

October, 2020

Volume 45, Issue 10

www.eaa569.org

[facebook.com/ea569](https://www.facebook.com/ea569)

EAA Chapter 569 Newsletter

Lincoln, NE



EAA 569 Contact Information

President

Tom Winter
H: 402-488-9238
c150gpilot@yahoo.com
1010 Eastridge Dr.
Lincoln, NE 68501

Vice President

Tom Trumble
C: 402-540-6089
ttrumble@windstream.net
5545 N 17th St.
Lincoln, NE 68521

Secretary

Jerry Mulliken
C: 402-720-0125
jmulliken@speednet.com
118 S. 52nd St.
Omaha, NE 68132

Treasurer

Cristi Higgins
H: 402-217-9763
higginschristi@msn.com
PO Box 335
311 South West Ave.
Western, NE 68464

Tech Counselors

Erick Corbridge
402-499-1039
Corbe99@Yahoo.com

Tom Henry

H: 402-791-2116
W: 402-479-1540
TomHenry3@aol.com

Young Eagles Coordinator

Cristi Higgins
H: 402-217-9763
higginschristi@msn.com

Newsletter and Web Editor

Doug Volkmer
C: 402-890-2818
rv7doug@gmail.com
3720 Stockwell Circle
Lincoln, NE 68506



Meeting Announcement

Date: Tuesday, October 13th

(Yes, the 2nd Tuesday for this month)

Time: 7:00pm

Program: David Haring, Executive Director for the Lincoln Airport Authority. David will share with us the happenings and upgrades to the Lincoln Airport.

Place: Lincoln Municipal Airport Terminal – 2nd floor Airport Office Conference Room

Parking will be free in any of the parking lots or garage. Take a ticket from the dispenser to open the gate. Bring the ticket to the meeting and the airport will validate it. If you park in the garage, you can park on the floor that has the sky walk to the 2nd floor of the terminal.

Spacing is limited to 20 attendees. Please RSVP to Tom Trumble if you plan to attend. Call or text him at 402-540-6089. Please wear a mask to enter.

Other item to note –

Our business gatherings via Zoom will continue on Wednesdays preceding the Saturday fly-in breakfast at 7pm. So the next Zoom meeting will be 7 pm, October 14. Watch for the link in your email that Monday. Foreseeable agenda items: Christmas Party, 2021 officers, plus whatever questions you bring.



President's Message Tom Winter

I Broke an Error Chain: Chicken Pilot uses Aristotle and Aquinas to Excuse not Flying

Some things are new to me, some things are not. When I was a prof, I taught Latin and Greek, including Aristotle, and a course in Ancient Sci and Tech (my favorite!). I can tell you that many a modern thing goes way back. That pilot joke, for instance — “A plane makes the pilot happy twice, the day he buys it, and once again the day he sells it.” That one goes back to Old Rome, and Cicero, whose humor was sometimes dark. Forgive me: “A wife pleases her husband twice: when he carries her in, and when they carry her out.”

(Don't rat me out!)

Ancient Philosophy had what aviation writers call the Error Chain. Error Chain? It's as old as the hills. It is, like so much else, in Aristotle. “The least deviation from truth in the elements, eventually ends up a thousandfold.” St. Thomas Aquinas picked this up and carried it. It's one of his most famous quotes. It's actually clearer in St. Thomas: “a little error in the beginning leads to a great one in the end.” (Aristotle De Caelo 1,5, and Thomas Aquinas De Ente et Essentia, introduction).

(continued on page 2)

For pilots, a great one in the end can be bent aluminum, and worse.

Well, today is a beautiful day, and despite my retirement principle, a flight every nice day or at least a bike ride, today, I'm settling for the bike ride.

Yesterday, the forecast for today was super. I made plans to fly. But there was this little error at the beginning: It was stupidly simple. The little error at the beginning was eating too much at my daughter Rose Winter's 48th birthday celebration. We had take-out gyros at Holmes lake park. They are HUGE, rather spicy, and just a scotch too salty. I ate all of mine.

Midnight brought heartburn. Took a Tums, sat up and read for a while. Took a second Tums. Got to sleep sometime after 2. Served breakfast - the morning picnic on the bed -- an hour late.

Another principle took charge: I do not fly with an under slept pilot. I broke the error chain.

I went back to bed.

Not getting the Pireps newsletter?

If you've stopped receiving the Pireps newsletter published by the NDOT / Aeronautics Division contact David Morris. Simply email him (david.morris@nebraska.gov) with your first and last name and he'll fix you up.

Minutes of the Board Meeting

The board meeting was called to order on September 16th by President Tom Winter at 7 pm and was held via teleconference Zoom. The agenda was open.

The September 19 fly-in breakfast is to proceed as planned.

Tom Trumble noted that the Flying Conestogas plan a flying fun day Sunday Oct 4 at 1300.

There are no further print editions of PIREPS planned. If you wish to receive the electronic version, you can subscribe at <https://dot.nebraska.gov/aeronautics/pireps>. This will give you a way to read Tom Winter's column along with much else about Nebraska aviation.

There was discussion about a way to recognize the huge effort by Cristi Higgins to recognize Bob Chambers aka Robrucha. She will have a video at the fly-in breakfast of the presentation to Bob of a Nebraska Navy Admiralship.

Cristi Higgins suggested we look into using the Lincoln Airport Terminal for our monthly member meeting. Tom Trumble offered to look into the idea. One program idea suggested was a retrospective of Harry Barr's flying career.

Registration information for the Christmas dinner should run in the Oct and Nov newsletters.

Entertainment for the dinner has not been established. Cristi has a Robrucha drawing to give away.

Meeting was adjourned at 2000.

Respectfully submitted,
Jerry Mulliken, Secretary

A Trip to Old Baldy

By Jerry Mulliken

My usual fall travels in the Cardinal have been curtailed in these days of Covid. While searching for an alternative, I learned of a Nebraska landmark named Old Baldy that I could identify with. It is a chalky outcrop along the Missouri river north of Lynch. Since I am also an old (near) baldy, I thought it merited a photo flight. According to a well documented Wikipedia article (Old Baldy, Hill in Nebraska), Lewis and Clarke stopped there and shot a prairie dog for dinner. They then decided they wanted a live specimen, so they hauled 5 barrels of water up the hill to flood some out. They caught two, and one survived the trip to Baltimore, where it was seen by Thomas Jefferson.

After circling the hill for a photo, I flew a bit farther across the river to a grass strip, 8D8, Lake Andes Municipal. With two hangars, it must be one of the smaller municipal airports. No, it does not have a control tower. I ate my sack lunch standing by the horizontal

(continued on page 3)

stabilizer. According to Google Maps, there is a cafe, The Inside Scoop, a block away, currently carrying out only. I did not check it out. Another thing I did not do was ride my bicycle across the Fort Randall dam to the chapel and visitors center. Perhaps there I could have seen the hill where Sitting Bull waited out his house arrest by the Fort that, in the end, became staffed almost entirely by Native American Army soldiers.

After lunch I flew over the dam and chapel, and counted 3 farmers harvesting between there and Fremont. I'm pretty sure I beat Covid on this one. My nearest encounter was a farmer mowing his ditches a half mile away. It sure felt good to fly somewhere new.

Accident Report

Accident occurred 11/03/2018,
2347 CST, Uvalde, TX
Aircraft: Bell 206,
Registration: N417WT
Injuries: 3 Fatal

Analysis

The pilot and two passengers onboard the turboshaft-powered helicopter departed from a private ranch on a night cross-country flight in visual meteorological conditions. Video evidence from witnesses who observed the departure showed that bright flood lights were shown directly at the helicopter during the departure. The helicopter impacted terrain shortly after takeoff about 100 ft below the top of a 1,500-ft hill and about 5 miles east of the departure point.



“Old Baldy” is seven miles north of Lynch, NE.

An automated weather station, located 13 miles southeast of the departure site, at 0015 recorded, clear skies, and an altimeter setting of 29.97 inHg. A review of weather information about the time of the accident revealed a small area of cloud ceilings east of the departure point. Based upon the helicopter's recorded route of flight, it is unlikely that the helicopter encountered this area of reduced visibility/ceilings.

Examination of the helicopter revealed no evidence of any mechanical malfunctions or anomalies that would have precluded normal operation. Data from the helicopter's flight displays revealed that the helicopter's

altimeter was set at 30.05 inches of mercury (inHg); The altimeter setting at the station nearest the accident site was 29.97 inHg. This difference would have resulted in the helicopter's altimeter indicating a higher altitude than the helicopter's actual altitude. The display's data also indicated the helicopter's flight path towards its destination airport. The flight display's last indicated altitude was 1,538 ft, which would have only provided marginal obstacle clearance.

Additionally, the helicopter's terrain avoidance and warning system low altitude alerts were set to "inhibit", or turned off; therefore, the pilot

(continued on page 4)

would not have received a terrain warning message. Flight information from the displays did not record any evasive maneuvering, and it is likely that the pilot did not see the terrain before impact.

Autopsy and toxicology testing of the pilot did not reveal evidence of incapacitation. A review of the pilot's medical information indicated that he had been diagnosed with early cataracts; the pilot first reported cataracts to the FAA in 2005, and it is possible that they could have increased in severity enough to have compromised his night vision and contributed to his difficulty avoiding the hill. Additionally, the pilot's eyesight may not have adjusted to the night conditions after being exposed to bright lights during departure. However, the severity of his cataracts at the time of the accident is unknown, and whether visual limitations from cataracts or bright lights contributed to the accident, could not be determined.

The accident is consistent with control flight into terrain during dark night conditions

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot's controlled flight into terrain during night visual meteorological conditions. Contributing to the accident was the pilot improper decision to inhibit the helicopter's terrain warning systems and flight at low altitude.

Drones Inside the National Museum of the U.S. Air Force

Submitted by Tom Henry

Located at Wright-Patterson Air Force Base, some six miles to the northeast of Dayton, Ohio, the National Museum of the United States Air Force, the official museum of the USAF, is a must see for every aviation enthusiast: with more than 350 aircraft and missiles on display, it's the oldest and largest military aviation museum in the world. You can find the Boeing B-17F Memphis Belle, several Presidential aircraft, including the Boeing 707 known as a VC-137C; the Apollo 15 Command Module Endeavour; the only surviving [XB-70 Valkyrie](#); the [F-117 Nighthawk](#) and many, many others. In fact, the Museum hosts some of the world's most iconic and rare American aircraft, and also some foreign aircraft, and for this reason it attracts about a million visitors each year.

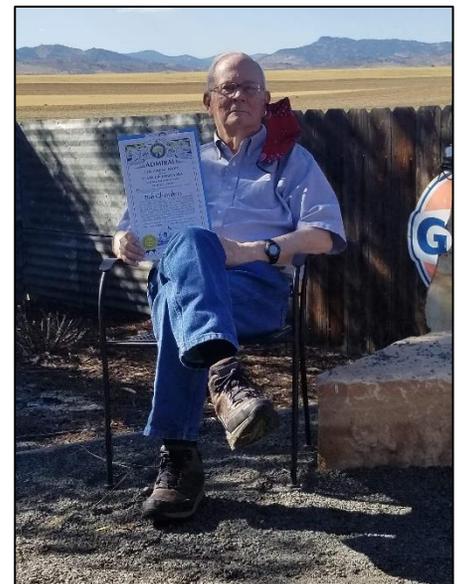
However, no one has probably seen it through the bird's eye view of a drone.

The video below is just fantastic. Filmed by Paul Nurkkala (NURK FPV) with DJI drones and GoPro cameras, it provides the most amazing way to explore the collection of Dayton Museum ever seen.

Click [here to view the video](#).

Nebraska Admiral Award

Cristi Higgins drove out to Loveland, CO to visit Bob Chambers and his wife Mame. Along with that, she also presented Bob his Admiralship into the Great Navy of the State of Nebraska. This award recognizes *"individuals who have contributed in some way to the state, promote the Good Life in Nebraska, and warrant recognition as determined by the Governor."*



"You folks in the EAA 569 Chapter have been a bright spot in my 'Lincoln life', he said. "I miss the Saturday morning breakfast madness more than I can put into words! You definitely represent the 'Best of EAA!'".

Thank you Cristi for making this happen!



EAA 569 CHRISTMAS PARTY

Saturday December 5th

5:30pm

Villa Amore Italian Restaurant

5353 N 27th St

Lincoln, NE 68521

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

Enclose payment of \$36.00 per meal with your reservation

Make check payable to: EAA Chapter 569

Dinner Reservation for Name(s): _____

Total Enclosed \$ _____

Send reservation & payment to: Cristi Higgins
 P.O. Box 335
 311 South West Ave
 Western, NE 68464



And finally ... EAA 569 Fly-in Breakfast



[Doug Prange](#) captured this view while departing one of our well attended breakfasts in March, 2017. Click picture to enlarge. If you have a photo you'd like to share, please send it to your newsletter editor.

John Cox
2279 County Road 2425
DeWitt, Nebraska 68541-2518

