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EAA Chapter 569 Newsletter

Lincoln, NE



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Meeting Announcement

Date: Tuesday, October 2nd

Time: 7:30pm

Program: Reg Wyatt

Reg was a former 747 pilot for UPS.

Place: Duncan Aviation Engine Shop

5000 NW 44th St – Lincoln, NE



**President's
Message
Harold Bickford**

With summer now officially over (post September 21 and school in session) it is time to start our fall schedule of activities. That includes some great opportunities for flying ere the winter storms begin.

Our next regular meeting is October 2 at 7:30 pm. We will meet at the Duncan MPI shop upstairs classroom. The program will be about long haul cargo operations flying the 747. The presenter is a retired 747 captain.

Remember we have officer elections in November so we will discuss nominations and a slate of candidates at the meeting. Coincidentally the November meeting (11/6) is also national, state and local election day.

By all accounts the picnic at Shoemaker Field was a great event with

a good participation and activity. We want to especially thank Don and Yvonne Shoemaker for making Shoemaker Field available for us these many years. A lot of really great memories have been made at this event. Again, a big shout out and many thanks for their efforts!

Our fly-in breakfast did well considering we were competing with the Huskers and an 11am game. Flying weather turned out great. Among those who flew in was Rod Matlock from York, EAA ch.1055, [with his Pietenpol Air Camper](#). Powered with a Continental O-200 his Piet is a fun airplane for these great flying days. Thanks to our volunteers who make this event happen!

The Reno Air Races were September 12-16. Congratulations to Jessy Panzer who has been our program presenter at several meetings and is a frequent visitor at our fly in breakfast had good success in the Sport class. Flying in race 13, "Cruse Missile", a Glasair SH-3R, she finished all three of her heat races in third place and repeated that result in the Silver race showing a remarkable model of consistency at racing speeds of around 285-290mph. Additionally, she qualified tenth fastest at 295.721 mph in the Sport class. All of the marks were improvements over her previous efforts in prior years. Full results for the races can be found on-line at reports.airrace.org.

The weekend of September 7-9 we had a reunion of my Air Force unit from Berlin where we were stationed during the Cold War era. One of the highlights

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(besides telling "war stories" with a bunch of old, okay, older guys) was visiting the National Museum of World War II Aviation. This is the group who brought two F7F Tigercats to Oshkosh during AirVenture. We had the opportunity to speak with Bill Klaers who is the President and CEO for about fifteen minutes. It was really fun talking with a person who has an obvious passion and dedication to preserving the flying artifacts of a time when the tide of history hung in the balance. Among his many flying achievements with warbirds is having logged over 1,000 hours of B-25 time as PIC. For Bill the biggest challenge is finding the next generation of guardians for these flying memorials to bravery and sacrifice. Every bit as challenging is maintaining these historically important aircraft. The museum website is www.worldwarIIaviation.org.

We will close out our "airshow" season with a trip to Zenith Aircraft at Mexico, MO for their annual hangar days and open house. We will also have the opportunity to represent EAA with Charlie Becker who will be flying the 2014 version of the One Week Wonder, a Zenith 750 Cruiser. The event draws people from all over the country and though geared to Zenith aircraft fliers and builders, anyone is welcome no matter what they fly. Significantly they have been in business now for over 25 years producing kits for homebuilders. The activity is like a big family gathering and simply put, fun!

Looking forward to seeing everyone at the October meeting and fly-in breakfast.

Harold Bickford,
Chapter President

Accident Report

Accident occurred 02/02/2017,
1955 CST, Ellendale, MN
Aircraft: Mooney M20C,
registration: N9149V
Injuries: 1 Serious.

The accident occurred during the commercial pilot's third flight of the day in the accident airplane. The pilot reported that he used the airplane's heater throughout the day. The pilot reported having a headache and experiencing "butterflies" in his stomach during the end of first flight. The headache subsided after the flight, and he felt fine during the second flight, but the headache returned after he landed. Before the third flight, the pilot expedited his time on the ground because he was concerned about getting the engine started in the cold weather. The pilot started the engine and sat in the airplane while he filed his flight plan and got organized for the flight. The pilot added that, while taxiing to the runway, he still had the headache, and he experienced another episode of "butterflies." He stated that the symptoms were more intense at that time than they had been in the morning but that they subsided by time he reached the runway, and he felt "good" but became "hyper focused." He performed an engine run-up and repeated the takeoff checklist three or four times until

the controller asked if he was ready to take off, which "snapped" him out of repeating the takeoff checklist. The pilot was in the airplane with the engine running for about 12 minutes before takeoff.

The pilot remembered being cleared to a heading of 240° and setting the autopilot heading bug before taking off. He stated that, while climbing out, he experienced another case of the "butterflies." He added that he began a turn and activated the autopilot during the turn. The last thing he remembered was being cleared to 6,000 ft on a heading of 240°. After the pilot attempted to check in twice with departure control (he was still on the tower control frequency), air traffic controllers repeatedly attempted to contact the pilot without success.

Radar data showed that the airplane climbed higher than 12,000 ft and was off course. The airplane continued to fly until it ran out of fuel and crashed in an open field. The pilot was not conscious until after the airplane impacted the field. He stated he was very confused and had loud ringing in his ears at this point. The pilot freed his legs from the wreckage and exited the airplane. He stated he was very weak and had difficulty with his balance and ability to walk as he made his way to a nearby house.

A post accident examination revealed that the both fuel tanks were empty. The cabin heat was found on, and the cabin vent control was found off. The exhaust muffler had several cracks, one of which contained soot/exhaust deposits on the fractured surfaces, indicating it existed before impact. The crack

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KOLU Visit

By Tom Winter

Do not be surprised if you see a plane in Paul Muhle's hangar and not too much later you see it again, featured in a national magazine. Paul's work wins prizes! KOLU being my favorite airport to fly to, I saw the Pitts 'Paradox' in Paul's shop earlier this year, and then last month I read all about it in the EAA magazine. I asked Paul "I know your Pitts won in 2007, were there other Grand Champions you built? I got a list! Paul's prizes: Grand Champion for his Pitts in 2007, in 2000 for his aerobatic DR 107, and in '93, and '94, though in 1993, it was Reserve Grand Champion.

So today (September 22nd) John Garred, M.D. in his Bonanza with son Matt and daughter-in-law Laura, and Yours Truly in his mighty Cessna 150, showed up nearly simultaneously at the Columbus airport. Me to congratulate Dr. John and Paul, and Dr John to see more work on the beautiful Paradox. The name Paradox honors John's father, also a pilot and M.D. I took pictures!



John Garred, Laura Garred, Matt Garred



Paul Muhle and Dr. John



This is either the most beautiful washing machine ever, or the cowl for Paradox, the Pitts 12



Paradox, the splendid Pitts 12

Chapter 569 Picnic at Shoemaker Airfield



Among those flying in to the picnic were Tom Winter with his daughter Rose.

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would have allowed exhaust gases to enter the cockpit/cabin. The pilot reported that the airplane was not equipped with a carbon monoxide (CO) detector. A review of maintenance records showed that a new exhaust system was installed on the airplane on January 25, 2007, at a tachometer time of 2,343 hours. The last annual inspection was conducted on February 2, 2016, at a tachometer time of 2998.0 hours. The tachometer time at the time of the accident was 3,081 hours. The pilot's CO level, when tested over 4 1/2 hours after the accident, was 13.8%. Given the half-life of CO in the blood stream over 4 to 5 hours while breathing ambient air, the pilot's CO level at the time of the



By wheels or by wings, the weather was perfect for the Chapter 569 picnic on September 9th. Thanks to Don and Yvonne Shoemaker for hosting the event again.

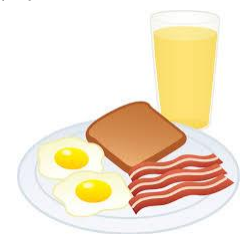
Thanks to Dennis Crispin for sharing these pictures from the picnic. More of Dennis's photos are in the Photo Gallery at www.eaa569.org.

accident was at least 28% and likely significantly higher because oxygen was administered in varying amounts during the first few hours of his post accident medical care. The pilot's high CO level led to his incapacitation due to CO poisoning and the airplane's continued flight until it ran out of fuel and impacted terrain.

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's incapacitation from carbon monoxide poisoning in flight due to cracks in the exhaust muffler, which resulted in the airplane's continued flight until it ran out of fuel and its subsequent collision with terrain.



Among the fly-ins to the Chapter 569 September breakfast were Todd and Justin Harders in their Waco from Cairo, NE.



EAA 569 2018 Christmas Party News*By Edi Bickford***Classifieds****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

Reservations for the annual Christmas party are open. We will be at the SAC museum on December 2.

Date: Sunday, December 2

Time: 5-11pm (we have to leave by 11 or the coach becomes something else)

Cost: \$30.00 per person, catered and including required security guard, exclusive of cash bar.

We will need to have all paid reservations (limit 50) no later than November 15. This allows us to have the final booking with meal choices to the SAC Museum by the required November 19 suspense date. There are no sales at the door per museum rules.

We will start the reservation/ticket sales at the October meeting. Also, the menu choices will need to be narrowed at the October meeting (10/2) and certainly by the November meeting (11/6) from the following items. The highest tally for each category will determine our menu selection(s).

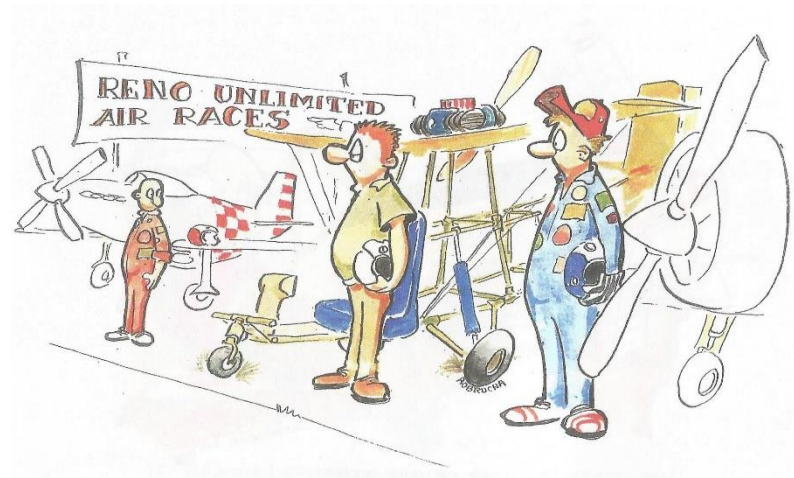
Protein (meat), choose 2:

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

Vegetables, choose 1:

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

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



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.

EAA Programs Touted at FAA Symposium

Young Eagles is acknowledged throughout the aviation community as one of the most important programs to welcome a new generation into flight. This sentiment was on full display as professionals from all facets of the flying community gathered on September 13 for the FAA's Aviation Workforce Symposium in Washington, D.C.

Sean Elliott, EAA's vice president of advocacy and safety, was part of a panel on programs to [bring young people into aviation](#), the first step for those wishing to pursue an aviation career. Encouraging young people into aviation careers, whether as a pilot, mechanic, air traffic controller or other aviation professional, is an urgent need.

"As aviation professionals from all areas spoke to the gathering, it was gratifying to hear there was an overwhelming acknowledgement of EAA Young Eagles as one of the leading programs created to introduce young people into flight," Elliott said. "That's a credit to all the volunteer pilots and ground support people whose dedicated efforts have flown more than 2.1 million kids – thousands of whom are now involved in aviation careers. No other program has been that effective."

During the event, Elliott also shared a copy of EAA's new *Aviore* comic book with FAA Acting administrator Dan Elwell. FAA acting deputy administrator Carl Burleson later took the comic up on stage to show it to the entire forum. *Aviore*, a cooperative project by EAA, Marvel Comics legend

Stan Lee, and the Stan Lee Foundation, is a superhero who uses his abilities and aviation for positive results. Issue 1 of the *Aviore* comic series was [unveiled at AirVenture 2018](#), with more issues to come with a goal to reach beyond the usual aviation-inclined youth groups.

"At a time when we need to see interest in aviation careers going up, the data is trending in the opposite direction," said Elwell, who noted that commercial air travel is expected to nearly double by the year 2036, with 117,000 new commercial pilots needed in North America alone during that time. "The number of private pilots holding active airmen certificates has decreased by 27 percent in the last ten years. The number of commercial pilots in the same period has decreased by 21 percent."

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