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# EAA Chapter 569 Newsletter

Lincoln, NE



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## Meeting Announcement

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

**Time:** 7:30pm

**Program:** Jessy Panzer

Jessy will share with us her experience of flying in Alaska this summer.

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



### President's Message Harold Bickford

We had the opportunity to take some time in Maine the first part of October. Fall foliage was just beginning to look spectacular whether from the ground or in the air. To that end we were able to get a floatplane flight in Naples, Maine. Of particular interest was the difference between ground and water operations. The aircraft, a C-182 on floats, provided the platform. Below about 45 knots the aircraft was essentially a boat with directional control through the use of water rudders and judicious use of throttle. Winds were calm so there was one less condition to work with. Drag from the floats is significant so it takes a while to get "on the step" and overcome form drag through the water. Conversely when landing once the speed decays and the floats sink to natural buoyancy level the aircraft slows down rapidly making taxiing/docking basically a maritime activity; remember, wind was nil.

After leaving the dock area and taxiing to the takeoff zone the procedure is water rudders up, carb heat off, flaps ten, prop to takeoff, throttle in, accelerate until on the step at about 65 knots and begin climb at 80 knots. "Naples traffic, Cessna Nxxxx departing big lake, local traffic scenic flight, Naples". From there we fly an airplane with flaps up, prop set to cruise and flying at about 1500 ft.AGL. A few circuits around the local area observing the fall foliage and sights around the big lake and it is time to land.

"Naples traffic, Cessna Nxxxx left downwind, big lake, landing, Naples". Approach at 80 knots, carb heat on, flaps 40, cowl flaps closed, fly onto the water at 65 knots and watch the speed decay to below 45 knots and whissh.....we're down and really slowing down as the floats encounter that form drag through the water. Then extend water rudders and taxi to the docking area as you would in a boat.

Of course that is a simplified description. Add wind and the picture changes - a lot. Perhaps the best item gleaned was the pilot (also a CFI) pointing out that if anyone wants to add a floatplane rating it is a good idea to communicate that the intent is to actually use the capability so as to ensure maximum value from training. Also, the abbreviated radio talk was included as the lake is near Portland and though there were no flights near us, aircraft can and do fly in the vicinity of Naples so see and be seen is the order of the day. Needless to say there is now another bucket list item in the mix!

*(continued on page 4)*

## The 10 Day Adventure

By Tom Winter

In 2016, I flew commercial to Michigan for my big sister's 87th birthday. This year, I flew my 150 there for her 88th. It went like this:

### October 13 Friday

Lincoln to Grand Ledge, Michigan, day one: VFR my eye! Limbo, limbo, lower, and lower, so I gave up and landed at Plattsmouth, to wait out the low clouds, then on to Red Oak, to wait out the low clouds some more. There at Red Oak I heard about the world's oldest active pilot, Ernie Smith. "Where can I find him?" I asked. Got a courtesy car and drove off to meet him. He's flown everything, and currently owns a 150. Own it? "No, I just keep buying it." A few months back, he had a stroke, limiting his use of the left arm, so he's in rehab.

NOAA said clouds were higher at Lamoni [They say it La MOH nye.] so as soon as the Red Oak sky was legal, I set out for the higher overcast at Lamoni. Never landed there because once there, I could see light towards Centerville. But I had just made my first Centerville radio call when I saw the Big Xs on the runway. Oops! Used the GPS "Find Nearest" feature and found one that was on my way: Bloomfield where I landed and fueled. Duke Ball, the FBO mgr, does not take plastic, so he wrote me an invoice and told me to mail him a check when I got home. This morning (Monday Oct. 23) I did just that. Then to Galesburg, where Jet Air was most helpful. Loved the place. The weather was catching up with me,

so it was time to hunker down. RON at an Econolodge. Showered. Slept in my shirt.

### October 14 Saturday

Lincoln to Grand Ledge Michigan, day two: Saw sunlight to the east and took off. Soon I saw a thunderhead taller than Everest, casting a mountain high black shadow. What to do but to turn around! Came back and made a very nice landing here at the Galesburg airport. Latest look at the radar shows that to fly east from Galesburg, I would have to thread my way between thunderstorms. No. Not going to. Stratocumulus never hurt anybody, and if you can fly under it you're okay. But for me, Cumulonimbus is just too scary. Comment from Shawn Small: "Good decision Tom!

"Back in the day I helped recover the remains of a King-Air that attempted to "navigate" around some serious east coast cumulonimbus. The wings were found about a mile or so apart from each other. The fuselage about another mile in a completely different direction, and the tail feathers were scattered over several hundred feet or so. The evidence pointed to inflight breakup .....imagine that."

Jet Air let me use a courtesy car any time I liked. Between that and the folding bike, I had all the transport I needed, though in the rainy weekend, I sheltered from rain under an overpass just like a motorcyclist on I-80! Found a delightful Bread and Breakfast run by a charming couple in their 80s.

They only took cash, and two nights there emptied the wallet! Worth it though. After three nights in Galesburg, there came...

### Monday October 16

At JetAir, I sumped the right wingtank and got more water than 100LL! Well my poor plane had been out in the rain three nights! Walked into the FBO to show it to the student pilots: "Sump your tanks, kids!" Finally took off, and finally, a fine day to be up in the air. Just enjoyed the flight. There was no Illinois Airport Directory to be had, so I got the Kankakee information from my GPS! Loved the Kankakee airport. A line guy guided me to parking, and a Bonanza pilot who landed right after I did had flown in from Saginaw, Michigan, and he told me to expect some low clouds around Benton Harbor; he had to drop down below 3500! I dined on free coffee and free popcorn. Kankakee was my favorite of all the FBOs on the trip.

Launched under a beautiful sunny sky. I finally did have to drop down below 4,000. In SW Michigan it is all Charlie Airspace, so I got on the radio and had "radar service" all the way in, first South Bend, then Kalamazoo, and finally Lansing. Up till then I had been scanning for traffic but radar sees other planes much much better than I do, so I relaxed more. Tied down at Grand Ledge, Michigan. The young woman office mgr and the resident CFI were impressed that I had flown there from Nebraska! Nephew Jim Winter was waiting for me, since I had called ahead with an ETA. Jim posted an "Uncle Tom has landed"

picture on the Winter Family fb page. In sum, today I enjoyed sunny skies all the way across Illinois and up into Michigan. And with the fair weather, I also got the prevailing westerlies. About a 20 knot plus all the way. A joy to be up in the air, instead of a scare. The fine weather was worth waiting for, even though all told, the flight from Lincoln, Nebraska to Grand Ledge, Michigan took 4 days.

The flight back to Nebraska

### October 20 Friday

Jim drove me to the Grand Ledge Airport, and helped load; the young woman fueled my plane, and I took off, GPS-ing my way to Valparaiso. Got on the radio to Lansing Departure, then Kalamazoo (who had me climb to 4500' "for traffic") and South Bend. Ten to 15 knot headwind all the way. After landing at Valpo (where the N-S runway was hidden by a line of trees) I all but ran to the john. Fueled up, gave my bladder several chances. Line guy observed: "you're going to get your exercise walking back and forth to the plane." I replied "I'm going to try to extend my range." It worked! I planned on stopping at an airport only 60-some miles out, just in case, but I felt fine and comfortable, so I set the GPS for Davenport, IA, and got away with it: Flew non-stop all the way across Illinois. The windmills face into the wind, and I could see just a nudge of tailwind component when I looked down on them, so across Illinois, I was able to get a groundspeed equal to my airspeed. At Davenport (DVN) I relaxed a bit, paid my fuel bill [\$5.20 a gallon!], and decided to go for Pella. Closing in on Pella, I

heard a NOTAM in the AWOS: Runway closed! Once again I used the GPS "find nearest" function, and chose Knoxville. Landed at Knoxville, and could have gone farther, but the sun was already getting in my eyes and proceeding farther would have been migraine city. So I tied down. RON in a Super 8. The room — with acres of space and a sofa — was \$110. Checked the weather and decided on another RON. Found a room for \$70 close by and booked that for Saturday night. Six hours on the Hobbs meter today! 75, year-to-date.

### October 21 Saturday

Because NOAA was forecasting 100% chance of thunderstorms, I asked Danny Van Denselaar, the Knoxville FBO mgr, to put my Blue Bird of Happiness in a hangar overnight. He then ran off to ref a soccer game and asked me to wait for his father. I biked around Knoxville, eventually back to the airport, where John Van Denselaar, the manager's father, topped me off and put my plane in the maintenance hangar overnight. Showed me how to open the hangar door, since there would be nobody there in the morning, and he then gave me a lift to the Red Carpet Inn. We clicked. Knoxville Aviation seems like a Mom and Pop op! And I slept better laughing at the thunder! (Additional note: Manny's Diner has a very fine reuben sandwich, and if you choose the "deluxe" option it comes with a bowl of soup. Delicious. Total was \$8.55! I'll be back!)

### October 22 Sunday

Got up, checked the weather, breakfasted at the Red Carpet Inn's not freshly stocked breakfast nook,

and biked residential streets south toward the airport, until I had to get on hwy 14 to the airport. (Note Knoxville is strung out north and south along hwy 14. To go anywhere, you have to get on 14.) Packed the plane. Opened the big hangar door. There was no one to help push the plane out, and it was a struggle. But I could see open daylight to the west! At first I thought to settle for Red Oak, IA, but as I felt comfortable and the plane was singing, I held out for Crete, Crete, Nebraska! Took many a picture of landscape art. Landed at Crete, where Bill sadly informed me "No car gas." Filled up anyway, with \$4.75/gallon 100LL. Took off for the short hop to Lincoln, and put the plane away using the Red Harrell electric towbar — which I must recharge next time I'm at the hangar! Washed the bugs off the plane and headed home.

In all, a ten-day adventure, with five nights in motels hunkering down out of bad weather, four days visiting my 88-year-old sister, and the sons and daughters of my late siblings, about ten hours on the Hobbs meter. 78 hours, year-to-date.

### Missing a Fork?

Did you go to the Chapter 569 picnic with this fork? Perhaps you realized later, you went home without it? If that's you, then contact Tom Henry. He has your fork. Tom can be reached at 402-791-2116.



(continued from page 1)

Our scheduled speaker this month is Jessy Panzer. She had a great time flying in Alaska over the summer and will give a presentation about some of her experiences. She also had opportunities for some airshow performances as “The Pink Panzer” flying her Pitts Special. Come on out and enjoy an evening hearing about contemporary flying experiences and be inspired!

Every November we have officer elections and it is that time again. Candidates include Harold Bickford, for president; Buddy Jacoby, for vice-president, Doug Elting, for secretary and Mark Werth, for treasurer.

A future item involves the SAC museum. They would like our chapter to have a booth for January 13 at the museum as a part of their youth education outreach. We'll have details at the meeting.

Our big year end event, the Chapter 569 Christmas party is coming up on December 3. The venue is Misty's in Havelock (6235 Havelock Ave., Lincoln, NE). Details are as follows:

Bar starting at 6 pm, dinner starting at 7pm. Our after dinner evening entertainment will be provided by the Pius X High School acapella singers. Door prizes and raffle will follow their presentation.

We will have Dennis available to take photos of guests as they arrive. Ticket price is \$30 per person.

Please have your reservation to Mark Werth by November 26. We can take payment at the Nov 7 meeting or November 18 fly-in or by mail. We are as well soliciting items for the door prizes and raffle. Please text Edi Bickford (402)274-8038, if you have item(s) to donate. The menu will be the “Cornhusker Buffet;” details will be announced at the Nov. 7 meeting or call Harold or Edi (402)274-8038 for further info.

We look forward to seeing everyone Tuesday, November 7 @ 7:30 at the Duncan MPI engine shop classroom!

Harold Bickford,  
Chapter President



## News from EAA Headquarters

### Watching Next Move on ATC Privatization

#### *Sully Sullenberger slams privatization in USA Today*

October 19, 2017 - With the House of Representatives returning to Washington, D.C. next week, it's expected that supporters of ATC privatization will make another run at getting H.R. 2997 to the House floor for a vote. The bill includes provisions that would hand control of the U.S. National Airspace System (NAS) from the FAA to a private nonprofit corporation

dominated by airline and other commercial interests, a scenario with devastating consequences for general aviation in this country.

The voices of EAA members and other aviators have been heard in Washington; your opposition has to date kept the bill from reaching the House floor. That said, it is expected that the House majority whip will attempt to gather enough votes for passage over the next two weeks. It's important to keep the voices of opposition in front of lawmakers as they are pressured to vote for the measure.

“We knew in many ways this battle would be a marathon instead of a sprint,” said EAA CEO and Chairman of the Board Jack J. Pelton. “What GA pilots have done in a grassroots way in the face of millions of dollars in lobbying from airline interests is remarkable, but it's important to keep our message flowing to Washington, prevent the airline-ization of the national air traffic system, and maintain freedom of flight for everyone, not just for-profit interests.”

The [ATCNotForSale.com](http://ATCNotForSale.com) website is a quick and effective way to reach your House representative. Tens of thousands of people have already used the website to directly contact their legislators.

In addition, this week Chesley “Sully” Sullenberger, pilot of the 2009 Miracle on the Hudson flight, wrote an [editorial for USA Today](#)

that blasted the attempt to privatize the ATC system. In the editorial, published on Wednesday, October 18, Sullenberger wrote that “if we go down this road, I’m worried about access. I’m worried about equitability. And, I’m worried about safety.”

### **GA Safety Improvement Highlights FAA Summit**

October 26, 2017 — The amateur-built aircraft community is among the leaders in the improving safety rate for general aviation, EAA told FAA and GA leaders at the annual FAA GA Safety Summit in Washington, D.C., on October 24<sup>th</sup>. The Safety Summit brought together FAA Administrator Michael Huerta and his senior staff with leaders of the nation’s top GA organizations.

EAA CEO and Chairman of the Board Jack J. Pelton spoke for the homebuilt community, showcasing a four-year trend of decreasing fatal accident totals while flight hours and the number of completed homebuilts continue to increase. The experimental category fatal accident totals for the 12-month period ending September 30 were 14 below the FAA’s not-to-exceed figure of 59, continuing a four-year trend that has seen ever-improving accident figures. That is an even higher percentage drop than the overall GA fatal accident total, which finished 42 accidents below the FAA not-to-exceed figure.

Sean Elliott, EAA’s vice president of advocacy and safety, also spoke on some of EAA’s work to improve the accident figures, including the

innovations presented at the annual Founder’s Innovation Prize competition, the supplemental type certificate (STC) efforts that bring modern low-cost safety equipment into the cockpits of older type-certificated aircraft, and a safety culture that includes regular safety information in EAA’s Sport Aviation magazine and through the Technical Counselor and Flight Advisor programs.

“EAA’s programs are making a positive, effective impact on safety, working in tandem with a safety mindset by homebuilders and pilots,” Elliott said. “The improvement in safety figures for all of general aviation is wonderful news, and to see the amateur-built community surpass the percentage of improvement for all of GA shows the experimental community is serious about improving safety.”

### **Minutes of the Club Meeting October 3, 2017**

The meeting was called to order at 7:35 PM by Vice President Jacob “Buddy” Smith.

The presentation for the evening was presented by the flight team from Star Care air ambulance following their dramatic arrival in a Bell 407 GX.

The crew consisting of Teather Campbell, Rachel Kubalek and Bill Stukenholtz, explained in some detail the capabilities of their aircraft and their operating parameters.

Their range is approximately 150 miles although a normal flight is usually less than 100 miles due to

the increased number of available aircraft. They operate in VFR conditions only, have a maximum range of approximately 2 ½ hours flight time and it costs \$1,000.00 per hour for fuel and maintenance. Biggest problems are with lasers and birds. There are a lot more birds around than there are drones. Bill related an incident with a bird that took approximately 18” off the end of a rotor blade that resulted in a quick but safe landing. The helicopter flies with a Garmin G1000 EFIS. The crew makes the “go-no go” decision. The dispatcher does not inform the crew as to the nature of the patient so as to not influence the decision.

The business of the evening included the nomination of officers for the upcoming year. Harold Bickford graciously offered to serve as President for another year. Doug Elting and Mark Werth will serve as Secretary and Treasurer respectively. We talked about having a greater group input into the speaker selection process. Buddy Smith and Jerry Carlson will serve as Co-Vice Presidents to share the responsibility.

Installation of officers will occur at the annual Christmas party in December 3rd. Cost will be \$25.00 per person.

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

The meeting was adjourned at 8:55 PM.

Respectfully Submitted  
Doug Elting, Secretary, Chapter 569

## 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.

### Christmas Party!

EAA Chapter 569  
Annual Christmas Party

Misty's Restaurant & Lounge  
6235 Havelock Ave  
Lincoln, NE 68507

Sunday December 3<sup>rd</sup>, 2017

Social Gathering 6:00pm  
Dinner 7:00 pm  
Music Program 8:00pm

*Door Prizes!!*

***(Please return your reservation by November 26<sup>th</sup>)***

Mail Below Portion with Payment

### **EAA Chapter 569 Christmas Party Reservation**

Enclose payment of \$30.00 per meal with your reservation

Make checks payable to: EAA Chapter 569

Dinner Reservation for # \_\_\_\_\_

Total Enclosed \$ \_\_\_\_\_

Send your reservation & payment to:

**Mark Werth**  
**2110 Spring Meadow Circle**  
**Lincoln, NE 68521**

Make name tags for:

1) \_\_\_\_\_

2) \_\_\_\_\_

John Cox  
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