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# EAA Chapter 569 Newsletter

Lincoln, NE



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## Meeting Announcement

**Date:** Tuesday, March 7<sup>th</sup>

**Time:** 7:30pm

**Program:** The LifeNet Air Medical crew will head up our March program. LifeNet is a 24-hour critical care transport by helicopter service located in the Midwest.

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



**President's  
Message  
Harold Bickford**

Our February fly-in breakfast was a big success! A combination of great weather and folks making an extra effort to come by made for a busy morning. The dollar value of contributions was a record and indicated that we had well over 125 people fly or drive to the Crete airport. Many thanks to all our volunteers- Doug & Doug, Kermit, Edi, Ed, Marge, Keith, Sue, Buddy, Chuck and Mark- who made everything run smoothly. At one point, we even had Chuck make a food run as we started to run short; talk about just-in-time inventory management! Thanks too to Dennis and Linda for their efforts in keeping us supplied with something as simple and necessary as dish towels for utensil clean up. It all works and we are appreciative.

Ever wonder what the life of a med evac crew and helicopter is like? At this

month's meeting (Duncan MPI shop, March 7, 7:30pm) we will have just that opportunity. A pilot rep from Life Net will be our guest speaker outlining for us the many aspects of med evac flying. We know some of these folks from our fly-in breakfast and now we can learn more of what they do. Kudos to Buddy for getting this scheduled.

Two years ago, we had a builders tour of various chapter members' projects. It was an all-day affair with a chance to see just how varied our flying interests are. Let's discuss and plan another tour for this year before Oshkosh. We might just inspire someone to start an airplane build and tap into the EAA motto of "learn-build-fly". From experience, I can say with a straight face, "go ahead, you know you want to do it!"

Our IAC friends at MAC 80 have the Western Regional Championship at Seward again. The event is June 23 (practice day) and 24/25(flying) rather than just before the 4th of July holiday weekend. It's a great opportunity to see primary and advanced aerobatics in a competitive environment with lots of neat people and their airplanes. It is a fun event and just a short trip from the Lincoln area.

Also on the same weekend is the Nebraska State Airshow in Norfolk. No matter what your aviation/flying interest that weekend is sure to have something for you. In fact, some of the aerobats will plan on being at both events.

We look forward to seeing you at our meeting on March 7. Till then, keep 'em flying!

Harold Bickford,  
Chapter President

## Spring Storm Damage Blocks Winter

By Tom Winter

An interrupted bike ride unearthed quite a story. Realizing early in September that I had never biked in Hebron, though I had flown there once, I planned a Hebron flying/biking tour. Flying over small towns on the way, like Belvidere, and Tobias, always gets me wondering about the people in them, like I should stop in at their coffee shop or bar and interview folks. And there are the sinuosities of little streams and an old oxbow here or there. And then, setting up for the Hebron airport pattern, I saw that one of those little sinuosities used to have a bridge! A bridge over the Little Blue was out...



Landed, parked near a twin turboprop, got out the bike, and Roy Burgess emerged from the pilot lounge and came out to see it. He's the turboprop pilot, flying for Silverhawk, and he had flown there to get some people to the hospital. He said there was no place to eat in Hebron! Biked to Hebron anyway — nearly. That bridge I saw from the air that wasn't there — that's on the road into town! No two ways about it, that bridge was out. And

no, the origami bike and I were not getting across the Little Blue without it! (On a bike, you always wonder if you can't get through anyway.) Took pictures of the bridge. Well, today, I contacted the Hebron Journal-Record and got the story. Yes, the bridge has been repaired. It has been back in operation since November. What took it out? And I got the story of the May 7, 2015 flood! The sad condition of that bridge was the concrete residual of much human tragedy. From the Journal-Record: "Brewing that afternoon and evening were several tornadoes and a specific path of significant rainfall. The super-cell storms were deemed "HP," or high precipitation... As the evening of May 6 waned, radar warned of tornadic storms. The National Weather Service logged 27 tornado warnings and 22 severe thunderstorm warnings." It rained 10 to 13 inches in five to six hours! Volunteer firefighters were up all night long. Homes were flooded.

And the bridges! First Street Bridge in Hebron wasn't alone! Thayer County Roads Superintendent George Gerdes said

10 bridges were wiped out because after May 6-7, it continued to rain. Here's the Nebraska State Patrol picture of the Hebron airport in May 2015: ➡

And here is the Hebron Journal-Record's picture of what the flood did:



The total bridge deck, piers, and abutment were destroyed. When I was there, the new piers were in:



The project was funded 80% by the Federal Highway Administration, 20% by the county. I can hardly wait to get back to Hebron and this time, get all the way into the town!





## Minutes of the Club Meeting February 7<sup>th</sup>, 2017

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

President Bickford introduced our program speaker for the evening, Mark Musick. Mark has done exhaustive research on Howard Hughes and shared with us some new findings. He also brought, signed and sold several copies of his book, "Boxes: The Secret Life of Howard Hughes".

The Christmas Party committee reported we saved \$200 (compared to 2015 numbers) by holding the party at Misty's. The Chapter still had to pick up another \$13 per person to make up the difference. A discussion commenced as to whether to keep the party at Misty's for 2017 or entertain the idea of moving it to another venue.

Jerry Clinch motioned to raise the price from \$25 to \$30 per person and keep the party at Misty's with the understanding the club will pick up the difference. Seconded by Jerry Carlson. Motion carried by a majority of the membership present.

Dennis Crispin motioned to make an amendment to the prior motion stating the club shall subsidize no more than \$10 per person. Seconded by Wayne Woldt. Motion carried by a majority of the membership present.

Moving the Christmas Party to another night and changing the menu will be discussed at a future meeting.

Mark Werth presented a Treasurer's report. He stated we have \$5,050 in our checking account and \$1,700 in the breakfast fund.

Dennis Crispin encouraged everyone to attend "Swing under the Wings" to be held February 11th at the SAC Museum. It will be a night of dinner and dancing to live big band music.

President Bickford indicated there is a Lancair ES project for sale in Norfolk, NE.

The MAC 80's aerobatic contest will be held at Seward (KSWT) on July 1<sup>st</sup> and 2<sup>nd</sup>.

President Bickford attended the Nebraska Aviation Symposium held in Kearney, NE. He sat in on the Third-Class Medical Reform presentation given by Dr. Daniel K. Berry. Under the reform, pilots who have held a valid medical certificate any time in the decade prior to July 15, 2016, may not need to take another FAA medical exam. To fly under the reform, pilots will need to visit any state-licensed physician at least once every four years and take the free aeromedical factors online course every two years. Finding a physician to sign you off though may become a problem as their insurance may not cover them.

The meeting was adjourned at 9:31 PM.

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

## Aeromedical Reform FAQs

*Here are answers to some of the major questions EAA members are asking about third class medical reform:*

### What is the current status of medical reform?

The President signed the medical provisions of the Pilots Bill of Rights 2 (PBOR2) as part of a short-term FAA funding bill on July 15 (H.R. 636, now Public Law 114-190). While the bill is now law, the provisions of the bill do not take effect for pilots until they are written into FAA regulations. The FAA has released the final rule that implements the law. The new regulations will go into effect May 1, 2017.

### I'm concerned about the statement my doctor will need to sign. What is EAA doing to help?

The legislation requires a board-certified physician to sign the following statement for the pilot every four years: "*I certify that I discussed all items on [the examination checklist detailed in the bill] with the individual during my examination [...] I certify that I am not aware of any medical condition that, as presently treated, could interfere with the individual's ability to safely operate an aircraft.*" EAA will be working with its Aeromedical and Legal Advisory Councils to provide members with resources to help their doctors understand the basis and limits of

*(continued on page 4)*

this statement. Remember: a doctor's refusal to sign this statement does not constitute denial of a medical, as a denial on a third-class medical exam would.

### **Who will benefit from this reform?**

Anyone who flies with a third-class medical certificate can benefit from this reform. In fact, almost anyone who has held a regular or special issuance third-class medical certificate within the 10 years preceding July 15, 2016, will never again need to visit an aviation medical examiner (AME). If you've never held a third-class medical certificate, you will need to get a medical certificate one time only. If your regular or special issuance medical certificate lapsed more than

10 years before the legislation is enacted, you will need to get a medical certificate one time only. And if you develop certain cardiac, neurological, or psychological conditions, you will need a one-time-only special issuance medical.

### **What's in the law?**

You will need to visit your personal physician at least once every four years and provide an FAA-developed checklist of issues to be discussed during the visit. Both you and your physician will need to sign the checklist saying that you discussed the items on it. You will then need to make a note of the visit and include the checklist in your logbook. You do not need to report the outcome of the visit or file any paperwork with the FAA unless you are specifically requested to do so.

You also will need to take online training in aeromedical factors every two years. The training will be offered free of charge.

Pilots flying under the new rules will be allowed to operate aircraft that weigh up to 6,000 pounds, carry up to five passengers plus the pilot in command, fly at altitudes below 18,000 feet, and at speeds of up to 250 knots. Pilots, if appropriately rated, can fly VFR or IFR in qualified aircraft.

### **Will this affect me if I still want to fly as a sport pilot?**

Not at all. You may still fly light-sport aircraft with at least a sport pilot certificate and a valid driver's license in lieu of a third-class medical certificate.

(source [www.eaa.org](http://www.eaa.org))

### **Swing under the Wings**

*By Dennis Crispin*

We went to the annual "Swing under the Wings" event at Strategic Air Command Museum on Saturday night (February 11<sup>th</sup>).

There was an authentic swing band and a good catered meal.

Many of the patrons were dressed in WW-2/1940's garb, both military and civilian.

As expected the crowd was mostly old folks, ancient enough to have danced to a swing band long ago. But a surprising number were young people in their 20's and 30's learning what a good time their grandparents had when music could be performed without electronics.

A good time was had by all.



**This lady is indeed a nurse, but the white uniform was her grandmothers from a job in a military hospital in the 1950's.**

## Classifieds

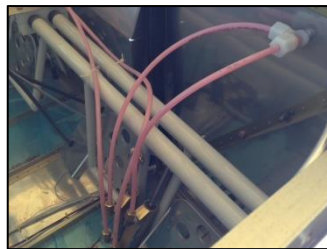
**A Brake Bleeder System for Less than \$10***By Doug Volkmer*

Here's a simple brake bleeder system passed along to me by another homebuilder that may work for you too. This worked great for my RV-7 project.

From Amazon, I bought a 100cc syringe (\$5.64) and aquarium hose (\$4.31).

I started by unscrewing the cap on the brake reservoir and replacing it with a tapered nozzle. I attached aquarium hose to it and fed the other end into a cup.

I started the bleeding process by attaching my aquarium hose to the bleeder valve on the left brake. I loosened the valve one turn and began feeding fluid into the line using the syringe. I kept doing this until it began filling my overflow cup and was bubble free. I tightened the bleeder valve and did the same exercise on the right brake. I pushed enough fluid through to ensure my lines were bubble free. Also, the plastic hi-pressure tube Van's uses for the brake lines allow you to visibly check your lines are bubble free.

**"Plane Resurrection"***By Doug Volkmer*

Looking for something good to watch? Check out this 6-episode series on Netflix called "Plane Resurrection". Each episode details the restoration of an old warbird.

I watched the first episode. It's about an Englishman who got his hands on an old, rotted P-51 and did an immaculate job of bringing it back to life. He became an expert on the Merlin engine along the way of rebuilding his own.

Other planes featured in the series are the Hawker Hurricane, Fokker DR1 Dreidecker, AT6-D Texan, Percival Q6 and the PT-17 Stearman.

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**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.prangephoto.com](http://www.prangephoto.com).



## 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.

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

## Swing under the Wings



The folks at Dennis's table in their 1950's attire.



Thanks to Dennis for sharing his pictures. - Ed

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