

November, 2018

Volume 43, Issue 11

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EAA Chapter 569 Newsletter

Lincoln, NE



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Meeting Announcement

Date: Tuesday, November 6th

Time: 7:30pm

Program: Old Rhinebeck Aerodrome presented by the Bickfords'

Place: Duncan Aviation Engine Shop
5000 NW 44th St – Lincoln, NE



President's Message Harold Bickford

First off, we want to offer our sympathy and condolences to Dean Hoy and his family in the passing of Dean's wife, Lorraine who passed away on October 22. They enjoyed seventy years of marriage together, a gift few experience. Please keep Dean and his family in your thoughts and prayers. If you desire, memorial gifts can be made to:

Simmons Saltillo Cemetery, Inc
c/o Ryan Hoy
1905 Roca, Rd.
Roca, NE 68430.

November 3rd from 11-1 at Seward there will be a lunch fly-in/fundraiser for Colton Whisler at Harry Barr's hangar. He is battling rhabdomyosarcoma or RMS which is manifesting as an inoperable tumor in his brain, ear canal and cheek glands. He is the grandson of Greg and Terri Whisler of Whisler

aviation at Seward. Diane and Larry Geiger are coordinating this effort.

Activities for the November meeting include an award presentation to Lyle Bender. He will be receiving the Master Pilot Award from the FAA. The Lincoln FSDO will be making the presentation at our meeting. Fifty years of flying without mishap is a genuine achievement and we celebrate with Lyle in recognition of this milestone in flight.

After the award ceremony Harold Bickford will give a presentation about the [Old Rhinebeck Aerodrome](#) at Rhinebeck, NY. Cole Palen had a vision for creating a museum which would feature early aircraft both as museum artifacts and flying examples of the beginnings of aviation. To that end he succeeded as the museum celebrated it's sixtieth year in 2018. Harold and Edi had the chance to take in the Sunday show at Old Rhinebeck in October and step back in time.

We will also want to finalize our ticket sales and menu choice for the annual Christmas party. The SAC museum (our venue) sets the 19th of November as a suspense date for reservations. There are no walk-ins per SACAM policy so that speeds the process up a bit.

At this month's meeting (November) we will have election of chapter officers. The date is also election day for various local, state and federal offices. At least in EAA we don't need to purchase media time!

Again our meeting is Tuesday November 6 at 7:30pm. The location is the Duncan MPI shop upstairs classroom. See you then!

Harold Bickford,
Chapter President

Beatrice 14-32 Update

By Tom Winter

When is a runway closure good news? When it is soon going to be all new! I lately headed for the airport right after breakfast for an “Ice Cream Run” to Beatrice. (Manager Diana Smith is careful to keep the fridge supplied with ice cream cones — just for me!) New: Not only is Runway 14-32 closed, but the Big Yellow Xs that tell you so are electronic: they flash at you. Get your attention.

I circled around and took pictures.

By year end, 14-32 will be all concrete, 75 feet wide. Diana Smith tells me the runways were laid down before the war, then done in concrete during it, and later milled and overlaid with asphalt. Eventually the concrete began cracking under the asphalt, and this led to sections of asphalt buckling, and creating the equivalent of speed bumps!

Russ Gasper, our Department of Aeronautics representative for the 14-32 project, kindly equipped me with the Engineering Design Report, so I’ve got the whole story. The cause of the cracking is “ASR action.” The term “ASR Action” took me to the Federal Highway Administration’s ASR Identification Handbook. ASR is for “alkali-silica reaction.” It turns out that some silicates are reactive, and mate up with alkalis in the concrete mixture. The result, surprisingly, is a gel that slurps up water and expands!

Or, as the FHA’s handbook puts it there is “a chemical reaction between the alkali hydroxides in the pore solution of concrete and certain forms of reactive silica minerals occurring in some aggregates. The reaction product, an alkali-silica gel, is hygroscopic, and will absorb water and swell if the concrete is in a moist environment. The swelling of the gel can, under certain circumstances, lead to expansion and cracking of the concrete.”

The expansion requires milling. Here is a photo, taken via screen capture from the Engineering study, of one of the milled expansion joints:



The concrete is being supplied by a home-town source, Beatrice Concrete.

Thinking ahead, they laid concrete for the intersection of 18-36 with 14-32 back when the 18-36 project was done, so that work on 14-32 would not interfere with the use of the main runway, and it doesn’t. Only interruption is that the taxiway to the south end is closed: for now, if you take off to the north, you either do an intersection take-off or back-taxi on runway 36.

Financing is a 90-10 arrangement. FAA 90%. The City’s 10% is from a bond issue that the Citizens of Beatrice passed. Beatrice also was awarded \$60,000 from the state Department of Aeronautics. Construction has been slowed by the incessant rain, and it is uncertain how many rain days the contractor will be permitted. It was originally to be done by the end of November.



The runway 14-32 project will hopefully be completed by year end.

News from

EAA Headquarters



E-AB Accidents at All-Time Low

The 2018 FAA fiscal year ended on September 30, and the experimental fatal accident number came in well below the FAA established not-to-exceed limit for this year. Experimental aircraft were involved in 44 fatal accidents during the fiscal year, with amateur-built aircraft accounting for 33 of those. The not-to-exceed number, based on a one percent reduction in accidents from the previous three-year average, was set at 51 for this year.

This is the fourth year in a row that the accident number stayed well below the FAA's limit, and the downward trend of fatal accidents in both experimental aircraft and general aviation as a whole continues. Earlier this month [we reported](#) that the fatal accident rate for amateur-built aircraft in calendar year 2017 was 2.63 per 100,000 hours, an all-time low.

The continual decrease in accident numbers is the result of EAA's strong commitment to improving the experimental safety record, but there is still more work to be done. EAA is actively working on a number of [safety initiatives](#) with a goal of further lowering the experimental fatal accident numbers.

Minutes of the Club Meeting October 2, 2018

The meeting was called to order at 7:31 PM by President Harold Bickford.

The program for the evening was provided by Reg Wyatt, retired 747 pilot.

Mr. Wyatt flew for 42 years, the last 23 years for UPS. The last 3 years he flew out of Anchorage, Alaska. He related that in some ways it is easier to fly a 747 than a smaller aircraft since there is such a large supporting cast to take care of planning including head planners, weathermen, fuel planners, flight planners, etc.

An average flight may include 200,000 lbs. of freight, a gross weight of 890,00 lbs and a range of 4,500 miles. The navigation computer is downloaded with the predetermined flight plan. The computer flies the 3-dimensional flight plan. Experience has taught him to double check the flight plan since errors can occur.

The 747 has 16 main gear tires for a total of 18. The C5 by contrast has 28 tires. In Reg's opinion, the designers of the C5 tried to do too much with one airplane including designing it to land on a dirt runway. It was not unusual to encounter several warning indications on a flight due to the complexity of the systems.

He also feels that pilots can become too dependent on technology. Sometimes it is better to shut it all off and just fly the airplane.

Fatigue is a problem on longer flights. Some flights have 3 hour layovers. He said that sometimes he preferred flights of 12 hours or more since they

had 4 pilots instead of 3 on shorter flights.

Mr. Wyatt said that when he retired he quit cold turkey and hasn't flown a plane for the last 7 years.

Cristi gave the Young Eagles report. There is a new comic book available with the main character Aviore for potential young pilots.

The chapter welcomed two new members, Tim Anderson is from Davey and Bruce Holtmeier has an RV kit.

Reservations are being taken for the annual Christmas party. The party will be held on December 2nd with reservations due by November 15th. Tickets are \$30.00 each.

President Bickford opened the nominations for officers for 2019.

Harold graciously offered to continue as President for the coming year.

Keal Bockelman was corralled into being our Treasurer

Doug Elting will continue as Secretary

Cristi Higgins will continue as Young Eagles coordinator

Tom Trumble will be our new Vice President

The slate will remain open until the next meeting November 6th when the election will be held.

A motion was made and seconded to offer a chapter membership to our speakers. The motion carried.

The meeting was adjourned at 9:16 PM.

Respectfully Submitted

Doug Elting, Secretary, Chapter 569



EAA 569 CHRISTMAS PARTY

Sunday December 2nd

5:00pm

SAC & Aerospace Museum
28210 W Park Hwy
Ashland, NE 68003

Please R.S.V.P. by November 15th

Enclose payment of \$30.00 per meal with your reservation

Make check payable to: EAA Chapter 569

Dinner Reservation for Name(s): _____

Total Enclosed \$_____

Send reservation & payment to:

Mark Werth
2110 Spring Meadow Circle
Lincoln, NE 68521

The menu choice needs to be finalized by the November meeting. The highest tally for each category will determine our menu selection(s).

Protein (meat), select two:

- Pulled Pork
- Beef Tips in Merlot Sauce
- Baked Chicken
- Chicken Kiev
- Chicken Cordon Bleu

Vegetables, select one:

- Green Beans
- Seasonal Steamed Vegetables
- Tossed salad with ranch and raspberry vinaigrette

Roasted baby potatoes are included in the entree(s) regardless of choice



Fundraiser Volunteers Needed for “Colton’s Crew”!!!

Colton Whisler is Greg and Terri Whisler’s grandson and the son of Derek and Stephanie Whisler. Greg and Terri operate the Airport in Seward, NE. Derek is a CW3 with the Army National Guard in Lincoln, NE. Stephanie is a “Gold Star Family” Survivor Outreach Services Coordinator and she works for Management Support Technology, Inc (MSTI) which is a military sub contractor.



Colton has Rhabdomyosarcoma or RMS. The tumor is in his brain, ear canal and cheek glands and is inoperable.

- Nov. 3rd Fly In lunch at Seward Airport
- Soup and dessert lunch in Harry Barr’s Hangar
- We need help with:
 1. Putting up fundraiser flyers and getting the word out.
 2. Managing lunch, table and chairs set up and take down
 3. Making Chili and Chicken Noodle soup and desserts
 4. Managing clean up afterwards
 5. Selling tickets for aircraft rides and possible ride raffle
 6. Managing possible bake and craft sale or silent auction
 7. Helping load and unload passengers from aircraft rides

Contact: Diane or Larry Geiger ASAP
Text or call: 402-450-7842 or 402-430-6977

For Sale

25% share in Beautiful RV-9A N678RA

- IFR equipped including ILS EFIS with synthetic vision and highway in the sky
- 2 axis autopilot, GPS and ILS coupled
- ADSB out and in equipped
- 6 GPH cruise at 150MPH
- LED position, strobe and landing lights

This airplane is ready to go anywhere, any time. \$18,000

Contact Tom Henry @ 402-417-8558



Click on picture to enlarge

The Last B-24

In December 1944, the Tulsamerican was badly damaged during a fight with the German Air Force over enemy territory. Although the crew attempted an emergency landing, the B-24 Liberator bomber fell from the sky and disappeared beneath the waves of the Adriatic Sea. Seven crew members survived, three men and the aircraft were never found – until now.

NOVA presents *The Last B-24*, the remarkable story of the discovery and excavation of the wreckage. NOVA partnered with the U.S. Department of Defense, the Croatian Navy, and an elite team of underwater archeologists and technical divers to determine what happened to the missing airmen.

To discover the rest of the story, tune in when *The Last B-24* premieres on Wednesday, November 7, at 8 p.m. CT on NET.

Well done Bruce!



Bruce Holtmeier has completed the horizontal stabilizer on his RV-10.

Events

York Airport (JYR), EAA Chapter 1055 Fly-in breakfast on the 1st Saturday of every month. 0800 - 1000.

Crete Airport (CEK), EAA Chapter 569 Fly-in breakfast on the 3rd Saturday of every month. 0800 - 1000.

FAA Relaunches ADS-B Out Rebate

Washington, D.C. - The FAA announced it is relaunching its \$500 ADS-B rebate program effective immediately and through Oct. 11, 2019. The agency is making \$4,900,000 available under the rebate program, which will fund 9,792 ADS-B Out installations.

As of Jan. 1, 2020, aircraft flying in airspace where a transponder is necessary today will be required to be equipped with compliant ADS-B Out technology.

"The ADS-B mandate is not going away. We are about 15 months from the Jan. 1, 2020, deadline and now is the time for aircraft owners to

equip," said FAA Acting Administrator Dan Elwell.

The previous rebate program, which ran from Sept. 19, 2016, to Sept. 18, 2017, issued more than 10,000 rebate payments.

As before, there are five steps aircraft owners should follow to meet the mandate and receive the \$500 rebate:

1. Purchase the equipment and schedule installation.
2. Obtain a Rebate Reservation Code by reserving a position online.
3. Install the equipment.

4. Conduct the required equipment performance validation and get an Incentive Code.

5. Claim the \$500 rebate online using the Rebate Reservation Code and Incentive Code.

As with the earlier rebate program, the relaunched rebate program is available only to those who have not yet equipped their aircraft.

In addition to the ADS-B Rebate reservation portal, the FAA's Equip ADS-B website (<https://www.faa.gov/go/equipadsb>) lists FAA-certified ADS-B equipment and features an equipage database searchable by aircraft type and model.

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