will be affected based on the criteria included in the AD. The FAA also now points to a Piper service bulletin for the eddy current inspection procedures.

Additionally, the AD states that only 100-hour inspections done to comply with 14 CFR 91.409(b) will count toward determining which aircraft have enough service hours to mandate inspection. Previously, there was some question if owners and operators who were not mandated to undergo 100-hour inspections but who did anyway would be subject to these mandatory inspections. The cost estimate for the service was also adjusted from \$85 an hour to a more realistic total of \$600, although the updated cost benefit analysis did not impact the passage of the AD. Both of these were specific concerns raised in EAA's comments that were changed before being implemented in the final rule.

(continued on page 4)

While EAA always acknowledged the seriousness of potential wing spar failures, any action to address them needs to be correctly targeted and well-considered.

Free Admission for Ages 18 and Under at EAA AirVenture Oshkosh 2021

Young people age 18 and under will be admitted free to EAA AirVenture Oshkosh 2021, as a way to introduce more youth to the possibilities in the world of flight. The 68th EAA fly-in convention will be July 26-August 1 at Wittman Regional Airport.

This effort is designed to encourage more aviation-minded families and their children to attend the event that brings more than 10,000 aircraft from around the world to Oshkosh each year.

"EAA's mission is growing participation in aviation and in 2019, after EAA reduced admission costs for students, we saw an increased number of families coming to AirVenture," said Jack J. Pelton, EAA's CEO/chairman of the board. "As we continue to plan for a full AirVenture fly-in in 2021, inspiring young people and giving them a first look at what's possible in aviation is part of our mission, but it's only achievable if they can get in the gate. This effort will build on the more than 60 years where AirVenture has earned a reputation as a wonderful family event. We invite youth from around the world to experience AirVenture at no cost."

The free youth admission is available throughout AirVenture week. Longstanding youth activities and programs at AirVenture include such popular offerings as the hands-on KidVenture display and program area; technology, innovation, and education options throughout the grounds; and extraordinary events such as daily air shows and hundreds of forums, workshops, and seminars.

Complete admission pricing and advance online purchase is currently available at [EAA.org/Tickets](https://www.eaa.org/Tickets).



Attention Builders!

It was suggested we spotlight the building taking place in our Chapter a little more. After all, that's what we're all about, right?

We'll use the Chapter website as a platform to host builders' reports. We'll have a selection on the main page called Builder's Corner which



A GREAT turnout to kick off our Chapter breakfasts in 2021. This Howard was one of many planes that flew in. Out of 550 manufactured in the 1940s, less than 50 are estimated to be airworthy. (photo credit Derek Schroeder)

will take you to a list of projects currently in progress. From there, you can dive into a project and get periodic updates on what is taking place in someone's garage or hangar.

If you would like to participate, please send me a report. Include pictures!

I know of several projects taking place in our Chapter. Maybe this will inspire someone to immerse themselves into the homebuilding world.

--Doug Volkmer

Free Garmin GA 26C GPS antenna and mount

Yes, free! Contact Tom Henry. His info is on page 1. [Click here](#).

Breakfast Help

Due to a variety of reasons, the core Chapter 569 breakfast crew has dwindled. We can use a little more horsepower. Whether it's setting up tables and chairs or making coffee, we can use some help. We're not picky. If you're interested or have any questions, reach out to any of the contacts on page 1.

EAA Chapter 569 Membership Form
Include your \$20 check made out to EAA Chapter 569

Mail to: Cristi Higgins
PO Box 335
311 South West Ave
Western, NE 68464



New Registration or Renewal: _____

Full Name: _____

Address: _____

City: _____ State: _____ Zip Code: _____

Phone: _____ Email: _____

EAA Number: _____

Would you like to receive the monthly Chapter Newsletter via email? Yes No

Experience With (wood, metal, welding, composite, fabric, electronics, paint)?

Flying and/or Building Information:

Other comments:



Midwest Aerobatic Club, IAC Chapter 80 – Membership Application

Send to: Gin Byrkit – Treasurer
Address: 408 N Clay, Clay Center NE 68933
Home ph. 402-762-3392

Amount \$20/yr.

Name _____

Address _____ City _____ Zip _____

Email _____

Phone _____ Cell _____

Aircraft _____



And finally ...

When Guests Drop In!



This month's photo displays the wonderful talent of our good friend Bob Chambers illustrating a Chapter 569 picnic at Don Shoemaker's. The detail of his work is amazing. If a Gold Lindy were awarded to cartoonists, Bob would certainly have one on his mantel. Click picture to enlarge.

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