

October, 2015

Volume 40, Issue 10

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EAA Chapter 569 Newsletter

Lincoln, NE



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Meeting Announcement

Date: Tuesday, October, 6th

Time: 7:30pm

Program: Wayne Woldt

Ercoupes celebrated 75 years at AirVenture 2015. Wayne was a part of the celebration and will share with us his experience.

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



**President's
Message
Harold Bickford**

We're in Maine this week. Collings Foundation had their P-51, B-17, B-24 and B-25 at the Auburn, ME airport near where I grew up. Owls Head museum has several old aircraft and a rest shop. Another airport nearby (Twichel's) has hard surface, turf and a seaplane base. They offer flight instruction including tail wheel and floatplane.

Naturally the great chapter picnic got everything off to a good start. That was followed by the Corvair College and Zenith Open House at Mexico, MO.

We'll have plenty to talk about at the October meeting.

Harold Bickford,
Chapter President

**“Simplicate and add Lightness?”
Rethinking this one!**

By Tom Winter

When can you fly? Well, of course the answer is “Not often enough!” But more often in a bigger, more powerful plane. I love the Quad City Challenger video. I would love a Challenger! But a pal in the Cessna 150-152 Club owned a Quad City Challenger for ten years, and he says he flew his Cessna 150 more in a year than his total time in the Challenger. Why? Too light!

One Taylorcraft restorer written up in an old aviation magazine reported that he only flies the T-Craft when you could launch a hot air balloon. I so admired the Taylorcraft! Half-again faster than a Cub on the same engine! Gotta love it! But early in my EAA membership, Ray Supalla replied to my admiration of Taylorcrafts with “I don’t want to fly behind 65 horsepower!” A pal in the model airplane club I was in for years and years, when I invited him back into flying, explained his disinterest with the unforgettable words “I’ve been more scared in an Aeronca than I ever was in an F-86!” He added “If you’re on final at 150 knots, and there’s a 10 knot crosswind, you don’t care!” And he recalled it could be scary in the ground, too: there were times when he was taxiing and unintentionally airborne.

(continued on page 2)

Yes, there was my flying hero and mentor Wally Peterson, who flew his 65 horsepower 1946 Cub to all the western capitals, and all the northeastern ones, but even he called it a madcap adventure. His wife Bonnie wrote a book about the western capitals flights, and it is a great read, with frank expression of some of the nervous-making details.



Tom Winter's "heavy" Cessna next to a "heavier" Cessna.

Surprise of surprises! Bottom line is I'm sure glad I own a plane that weighs a half a ton empty! Despite all temptations, I don't think I want anything lighter. And I don't think I can afford anything bigger. But if I could afford to pour gas through it, one of Keith Harbour's Yaks or Nanchangs would be even better!

'Coupes over KOSH: More Adventures of the General Aviation Air Force (part 2)

By Wayne Woldt

News break: Well folks, this is kind of a good news, bad news, type of story. All of the top secret files for the 1946 "Commemorative RATO Ercoupe finished in Nevada Silver with Pontiac Red accents" have been approved for release from the highest levels of the General Aviation Air Force. This is a significant set of archives that all of the General's were not aware existed (at least they weren't designated as top secret when they were filed – or sent by email), and are "above and beyond" the initial set of top secret files that were released and subsequently sealed in wax and burned over the campfire, while chomping on S'mores, as reported in the prior briefing. As a result, the combined set of

files, that are designated as "above top secret", commonly referred to as "Sensitive Compartmentalized Information" in the world of high level General's, fills four different three ring binders, each binder being 4 inches thick. I don't have any idea how such sensitive research and development on the "RATO 'Coupe" could result in the generation of so much paperwork. Actually, my understanding is that the total weight of all the paperwork (both public access and top secret) was of such a great quantity, that the combined weight of the paperwork was greater than the actual weight of the "RATO 'Coupe", with the rocket installed. Of course, this huge set of files presents a chronicle of the historic flight from York, NE -- to Sheboygan, WI, -- to Oshkosh, WI, and return back to York, NE. The files also document research on the first attempts to use rocket assist for launching an aircraft, along with an "Ercoupe Rodeo" at Sheboygan. Now, back to the "unknown" top secret files that were approved for release. I'm sure you can imagine trying to fit a 16 inch pile of top secret paperwork into a two page briefing in this EAA publication. Why, that's like trying to fly an airplane under the St. Louis Arch (legally).

Just isn't going to happen without an FAA waiver. No way, no how. So, this where the good news, bad news, comes into play. The bad news is that it is just not possible to summarize the 16 inches of top secret documents in two pages of text, for publication in the newsletter. The good news is that General Lightfoot is willing to deliver a briefing, in person, on these critical topics of national security interest as part of an EAA 569 meeting, at the bunker. Using the old saying "a picture is worth a thousand words", General Lightfoot will be able to convey the critical nature of this "path finding" mission involving the "RATO 'Coupe Warbird" mission to AirVenture 2015, and offer a more in-depth review of the global implications of the project. Remember to stay tuned for more adventures of the General Aviation Air Force, where everyone is a general – for fun.

Disclaimer: Some parts of this story may be true, some parts may be kind of true, and some parts may be completely fabricated. Let your imagination be the guide. Also, all people involved in this effort have the upmost respect for our military and the individuals that serve our country on a daily basis, and don't intend any disrespect with references to military or rank.

AOPA says medical reform is closer than ever before

The Pilot's Bill of Rights 2 was first introduced in the House and Senate in February and has since undergone some revisions to address concerns raised by members of Congress and others. Sen. James Inhofe (R-Okla.) addressed those changes in his floor speech, emphasizing that under Pilot's Bill of Rights 2 pilots would be spared the hassle of repeatedly going through the third class medical process.

Under the legislation, thousands of pilots flying a wide range of aircraft would not be required to obtain a third class medical certificate.

While new pilots would need to obtain FAA medical certification one time in order to establish a benchmark for their health, they would not need to make repeat visits to an FAA aviation medical examiner (AME). Any pilot who has held a valid third class medical, either regular or special issuance, within the past 10 years, would be considered as having met the initial certification requirement. Private pilots who have had a heart condition involving surgery, mental, or neurological issues would be required to go through the special issuance process one time only.

In addition, pilots would be required to take an online medical education course every two years. The course would cover a range of aviation medical issues, including the effects of over-the-counter medications on pilots.

“Requiring pilots to take this course boosts aviation safety for the general aviation community,” Inhofe said.

Pilots also would be required to see their personal physician at least once every four years, make a note of the visit in their logbooks, and certify that they are receiving proper care for any condition requiring medical treatment. As proof that they've met the requirement, pilots would need to provide the doctor's name and address and the date of the exam when they take the online medical course. They also would have to note the information in their logbooks, but would not have to file any paperwork with the FAA. This approach would help foster honest dialogues between pilots and their doctors and ensure that pilots receive the medical care they need, Inhofe said.

The medical exemption created by the Pilot's Bill of Rights 2 would not change the requirement that pilots self-certify their fitness before every flight. But it would give pilots relief from what Inhofe described as the “constant churn of submitting paperwork over and over,” even when the pilot's medical status is unchanged.

The modifications to Pilot's Bill of Rights 2 outlined by Inhofe in his floor speech closely match the terms of the so-called Manchin Amendment, which was submitted, but did not become part of, the Senate highway bill passed in July.

That amendment came under fire from the Air Line Pilots Association (ALPA), which said it would not support the measure, although numerous other pilot groups and unions have endorsed it. Since that time AOPA has met with ALPA to seek common ground.

“We've worked with the leaders of ALPA and addressed their concerns,” said Jim Coon, AOPA senior vice president of government affairs. “We've been told that they now believe that third class medical reform does not pose a safety risk.”

(source AOPA.org)

Old newsletters being added #ThrowbackThursday

Charter Member Jerry Carlson handed me a folder with several newsletters from the past. We will begin archiving these on the Chapter website. Relive history as we post an old Chapter 569 newsletter each Thursday on the website for the next few months.



Thanks to Jerry for sharing these newsletters.

Chapter 569 Picnic at Shoemaker Airfield

By Doug Volkmer

Sunny skies and comfortable temps greeted attendees for the annual Chapter 569 picnic at Shoemaker Airfield. A big thanks to the Don and Yvonne Shoemaker family for hosting this wonderful event.

I arrived early to get some pictures of the fly-in arrivals.

At 4:44pm, the first plane arrived. A nice looking Citabria made a pass across the airport then came around and made a nice 3 point landing.

Shortly thereafter a Cessna 150 arrived from the northeast. He touched down right on the numbers, er I mean weeds. I told him next time float a little bit more so I could get an airborne shot.

At 5:35pm, another Cessna arrived from the southeast. He made a textbook landing, touching down on the mains then gently lowering the nose. I'm guessing a perfect landing was required in order to not disrupt the casserole.

After all the arrivals, either by wheels or wings, everyone gathered in the hangar for a nice meal, story swapping and friendship. I noticed a few of the fly-ins go through the line more than once. I bet they had to do a weight and balance check before they left.

After all the story telling (and I'm sure a few lies were told as well) Dennis Crispin gave a good recap of AirVenture 2015. He took almost 1,000 pictures this year. This was Dennis's 31st trip to AirVenture.

Oh, before I forget, a pat on the back goes out to the person who brought the lemon meringue pie (my favorite). It was yummy!



Touching down on the weeds is Tom Winter.



Gently bringing the nose wheel down is Lyle Eisenhauer.



Making a nice 3 point landing is John Cox.



Around 55 people gathered for the Chapter 569 picnic on September 13th at Shoemaker Airfield.

Classifieds

For Sale

Quarter Share of a Christen Eagle

Based in Lincoln, NE



Ownership: This Eagle is owned by an LLC that consists of 4 equal members. I am one of the members and wish to sell my ownership position in the LLC.

Airplane Details: Built in 1982. Aerobatic "B" prop hub installed.

Total Times: 819 hours both airframe and engine (as of 9-21-2015)

Compression: Checked 3-9-2015
77/80 74/80 76/80 73/80

Annual: March 9, 2015

Contact: David Moll davidmoll66@gmail.com
402-613-5422 (cell)

For Sale

New in box, Icom A220 panel mount transceiver. \$1000

Contact Lyle Eisenhauer - 402-866-6649 or leisenhauer@diodecom.net



Prange Photography



Check out Doug Prange's Aerial Photography work at www.prangephotography.com.

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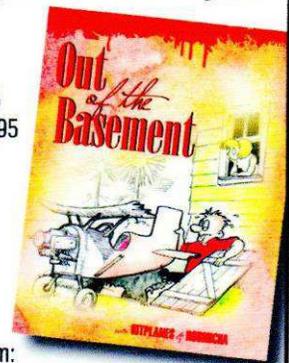
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Events

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

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



Young Eagle News

Cristi Higgins is looking for Young Eagle pilots for an event on Saturday, October 24th starting at 10:00am at the Seward Airport (KSWT). If you can help, please contact her at 402-476-1841.

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