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EAA Chapter 569 Newsletter

Lincoln, NE



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Meeting Announcement

No meeting in July.



President's Message Harold Bickford

Fifty years ago, the refrain "Summer of Love" echoed across the AM radio airwaves. It was the height of the hippie revolution and "the times, they were a changin'" to quote Bob Dylan.

The times have changed and as we head into summer 2017 we look forward to places and events like Oshkosh and AirVenture. That one big event becomes the EAA focal point where we hope to see the old and new, the tried and proven along with the new and cutting-edge technologies. In short, if it flies (or even promises to) we want to see it and learn about it. Learn, build, fly; the EAA motto certainly finds expression in our fields of endeavor.

Remember that we won't have our regular meetings in July and August with the 4th of July and Oshkosh crowding the schedule. The fly-in breakfasts at Crete will happen though. The third Saturday seems always to work.

During Oshkosh, we'll also have dinner at TJ's on Lake Winnebago (Fri Jul 28 6pm) for any EAA 569 people and friends who are at AirVenture.

On the 4th of July, the Bickfords will be hosting at their place, 72544 638 Ave by Auburn, NE. From 1pm on folks can gather and enjoy the day on into the evening. Directions: from 136/75 junction in Auburn head south on US 75 for 3.5 miles to 625 Rd. Then head west on 625 Rd. for one mile, then north on 638 Ave. for just under a half mile. Ranch style house on the east side of the road back from the white farm house. Plenty of parking though no valet service. Also, it is possible to fly to the Auburn airport, K01. Shuttle available. Phones are 402 274 8038 or 402 274 7530.

On August 21st, the Bickfords will also host a full solar eclipse viewing at the same location. Totality is expected at about 1pm and will last about two and a half minutes. Also, for reference, from Lincoln area drive time is about 90 minutes.

So let's enjoy our "summer of fun" and enjoy some traveling and flying!

Harold Bickford,
Chapter President

Sunny Side Down



Lousy weather limited the number of fly-ins for the June breakfast to just one.

BasicMed Basics

By Tom Winter

1. It is not the hoped-for driver's license medical. But it has many big advantages:

a) If your M.D. won't sign you off as safe to fly, you can doctor-shop: you are not grounded via Wichita.

b) Your own M.D. is your guide to staying healthy as well as staying fit to fly.

c) You only need the BasicMed physical every four years.

d) Instead of clearing the Medical hurdle every two years, all you have to do every two years is pass a training-film/health knowledge test every two years, just like the ones we take every year to stay legal on KLNK, and it is bonehead simple (more in a moment)

Disadvantage: it does not circumvent the Third Class Medical. Third Class Medical is the gateway: If you have never had a Third Class Medical, you have to get one before you can go on BasicMed. If your medical has been denied, you also have to get a Third Class Medical before you can slide over to BasicMed. But there is ten years of 'wobble room.' If you have held a valid Third Class Medical any time in the last ten years, you can slide over to BasicMed.

Disadvantage: Your personal M.D. knows nothing about this, and may be hesitant to jump in where they do not know what they are getting into. You have to educate your M.D.!

a) Your M.D. is not an eye doctor, and is not set up to give a vision test. Solution: print out FAA form 8500-7 3-06. Get an eye exam and have your ophthalmologist fill it out and

sign it. This was no problem at all. In my case, I took the filled-out FAA form to my M.D. — partly to establish the idea that doctors routinely fill out FAA forms!

b) Your M.D. is not equipped with that accursed hearing test gizmo. Solution: tell her about the 'whisper test'.

My M.D. story had a scary element: I dropped off the FAA vision form and a Flying Magazine article about BasicMed a week before my appointment, which was for Friday, May 5. Wednesday, I got a call from her front desk. Bernice informed me that Dr. Chau had read (skimmed, actually) the article, and saw that the M.D. had to be an Aviation Medical Examiner, so they were cancelling my appointment unless I wanted to see Dr. Chau about something else.

Oh my! I was blunt: "That is a misconception. I will be right there with the actual document." "What document?" "The one that I will put in your hand in five minutes."

So I drove there with the actual FAA 19-page printout, and luckily, met Dr. Chau in person as she was walking out of her building. After the friendly greetings, I shuffled through the pages calling attention to every occurrence of the phrase "state licensed physician," and finally to the statement I would be hoping she would sign.

She said she would look it over, and call me. A positive, but I was in limbo anyway, fearing the A.M.E. misreading was just a weasel not to do the FAA checklist physical. But by golly, Thursday afternoon, when I had all but abandoned hope, and

was casting about for other M.D.s and dreading even going back to an A.M.E, she did call. She reported that she had in fact gone through the document, and that she could do it all except for the vision and the hearing.

Aha! I had that covered! I told her I had Dr. Hinkley's signature on the vision form, and then I told her about the whisper test, and we were on!

Bernice called me again to warn me that administrative physicals are not generally covered by Medicare, and that she would ask me to sign a form that I understood that. She forecast a bill up to \$225. Come the day, I signed. (Actually, I paid \$118.)

Friday morn, we went over my questionnaire — which is verbatim the FAA Medical questionnaire. The discussion on it was punctuated by her shock, shock, that there was a DUI on it! "But that was 39 years ago!" She had done her FAA homework, and had looked into everything. I spare you the details of the physical, except to say it was much more civilized than any with the local AMEs. I am even skipping the obligatory jokes about "why the hell does the FAA need an anus exam to fly?"

One last shoe to drop: I was concerned that BasicMed would be a problem with insurance. No problem! I just got my insurance bill and the bill went down! Was it because I just clear 800 logged hours last week? I don't know.

If you want to save hassle about dealing with an uninformed M.D, I

do recommend going to Bich Chau, M.D. She got her M.D. degree 20-odd years ago right here at the UNMC, and you find her on the web under Capital Family Medicine. Her first name is pronounced Bic, just like the Bic ball point pen. Bich Chau.

After the physical, you get on-line with the AOPA and you take the health test. Almost bone-head: simply choose the most conservative choice for every question. Example:

When it comes to adult beverages, of course, we rhyme the rule “eight hours from bottle to throttle.” You got drunk off your butt last night, but it has been more than 8 hours, and your hangover ain’t that bad. You’re good to fly? True/False.

One last step: you must fill in all the boxes at the end. even the three that say the equivalent of “I declare than I am under a doctor’s care if I am diagnosed with epilepsy.” Eddie at AOPA (I actually got through when I called AOPA!) assured me that I’m NOT admitting to having epilepsy, just that if I ever do, I’ll be under a doctor’s care. Fill in the boxes, and print out your Certificate!

Some sites to check out

Windy –

<https://www.windy.com/>

Wind map and weather forecast for kites, surfers, pilots, sailors and anyone else.

NavMonster -

<https://www.navmonster.com/>

The GA Pilot’s Pre-Flight Website.



News from EAA Headquarters

EAA Part of GA Consortium Opposing House ATC Privatization Bill

June 21, 2017 — EAA today joined a consortium of general aviation groups united in opposition to legislation (H.R. 2997) introduced by Rep. Bill Shuster (R-Pennsylvania), which includes provisions to turn the nation’s air traffic control infrastructure and services over to a privatized, nonprofit board dominated by commercial aviation interests. Below is the joint statement from EAA, the Aircraft Owners and Pilots Association (AOPA), National Business Aviation Association (NBAA), National Air Transportation Association (NATA), General Aviation Manufacturers Association (GAMA), and Helicopter Association International (HAI):

General aviation is an important American industry that generates over \$219 billion in total economic output, supports 1.1 million jobs, and includes a network of thousands of airports and heliports that connect many rural communities to the rest of the world.

After a thorough and detailed review of Chairman Bill Shuster’s (R-Pennsylvania) proposal to remove our nation’s air traffic control operations from the FAA, we have concluded that these reforms, while well intentioned, will

produce uncertainty and unintended consequences without achieving the desired outcomes.

We believe Chairman Shuster has raised the issue of reform in a meaningful and thoughtful manner and while we enjoy the safest most efficient air traffic control system in the world, we also believe that reforms, short of privatization, can better address the FAA’s need to improve its ability to modernize our system.

We have concluded that any structural and governance reforms that require protections for an important sector of users is fundamentally flawed.

In addition, the billions of dollars and time that would be spent transitioning our nation’s air traffic control system to a not-for-profit entity can be better applied to the continuing progress to update and modernize our air traffic control system.

Moreover, with strong bipartisan opposition in both the House and Senate to remove air traffic control operations from the FAA, we believe efforts should focus on developing a long-term FAA reauthorization that creates the stability and funding necessary and that can reach the president’s desk for signature.

We are committed to addressing needed reforms that create predictable and stable funding for the FAA including biennial budgeting, consolidating unneeded and outdated facilities, procurement, and certification reforms, and putting to use some of the balance from the Airways and

Airport Trust Fund to expedite technology deployment. We are ready and willing to work with all industry stakeholders and Congress to advance the consensus needed to improve our current system.

We strongly believe finding agreement on these reform issues will provide the FAA with the tools necessary to ensure that our nation's air traffic control system remains the envy of the world.

EAA CEO and Chairman of the Board Jack J. Pelton additionally commented, "As we have previously stated, privatizing ATC is a bad solution in search of a nonexistent problem. The unknown costs, transition, and fallout from this plan would be extremely harmful to general aviation. EAA supports modernization of the American airspace system, and progress is happening with the input of all the system's stakeholders. This new legislation would do nothing to solve any current technology or efficiency issues, while undermining the world's most extensive general aviation system and disrupting the world's largest and safest air traffic control system."

EAA Strongly Supports Senate FAA Reauthorization Bill

Legislation contains long-awaited reforms for GA and no ATC privatization

June 23, 2017 — EAA commends the U.S. Senate Commerce, Science, and Transportation Committee for introducing a bipartisan FAA reauthorization bill

that contains many positive reforms for general aviation pilots, aircraft owners, and airports, fully recognizing the importance of general aviation to the nation's infrastructure and economy.

The legislation (S. 1405) is a four-year reauthorization of the FAA and its programs and does not contain the ATC privatization language offered in the House 21st Century AIRR Act introduced Wednesday. The Senate bill, introduced by Sen. John Thune (R-South Dakota) and Sen. Bill Nelson (D-Florida), is broadly supported in a bipartisan manner and among many provisions includes:

All provisions of the FLIGHT Act introduced this month by Sen. James Inhofe (R-Oklahoma) and Sen. Tammy Duckworth (D-Illinois) that improves GA airport funding flexibility and recognizes building an aircraft for recreational purposes as a protected aeronautical activity under the FAA grant assurances.

The remaining provisions of Inhofe's Pilot's Bill of Rights 2 that were omitted when aeromedical reform was passed in 2016, including due process improvements for FAA enforcement actions.

Reform of the process for certifying general aviation products and addresses other regulatory barriers to manufacturing and maintenance organizations.

Language that gives the FAA authorization to conduct a broad fleet authorization for potential future unleaded fuels under the Piston Aviation Fuels Initiative (PAFI) program in which EAA is actively participating.

Exempts aviation events and air shows from fees and charges for government-funded services, such as air traffic control, that have been levied in recent years by FAA.

"This bipartisan Senate bill recognizes that general aviation is an equal partner in the nation's air transportation system and points the way to making the FAA more effective," said EAA CEO and Chairman Jack J. Pelton. "It also recognizes that the current U.S. air traffic control structure is already the safest and most efficient in the world, ready for modernization without wholesale transformation and disruption that would come with privatization."

EAA's advocacy team is continuing to study the Senate measure in detail and will communicate additional information to our members as that work progresses.

In the meantime, we encourage EAA members and others in the GA community to use [EAA's Rally Congress](#) system to contact elected officials in opposition of the House bill H.R. 2997, which includes ATC privatization.

**Minutes of the Club Meeting
June 6, 2017**

Classifieds

The meeting was called to order at 7:35 PM by President Harold Bickford.

Chapter member Tom Winter presented his experience in achieving a "Basic Med" status under the new FAA regulations.

The first order of business is to have a Class III medical in good standing. Fill out Basic Med Section 2. Educate your family physician as to what a Basic Med application and exam consists of. (Most family physicians have no clue as to what a Basic Med exam is. Their first reaction is "We don't do FAA exams.") Have certain information ready such as a completed form 8500-7 to determine visual acuity, from your eye doctor.

Show your doctor Basic Med Section 3 Instructions for State Licensed Physician. Reassure them that they do not need to be an AME. The hearing test consists of talking in a quiet voice behind your back while you hold up the number of fingers corresponding to the spoken number.

You will need to do a Medical Self Assessment every two years and have a physical exam every 4 years.

There being no business before the Chapter the meeting was adjourned.

Our next formal meeting will be in October.

The meeting was adjourned at 8:30 PM.

Respectfully Submitted
Doug Elting, Secretary, Chapter 569

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POWER OFF STALL POWER ON STALL

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.

Jul 4, Seward, NE (KSWT), Free 4th of July Airshow 1100 - 1230, Fly-in's welcome, airport/runway closes promptly at 11 a.m. More info: Greg or Terri Whisler 402.643.2125.

Jul 7-9, Tarkio, MO (K57) 14th Annual WingNuts Flying Circus Air Show and Fly-in. Friday the 7th, dusk aerial demonstrations by Aeroshell Aerobatic Team, Matt Younkin and Gary Rower followed by a celebration that evening with plenty of food, beverage and music. Sat. 8th, Aviation town hall meeting to discuss issues facing general aviation today.

High quality 4000 x 100 feet grass strip available next to the concrete runway if desired. More info:

wingnutsflyingcircus.com or Sam Graves 816.262.8500 or the airshow coordinator/airport manager, Brookes Hurst, 816.244.6927.

Jul 8-9, Wayne, NE (KLCG) Sat. 7-9am coffee and rolls. Free transport to/from omelet feed 7:30-9am Main Street downtown. Free Young Eagle airplane rides 8:30am-2pm. On Sunday, food served 9am-1pm, fly-ins eat free. Discovery flights available on Sat. if interested in flying lessons. More info: Nancy 402.375.1733 or Becker Flying Service 402.375.1984.

Jul 24 - 30, AirVenture, Oshkosh, WI <http://www.airventure.org/>

Jul 29, Cozad, NE (KCZD) Fly-in breakfast. 0800 - 1000. More info: 308.784.3868.

Jul 30, Genoa, NE (97Y) Annual Fly-in breakfast, 0700 -1100, Fly-ins eat free. Just a short flight from everywhere so come join the fun, runway 11-29, 2500' turf. More info: Don Pearson, 402.948.0067. Sponsor: Genoa Airport Authority.

Aug 26, Seward, NE (KSWT), Chapter Antique Airplane Association Annual Fly-in. Breakfast (biscuits/gravy/eggs) and noon lunch (burgers and chips). More info: Todd Harders 308.380.5079.

Sep 10, Denton Airfield (NE40), Chapter 569 Annual Picnic. 1600 (eat around 1700). Fly-ins please use 122.9.

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