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# EAA Chapter 569 Newsletter

Lincoln, NE



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## Meeting Announcement

**Date:** Tuesday, March 3rd

**Time:** 7:30pm

**Program:** Harold and Edi Bickford

Harold and Edi will share with us their experience at the 2 day hands-on workshop at the Zenith Aircraft Company.

**Place:** Duncan Aviation Engine Shop  
5000 NW 44<sup>th</sup> St – Lincoln, NE



**President's  
Message  
Harold Bickford**

Greetings! March already and soon flying weather comes our way. Meantime in the world of model and full scale aviation it is the time of year known as building season. This fits well in Nebraska where we have our three seasons, namely winter, late winter and road building. At last count we have at least six projects underway by members which definitely exemplifies the EAA motto of "learn, build, fly".

We want to thank Jessy Panzer taking time for her program last month. Telling of some of her experience and history via degree work at Embry-Riddle along with

corporate and aerobatic flying certainly shows what a determined person - gal or guy - can accomplish in aviation. Pursuing the idea of opportunities for this month's program, Edi and I thought it would be good to make a presentation about our trip to Zenith Aircraft for a builder workshop. Specifically this involves the rudder for a 750 STOL. It was an informative event and part of the airplane is built. Stated another way that equates to some 300+ rivets out of about 8,000 or 3.75% give or take. They tell us the rest comes in a big box!

We'll look forward to seeing folks on March 3rd at 7:30 and share some insights about building and future endeavors.

Harold Bickford,  
Chapter President



*EAA Chapter 569 Members,*

*On behalf of the members of the Nebraska Aviation Council we wish to thank each of the members for showing your support through the generous donation for the recent Nebraska Aviation Symposium.*

*We were very pleased with the turnout and the positive comments. It is through the efforts of organizations like yours that makes our conference a success.*

*Again, our sincere thank you!*

*Marcy Meyer, Division Manager  
NE Dept of Aeronautics - NavAids Division*



At the February meeting, Jessy Panzer shared with us her thrilling flying career. When not flying a Lear 45 as a corporate pilot or her Pitts Special at an air show, she just might be flying her Cessna 120 as seen in the photo on the right.



Doug Prange captured this picturesque photo of Jessy flying over the Capital City.

## FAA Publishes Proposed Regulations for Small Unmanned Aircraft

*Submitted by Wayne Woldt*

The FAA has published proposed regulations for operation and certification of small unmanned aircraft. The rules are summarized below, and the full document (all 195 pages – double spaced) can be found at the web link following the summary. This represents a significant step in the process of integrating unmanned aircraft into the National Air Space. The FAA has provided a 60-day window of time to receive comments, with instructions provided at the web link below. All aviators are invited to review the proposed regulations, and provide comments to the FAA. Speculation is that the review process may take up to 18 months to complete. Keep in mind that until the proposed rules are finalized, the FAA is maintaining the current regulatory procedures, including rules that stipulate commercial flight of unmanned aircraft is illegal, unless highly focused exemptions have been approved (termed Section 333 exemptions). The following summary has been copied from the referenced FAA material.

This rulemaking proposes operating requirements to allow small unmanned aircraft systems (small UAS) to operate for non-hobby or non-recreational purposes (i.e, commercial flight). A small UAS consists of a small unmanned aircraft (which, as defined by statute, is an unmanned aircraft weighing less than 55 pounds) and equipment necessary for the safe and efficient operation of that aircraft. The FAA has accommodated non-recreational small UAS use through various mechanisms, such as special airworthiness certificates, exemptions, and certificates of waiver or authorization (COA). Specifically, the FAA is proposing to add a new part 107 to Title 14 Code of Federal Regulations (14 CFR) to allow for routine civil operation of small UAS in the NAS and to provide safety rules for those operations. Consistent with the statutory definition, the proposed rule defines small UAS as those UAS weighing less than 55 pounds. To mitigate risk, the proposed rule would limit small UAS to daylight-only operations, confined

areas of operation, and visual-line-of-sight operations. This proposed rule also addresses aircraft registration and marking, NAS operations, operator certification, visual observer requirements, and operational limits in order to maintain the safety of the NAS and ensure that they do not pose a threat to national security.

**Operator Certification:** Under the proposed rule, the person who manipulates the flight controls of a small UAS would be defined as an “operator.” A small UAS operator would be required to pass an aeronautical knowledge test and obtain an unmanned aircraft operator certificate with a small UAS rating from the FAA before operating a small UAS. In order to maintain his or her operator certification, the operator would be required to pass recurrent knowledge tests every 24 months subsequent to the initial knowledge test. These tests would be created by the FAA and administered by FAA-approved knowledge testing centers. Although a specific distant vision acuity standard is not being proposed,

*(continued on page 3)*

this proposed rule would require the operator to keep the small unmanned aircraft close enough to the control station to be capable of seeing that aircraft through his or her unaided (except for glasses or contact lenses) visual line of sight. The operator would also be required to actually maintain visual line of sight of the small unmanned aircraft if a visual observer is not used.

**Visual Observer:** Under the proposed rule, an operator would not be required to work with a visual observer, but a visual observer could be used to assist the operator with the proposed visual-line-of-sight and see-and-avoid requirements by maintaining constant visual contact with the small unmanned aircraft in place of the operator. While an operator would always be required to have the capability for visual line of sight of the small unmanned aircraft, this proposed rule would not require the operator to exercise this capability if he or she is augmented by at least one visual observer. No certification requirements are being proposed for visual observers. A small UAS operation would not be limited in the number of visual observers involved in the operation, but the operator and visual observer(s) must remain situated such that the operator and any visual observer(s) are all able to view the aircraft at any given time. The operator and visual observer(s) would be permitted to communicate by radio or other communication-assisting device, so they would not need to remain in close enough physical proximity to allow for unassisted oral communication. Since the operator and any visual observers would be required to be in a position to maintain or achieve visual line of sight with the aircraft at all times, the proposed rule would effectively prohibit a relay or “daisy-chain” formation of multiple visual observers by requiring that the operator must always be capable of

seeing the small unmanned aircraft. Such arrangements would potentially expand the area of a small UAS operation and pose an increased public risk if there is a loss of aircraft control.

**Operational Scope:** A small UAS operator would be required to see and avoid all other users of the NAS in the area in which the small UAS is operating. The proposed rule contains operating restrictions designed to help ensure that the operator is able to yield right-of-way to other aircraft at all times. The proposed rule would limit the exposure of small unmanned aircraft to other users of the NAS by restricting small UAS operations in controlled airspace. Specifically, small UAS would be prohibited from operating in Class A airspace, and would require prior permission from Air Traffic Control to operate in Class B, C, or D airspace, or within the lateral boundaries of the surface area of Class E airspace designated for an airport. The risk of collision with other aircraft would be further reduced by limiting small UAS operations to a maximum airspeed of 87 knots (100 mph) and a maximum altitude of 500 feet above ground. Further, in order to enable maximum visibility for small UAS operation, the proposed rule would restrict small UAS to daylight-only operations (sunrise to sunset), and impose a minimum weather-visibility of 3 statute miles (5 kilometers) from the small UAS control station.

**Aircraft Maintenance:** Under the proposed rule, the operator of a small UAS would be required to conduct a preflight inspection before each flight operation, and determine that the small UAS (aircraft, control station, launch and recovery equipment, etc.) is safe for operation.

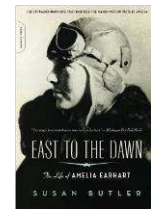
**Airworthiness:** Pursuant to section 333(b)(2) of Public Law 112-95, the Secretary has determined that small UAS subject to this proposed rule would not require airworthiness certification because the safety

concerns associated with small UAS operation would be mitigated by the other provisions of this proposed rule. Rather, this proposed rule would require the operator to ensure that the small UAS is in a condition for safe operation by conducting an inspection prior to each flight.

**Registration and Marking:** This proposed rule would apply to small unmanned aircraft the current registration requirements that apply to all aircraft. Once a small unmanned aircraft is registered, this proposed rule would require that aircraft to display its registration marking in a manner similar to what is currently required of all aircraft.

[http://www.faa.gov/news/press\\_releases/news\\_story.cfm?newsId=18295&cid=TW299](http://www.faa.gov/news/press_releases/news_story.cfm?newsId=18295&cid=TW299)

### East to the Dawn *The Life of Amelia Earhart*



**Book  
Review  
By  
Dennis  
Crispin**

Go down to your local library and you will find a long shelf of works on Amelia Earhart. Most deal with her disappearance on the 1937 around the world flight and speculate on what happened to one of the best known personalities of the first half of the 20th century. The theories range from captured by the Japanese Navy to abduction by extra terrestrial beings.

With the passage of three quarters of a century, a more honest look at the life of Amelia can be had. In recent years there have been three or four books that deal with her in a realistic and well researched manor. The latest of these is East to the Dawn – the Life of Amelia Earhart By Susan Butler.

The book was carefully researched

*(continued on page 4)*

and draws from the historical record as well as interviews of family and associates and Earhart's own diaries.

The author concentrates on Amelia's personality, and the history surrounding her. There is very little information on specific aircraft or her many aviation accomplishments.

The first part of the book, which deals with Amelia's childhood and teen age years, is at once fascinating and a bit boring. She was a very unique individual and it was apparent from a young age.

There are many little stories that tell of her personality traits – things like deliberately misspelling words in letters to her friends.

One of the great influences on her life was her father, a talented railroad attorney who reached the top of his profession and then drank himself to the bottom several times. As he sank deeper in alcoholism it fell upon Amelia – the strong one in the family – to provide the emotional and later financial support.

After a couple unsuccessful attempts at college she settled on a career in social work and continued to identify herself as a social worker after she had gained some fame in aviation.

Her many aviation accomplishments have been well documented and we won't get into them here. The world has forgotten that she was involved with many other interests and jobs including newspaper columns, books, a trucking business, promotion of an airline in which she owned an interest, and designing her own line of high end women's fashions.

Her public image was very much the work of master promoter George Palmer Putnam, but under the public

persona was a different woman - very strong, self directed and ambitious.

In the story it becomes evident that she had the ability and strength of personality to manipulate strong and powerful men to do her bidding. Her connections reached the White House, Lockheed Aviation, Purdue University and almost everyone of note in aviation.

She financed her flying and aviation record attempts with commercial product endorsements and speaking tours, which earned her \$80,000 a year in an era when \$800 would buy a new Ford.

The book treads lightly on her premarital affair with Putnam – and the fact that he was still married at the time. After marrying Putnam she had an extensive extra marital tryst with aviation promoter Gene Vidal. It is interesting that she survived these antics in an era when similar misjudgments destroyed the careers of other celebrities.

The disappearance on the around the world flight is covered with fact and without emotion or speculation. The author leaves the reader to make the obvious conclusion – Amelia simply got lost and ran out of gas over the endless ocean.

The author does not waste verbiage on the many disappearance theories, but she does quote some recent research by a Japanese woman historian which refutes the captured-by-the-Japanese-Navy scenarios.

The book is extensively noted and indexed. It is a good read about the life of an intriguing and remarkable woman.

Dennis Crispin

## Builder's Report

By Doug Volkmer

It's been awhile since I've given a report on my RV-7 project so here's another update.

I've begun work on the instrument panel. After scribbling up a few plans and bouncing them off a few Chapter members, here's what I've come up with. A relatively simple VFR panel.



The EFIS is a Dynon D6. Dynon is well known in the homebuilt community and they deliver a solid product.

The engine monitoring system is the Grand Rapids EIS 4000. This thing will serve as my Tachometer and capture EGT/CHT data, Oil Pressure/Temperature info along with fuel level. Alarms can be configured to alert the pilot of various situations.

For my Comm Radio, I haven't finalized that yet but I'm leaning towards the Garmin GTR 200.

For my Transponder, I'm undecided there as well. I'll certainly consider the 2020 ADS-B Out requirement when I get serious about that purchase.

The iPad, which I'll move in a little closer, will run Garmin Pilot, ForeFlight or one of the other myriad of applications for the iPad.

I'm also adding an Altrak single axis autopilot. That's the little button between the ignition switch and airspeed indicator.

As President Bickford has mentioned, we are planning a Builders' Tour this spring. Plans are still in the works but it will probably be on a weekend. If you have a project and would like to be on the tour stop, please let Harold know. His contact information is on the front page.

### Minutes of the Club Meeting February 3rd, 2015

The meeting was called to order at 7:40 PM CST by President Bickford.

The program for the evening was Jessy Panzer. Jessy became interested in flying at the age of 9 or 10. Jessy started flying in 1997 at Embry-Riddle Aeronautical University. Jessy worked her way up through the many levels of professional aviating, including flight instructing U.S. Air Force Academy graduates in Colorado Springs, to flying Air Ambulance and Charter Flights in King Airs and Citations. She also had the opportunity to learn aerobatics and has performed in numerous competitions. In 2012, she was selected as a member of the U.S. Advanced Aerobatic Team. Currently, Jessy is a corporate pilot for ConAgra in Omaha.

The treasurer reported an account balance of \$8,800. He also reported about 36% of the membership have paid their 2015 dues.

President Bickford stated we need to get the chapter by-laws finalized. An executive meeting will probably be called to review them with the membership voting on them at a future meeting.

President Bickford and his wife are headed to Zenith Aircraft for a workshop. They are going to build the rudder for their STOL CH 750 project. In May, they are going to Tutima Academy of Aviation Safety in King City, CA.

The meeting was adjourned at 9:30 PM.

Respectfully Submitted by  
Doug Volkmer for  
Doug Elting, Secretary, Chapter 569

### Want to own a 1/4 share of a 2007 Van's RV-9A?



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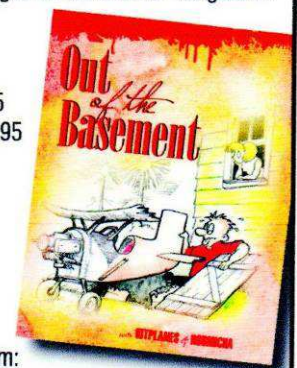


Check out Doug Prange's Aerial Photography work at [www.prangephoto.com](http://www.prangephoto.com).

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## Events

**York Airport (JYR)**, EAA Chapter 1055 Fly-in breakfast on the 1<sup>st</sup> Saturday of every month. 0800-1000. Free will donation.  
**Crete Airport (CEK)**, EAA Chapter 569 Fly-in breakfast on the 3<sup>rd</sup> Saturday of every month. 0800-1000.

**June 6**, Nebraska State Fly-in, Hebron, NE (KHJH)

**July 20 - 26**, AirVenture, Oshkosh, WI, <http://www.airventure.org/>



### How to Become a Member...

Becoming an EAA Chapter 569 member is very easy to do! We have an online registration system which helps make the registration process easier and faster. If you would prefer not to register online, we also have a form you can print off, fill out, and mail in. For more information about these options and how to become a member, go to [www.eaa569.org](http://www.eaa569.org) and select Join.

John Cox  
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