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EAA Chapter 569 Newsletter

Lincoln, NE



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Meeting Announcement

Date: Tuesday, May 2nd

Time: 7:00pm

Place: Duncan Aviation Engine Shop

Address: 5000 NW 44th St – Lincoln, NE

Program: Steven Becker A&P, IA

Steven will share with us his experience on a couple of his homebuilt projects, the Wittman Tailwind Models W-8 and W-10.

- Pictures of notable Tailwinds
- Why the Tailwind is unique
- Some Tailwind modifications and why change from the plans
- Learning during building
- Questions



**President's
Message
Tiffany
Thompson**

May brings graduations, Mother's Day, and warmer temperatures. May also brings thunderstorms and unstable weather conditions, which are great to fall asleep to but not fly in. Another thing May brings is the start of summer aviation events. (Who else is really excited about all the aviation events?!?!?) The Wayne America Fly-In will be held May 26-28. This is your opportunity if you haven't watched a STOL or STOL Drag Race.

Have a great time flying, and be safe out there.

Builder's Report

Builder: Mark Gaffney

Project: Teenie Two

My Teenie Two project falls last on a long list of must dos. Family, home, farm, and our Cessna 172 comes first. Many of you know that Anne and I are also [finishing our cabin project](#). Yep, started in 2016 with a cabin kit from New Hampshire, but like the Teenie Two, almost done. We sold the Christen Eagle, so that has freed us up a bit, but finding the time is still hard raising a teenage daughter.

Currently I have multiple projects that I'm working on N589TT. In December of 2021, I rigged up a temporary gas tank so I could start my engine for the first time. I [tied the airplane to my pickup truck](#) and hand propped the engine. It popped once. I propped it again and it roared to life! As I revved it up, I could feel the power of the engine tugging at the plane. She may only have 83 horsepower, but the airplane is a light weight at 450 pounds empty! I'm guessing she will climb like a homesick angel and I'm hoping to get 130mph cruise. (that's with an open cockpit)

The gas tank is almost ready to be welded. I made the gas tank as big as I could with limited space. Because the gas tank is above my legs, I didn't want to go with tin or fiberglass. I wanted a tank that could take high impact loads, God forbid. The gas tank is made out of H50, 0.05 inch aluminum. Once the tank is welded, I will be able to find out how much it holds. I'm hoping for a 7-8 gallon tank. With fuel burn only 2 ½ to 3 gallons per hour, that would leave me with a two hour range with VFR reserves.

I'm also finishing up the stabilizer and elevator on the tail. The elevator and ailerons I made years ago with an 8 foot bending brake that I rented from Home Depot. The rudder is close to being done. I have some control attachments to finish, as well as some painting to do. I'm holding off on engine cowling until after I have a flying airplane. I may go for the Harley look and not cowl it. The engine is bigger than the firewall!

I rigged up a temporary paint spray booth in my garage's third stall last fall. With all of the plastic and the bright LED lights at night, a few of my neighbors said it look like a "Breaking Bad" episode. I was able to finish the paint on both of the outer wings as well as the stabilizer. With the garage being climate controlled, I can paint any time of year. In the past I would time all of my painting in the fall with mild temps and low humidity. (I could also safely park Anne's auto in the driveway with no chance of hail) With this setup, I was painting in the middle of January this year!

So what's left to do? I'll need to make the wing tips out of fiberglass, something I've never done before. The panel above the gas tank needs to be made and painted. I have the template for the windscreen, but cracked the plexiglass while attempted to make a year or so ago. I'll need a final inspection from the FAA. I have been informed that I won't be able to get hull insurance on the airplane, only liability. With less than \$10,000 in the airplane, I'm fine taking a hull loss. FYI, underwriters don't like plans built experimental aircraft. As a bonus, I fit in the airplane wearing my emergency parachute! The picture (next page) is of Veronica wearing her custom made kiddy parachute that we had made so she could do aerobatics in the Eagle with Daddy. We are all hanging on to our chutes because we are still looking for an RV8 to replace the Eagle. The good ones have been going for north of 200 grand! Like everything else these days, I should have bought one a few years ago.

Click any picture to enlarge.



The Problem with Professionals and Pilots

By Glen D. Witte

Sheldon claims on the TV comedy “Big Bang Theory,” I am Not crazy! My mom had me tested.”

I can make the same claim. “I am Not crazy! FAA had me tested!”

On a cold winter midnight in November, 2021, I awoke from a deep slumber, stumbled from my bed, staggered to the bathroom and emptied my bladder. I expected to return to my warm bed before my nude skin suffered frostbite.

Instead, the tile floor came to greet me with a firm slap to the cheek. The magazine rack filled with AOPA and EAA magazines by the stool snared my feet in its wobbly legs. The bathroom door crashed and banged against the wall like a clanging fire alarm. My suddenly awakened wife rushed to my side and screamed!

I was lying on the floor, conscious of my surroundings but unable to make my legs obey my commands. It felt so soft and comfortable to lay right where I was. A wonderful sense of calm and peace tried to override my wife’s shrill exhortations. “Wake up, she shouted. “Let me help you get up,” she ordered. Of course I obeyed, as best I could, but the floor was still wavy and my head was still swimming. She finally pushed, pulled, carried, bullied me back to bed.

The next morning, I felt fine. No headache, no dizziness, no nothing. I went to work like always. No similar experiences since.

“Micturition syncope,” my doctor called it in March, 2022 when I visited her for the semiannual Medicare Wellness checkup. (I looked up the Latin term Micturition and the Greek term Syncope. It translates to “urination interruption of consciousness or fainting while urinating.”) Usually, the Wellness visits take about 15 minutes to check the effects of blood pressure medications and to confirm I am slightly “obese.” This time my wife came along, to make sure I reported ALL the important things!

My poor doctor, also a female, read between the lines, heard every note of suppressed fear and dread my wife’s voice subconsciously conveyed, and lost all confidence in the veracity of this blithering idiot of an elderly male who should not be permitted to walk across the street by himself. She ordered every test she could think of. Certainly, more than I had heard of. Stress test, Holter heart monitor, echo test for restrictions in the arteries to the brain, just about anything that related to blood flow, especially upward toward the head. All of the tests came back as “normal.” (Being cautious, I inquired. I said that I know men my age that are dead. So just what is this “normal?” Several doctors reassured me. “Normal” meant that things were working the way they should work. “Normal” didn’t vary with age.) My doctor, in the absence of finding some disease, fell back on her last gasp diagnosis of “Sensitive VasoVagal Nerve.”

It seems a long nerve called the Vagus nerve connects the brain with the daily functions of the body to which we give no thought and over which we have very little control. Things like breathing, heart rate, digestion, and the urge to urinate. It also connects to the major arteries between the heart and the lungs and other parts of the

body. The branches that affect blood flow are called the vasovagal nerves. My doctor concluded I have a sensitive vasovagal nerve, a condition over which the medical community can offer no method of control. (But, you know? I think I like my nerves being rather “sensitive,” thank you. They need to work and I like the way they “sense” things just fine!)

In June, 2022 my Pilot’s medical came due for a biennial renewal. My doctor ran me through the FAA’s checklist for a Class II medical and said she could find nothing wrong. However, she was not sure how the FAA would consider my history of one micturition syncope without a satisfactory determination of causation. She said she wanted to ship all the reports to Oklahoma and ask them to decide whether my condition was good enough to fly.

I was dismayed! She had read all the results of all the tests I had taken. I was “healthy.” No real change from any prior exam. However, I am a professional. I am well aware that what seems correct to a layman can seem idiotic to a professional who has spent several years in training in a very narrow field of knowledge, like law, or medicine. Respecting my doctor as a medical professional, I felt it was only logical to proceed as she suggested. I want to be informed if I am going to die next week. I want to know if I have some defect that makes me unsafe in the air. I carry my family sometimes. I carry my wife a lot. My world would be horribly bleak and sad if I caused harm to any of them merely because I thought I knew more about medicine than did my doctor. So, I tacitly seconded my doctor’s plan.

The FAA needed some sort of application on my part for the medical determination. Part of the application asked if this was an emergency. I am not a professional pilot. I do not make a living by flying. I would lose no income if I do not fly for a few weeks. So, I selected the box for “Not an emergency.”

After a month or so, FAA responded with a certified letter listing all the test data they wanted. It seemed to me the FAA wanted to see the electro-cardio wave printouts and the data from each test point for each of the tests. The FAA indicated it was not interested in the opinions and conclusions of some “local” doctor.

I forwarded the demand letter to my doctor. She replied that she and her nurse had already supplied that requested data.

As an aside, my reading between the lines leads me to understand that aging veins do not contract and expand with the changing volume of fluids as well as young veins. Normal digestive functions and sweating use water which is carried in the veins with other essential elements of blood. A reduced level of water in the blood is not compensated for by a narrowing of old veins and so the vasovagal nerve may sense a loss of blood pressure. The brain may then slow or stop the flow of blood to stop the “bleeding.” So, dehydration can cause dizziness. That means it is necessary to drink water more often as we age.

Sitting in a cramped cockpit for a couple of hours is a real test for the aging body. Blood pools in the belly area and folds of internal fat may restrict its circulation to the brain. Brain fatigue may allow a pilot to feel frightened or confused, which is especially hazardous while landing “on the instruments” after a long flight.

Two or three months later, another certified letter came from the FAA. “The medical examiner will soon be ready to review the data. Be sure you have submitted ALL of the requested data.” I forwarded that to my doctor. The nurse responded saying all the listed data had been sent. (I asked the nurse for a copy of the data that had been sent to the FAA. She mumbled something about the cost of faxing data and the time it took and she would see what she could do. I guess she is still seeing what she can do.)

Just before Christmas, a certified letter from FAA arrived. It said and I paraphrase, "Please provide all the above info and a report of a neurologist. Get it to us by January 25, 2023." It seemed the long list was the same except it added a demand for a neurological report including some fancy test, an MCAS. With the help of my doctor I scheduled an appointment with a neurologist. But he would not see me until February 14, 2023, well past the deadline. I wrote a letter to FAA requesting an extension of deadline for the Neurology report to February 28, thinking that would give the neurologist a long time to write the lengthy, detailed, study and the results, but without conclusions. After a month or so, an FAA certified letter arrived. It gave me until February 28 to submit the data.

At the appointed time, I spent about 20 minutes with my neurologist. He made me walk down the hall and back. He made me touch my nose with my eyes shut. He made me stand on one foot, just like the cops do in a DWI stop. He said I did fine. (I commented, maybe foolishly, that I had a lot of experience with cops. I, of course, meant that lawyers in their work deal with cops sometimes. He suggested I probably should not forward that remark to the FAA.) He told me to remember three numbers. Later he asked and I could recall the numbers. He made me count backward from 100, but by 7's. I thought of complaining that I could do it better from 98 but he did not seem open to the idea. I got off track at 84 but otherwise did quite well. He made me do it over and this time I stayed on track at 86. He said I had passed the test just fine. His diagnosis of my FAA problem was merely micturition syncope. He said it happens to men. Usually, it is a once in a lifetime event. It happens to women, too, but they are usually already sitting down so the event is not noticed as a big deal.

He told me he did not do the MCAS (Minneapolis Cognitive Acuity Screen). Instead, he referred me to a psychologist friend who did perform those tests. My next appointment was just two days before the FAA deadline of February 28, 2023. My psychologist merely asked me questions of the date, to remember 4 noun words, to state as many foods as I could that started with S. etc. He concluded that I passed the test. (I guess the test wasn't as "fancy" as I expected.) I told him my deadline and he typed his report while I waited in the hall. I read his report and he corrected certain details not relevant to the test results but which better identified the other doctors involved in this case history. He gave me the result and I placed it in the mail to Oklahoma within the hour.

I received another letter from FAA on March 25, 2023. It listed all of my reported medical conditions (including a stubbed toe at age 5, I think), cited the rules applicable to AME capabilities, and enclosed a Class II medical certificate, valid upon my signature. I SIGNED IT!!.

After a crazy long process, with the help of my local medical professionals and a further review by a team of medical professionals dealing specifically with pilots, I think I can safely say that I am fit to fly.

And, I am NOT crazy! I have been tested.

The author Glen D. Witte is a practicing Estate Planning attorney in Lincoln, Nebraska and finds that an airplane is a mechanical marvel, an intellectual challenge, and, in the hands of a good pilot, a thing of beauty. Glen wants to make a correction to his article. He did discover later the nurse did have the data available within a week of his request. He simply did not discover the data in his cursory search of the website at the time. - Ed

I Get by With a Little Help from My Friends

By Tom Winter

Ten years ago, Red Harrel made me a present of his ingenious homemade motorized tug. In return, I gave him a Quiet Technologies headset. I hadn't used it for years, but now I really need it. Put a new battery in it, moved the plane out with it, and FLEW!

And, thanks to Tom Trumble, there is a winch in my hangar which helps me put the plane back, and thanks to Red, I now get all the help I need to move the plane out. Ingenious? I'll say. The heart of it is a winch, but Red filled the reel of the winch with concrete, to make a driving wheel. It works by friction drive on the nose wheel. Pull a lever at the T-handle and you can hook it onto the nosewheel lugs, release the lever, and it's locked on the lugs. Adjust the pressure on the nosewheel by raising/lowering the T handle. Press button, the plane moves!

So now it just remains to get myself into the plane! The system at present: Throw in the cane. Step over the left main, stand between the wheel and the open door. Back is to the door, just like a high jump in track and field doing the Fosbury flop. Hike myself up over the sill. Grab the passenger shoulder strap, pull myself in. When far enough in, get the legs inside the plane. Sit in the pilot seat. From there, it's just like old times. Fly.

Exit the plane? Get the legs out the door, and carefully lower the feet all the way to the ground.



Rejoice and be glad.

Month		EAA Chapter 569 Calendar
May	2	7:00pm General Meeting - Duncan Aviation Engine Shop
	6	8:00am - 10:00am York Fly in Breakfast, EAA Chapter 1055 - KJYR
	20	8:00am - 10:00am Crete Fly in Breakfast, EAA Chapter 569 - KCEK
	26-28	Wayne America Fly in - KLCCG
	27	11:30am - 1:30pm Hastings Hamburger Fly in Lunch (rain or shine) - KHSL
June	3	8:00am - 10:00am York Fly in Breakfast, EAA Chapter 1055 - KJYR
	3	Nebraska State Fly in - KGRI
	17	8:00am - 10:00am Crete Fly in Breakfast, EAA Chapter 569 - KCEK
July	24-30	AirVenture - Oshkosh, WI
August	26-27	Guardians of Freedom Airshow featuring the Blue Angels - KLNK

Minutes of the Club Meeting

The 7:00 pm April 4 2023 EAA 569 meeting was held at the Duncan Engine Shop. Eighteen attended, including Kermit Wenger, Tom Trumble, Mark Gaffney, Tom Henry, Doug Volkmer, Edie & Harold Bickford, Tiffany Thompson, Dennis Crispin, Cristi Higgins, Doug Rich, and Jerry Mulliken.

Mark Gaffney shared a FAAST team presentation "An In-Depth Study into the Pinnacle Airline Flight 3701 Accident". Mark was flying for Pinnacle (now Endeavor Airlines) when the accident occurred in 2004. Since it was a repositioning flight, there were 2 crew members but no passengers on board. The flight was marked by unprofessional conduct, most notably an attempt to fly the aircraft (a Bombardier CRJ series) at its maximum operating altitude of 41,000 feet. What followed was a cascade of system failures set off by engine compressor stalls. Aggravated by poor pilot performance, all the redundant systems failed, and the aircraft crashed near Jefferson, MO, killing both crew members.

The business meeting was called to order at 8:39 pm.

Cristi Higgins reported \$4,791.10 in the main checking account, \$2,626.13 in the breakfast account. The \$10,000 CD is now earning 4% per annum.

The Crete airport now has a new manager. Since the city owns the airport, Lori O will need to contact the responsible party to make a new agreement for the monthly fly-in breakfast.

A Young Eagles flight at the Lincoln airport is planned for some time in April for 47 students from St John's church.

Toby Jordan will attend the EAA Air Academy in late July.

Noah Philson has 20 hours of dual with some dual cross-country. He will not solo until he has completed his ground school studies. No more funds will be released from EAA until he has soloed. John Cox has submitted a \$200 bill recently.

The Lincoln Air Show will be held August 26th and 27th. Two exhibition aircraft are needed. Tom Trumble is heading a show committee, Tiffany Thompson offered to help.

The meeting was adjourned at 9:03 pm.

Respectfully submitted,

Jerry Mulliken, Secretary



FAA Releases Policy Memo on Task-Based Phase I

The FAA has released a formal [policy memorandum](#) on task-based phase I, detailed in the recently-published Advisory Circular 90-89C. This fully enables the use of the program by giving all owners of amateur-built aircraft a modified operating limitation that allows its optional use in lieu of the traditional 25- or 40-hour long flight test period.

The new operating limitation reads (with blank fields to be filled in by the inspector or DAR):

*No person may operate this aircraft for other than the purpose of meeting the requirements of § 91.319(b). The pilot in command must comply with § 91.305 at all times. This aircraft is to be operated under VMC, day only. **Unless operating in accordance with the task-based flight test program described in Advisory Circular (AC) 90-89C, Amateur-Built Aircraft and Ultralight Flight Testing Handbook, chapter 2, section 1, during Phase I flight testing,** this aircraft must be operated for at least _____ hours with at least _____ takeoffs and landings in this geographical area: [The area must be described by radius, coordinates, navigational aids, and/or landmarks. The size of the area and airports must be that required to safely conduct the anticipated maneuvers and tests.] This aircraft may only operate from [identify name of airport(s)].*

With this new memo, all newly inspected amateur-built aircraft should get the revised operating limitation. Ask your DAR prior to inspection to verify they have received the memo. If your aircraft is already flying and still in phase I, ask your FSDO to reissue your operating limitations with the updated language.

The new operating limitation will be incorporated into a future change to FAA Order 8130.2.

EAA, Others Wait for Next Step on B-17s

EAA is continuing its repair and restoration work on its B-17 *Aluminum Overcast* and is working closely with the FAA as the agency considers the best path forward to safely getting these treasured aircraft back in the air.

While *Aluminum Overcast* has been sidelined since damage to a wing fitting was discovered during a routine preflight check in spring 2021, other B-17 operators have also grounded their aircraft due to possible wing spar issues. Those wing spar issues could lead to the FAA issuing an airworthiness directive for B-17s in the near future.

“Even the most robust airframes, such as the B-17 with its legendary durability, need proper care to ensure their safe operation for years to come,” said Sean Elliott, EAA’s vice president of advocacy and safety. “We all want to keep ‘em flying and keep ‘em flying safely. We at EAA have had excellent cooperation from the FAA as we jointly review the situation and find the best path forward.”

The Yankee Air Museum announced that its B-17 *Yankee Lady* would be grounded “out of an abundance of caution” and is not expected to fly in 2023. That also means the aircraft will not appear at EAA AirVenture Oshkosh 2023 as previously announced. Those who had already booked flights on the aircraft during AirVenture will be contacted directly by the Yankee Air Museum regarding refunds.

“The warbirds community is resilient and united on finding a path forward for these magnificent airplanes,” Elliott said. “We look forward to getting them back in the air in the future, with safety always the number one priority.”

And finally ...

Ray Supalla's Glasair II



In 1989, Ray Supalla (EAA Chapter 569 President 2003-04) went to Oshkosh with the intent to purchase plans for an RV. Instead, he came home with plans for a Glasair II. Five ½ years and 4,750 hours later he had himself a nice looking, sporty IFR equipped aircraft with outstanding performance. Powered by a Lycoming O-320 engine with a 165 knot cruise at 65% power and nearly 8 hours of fuel, it had a range of 1600 miles. Ray flew it nonstop to destinations as far away as Washington DC. Click picture to enlarge.

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