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EAA Chapter 569 Newsletter

Lincoln, NE



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Meeting Announcement

Date: Tuesday, October 1st **Time:** 7:00pm

Program: Reno Air Races

Ed Bowes will talk about the Reno Air Races and his experience participating in them.

Place: Duncan Aviation, Hanger I, Darlene Christianson Room
3833 N Park Rd, Lincoln NE 68524
Parking is west and south adjacent Hangar I
Enter the building at the southwest corner

Click [here](#) for a map.



**President's
Message
Tiffany
Thompson**

I am writing to you while coming down from the high of our last Young Eagles Rally. As Cristi, our Young Eagles Coordinator, likes to say when talking about Young Eagles flights, "It's better than Grandma's sugar!" I think that applies to all of us as well!

On September 22nd, EAA 569 held a Young Eagles Rally at the Lincoln Airport. The Cornhusker Chapter of the Women in Aviation was hosting their annual Girls in Aviation Day at the Lincoln Airport that same day. Girls in Aviation Day is an inspiring event dedicated to encouraging young girls to explore the possibilities of aviation, which is in line with our own mission of introducing kids to aviation.

During our Young Eagles Rally, we were thrilled to introduce 52 kids (mostly girls) to the world of aviation through their first flights. This would not have been possible without the dedication and hard work of our volunteers. I want to extend a heartfelt thank you to our Young Eagles Coordinators for organizing and running the event, the ground crew for assisting the pilots and keeping everyone safe on the active apron, and to our amazing volunteer pilots who generously donated their time, aircraft, and expertise. Your contributions help ignite a passion for aviation in the next generation, and we are grateful for all that you do.

Looking ahead to October and beyond, we have a few important chapter events to keep in mind. Our annual Christmas party is just around the corner, and we're already working to make it a special celebration. Mark your calendars for December 1st—it will be a great time to come together and enjoy some holiday cheer with fellow members and their families.

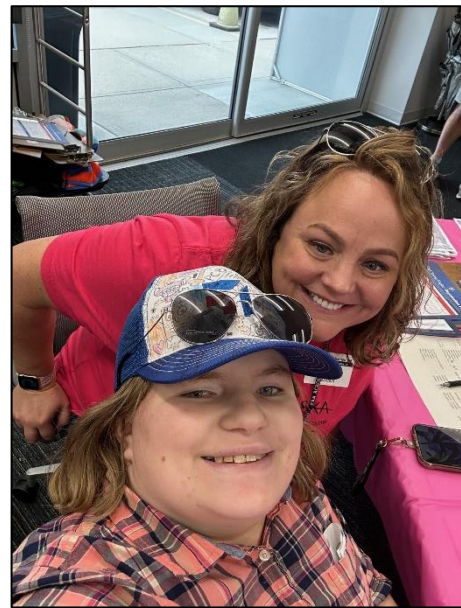
We are also in the midst of our board nomination season! If you or someone you know is interested in serving on the board or playing a larger role in chapter leadership, now is the time to step up. We value everyone's input and encourage all members to participate in this important process.

Thank you all for your continued support and commitment to EAA 569. Let's keep flying high together!

Blue skies,
Tiffany Thompson
President, EAA Chapter 569



Cristi Higgins, Pilot Jerry Clinch and James Higgins.



President Tiffany and Paige.



Paige Higgins managing the paperwork.



Cristi with her kiddos, James and Paige.



Pilot Tom Dalton with a couple happy Young Eagles. 😊



Pilot George Carr explaining to the Young Eagles how an airplane flies.

EAA Chapter 569 Calendar		
October	1	7:00pm General Meeting
	19	8:00am - 10:00am Crete Fly in Breakfast, EAA Chapter 569 - KCEK
	26	11:30am - 1:30pm Hastings Hamburger Fly in Lunch (rain or shine) - KHSI
November	5	7:00pm General Meeting
	16	8:00am - 10:00am Crete Fly in Breakfast, EAA Chapter 569 - KCEK
December	1	EAA 569 Christmas Party - Antelope Park Shelter 5:00pm
	21	8:00am - 10:00am Crete Fly in Breakfast, EAA Chapter 569 - KCEK

Save the date!!!!

EAA 569 Christmas Party
 Sunday, December 1st
 5:00pm - 8:00pm

Antelope Park Closed Shelter
 (½ block east of the Auld Pavilion Recreation Center, 1650 Memorial Drive)

\$25 per person. More details coming in the November Newsletter.

News from EAA Headquarters



EAA Works to Correct Change in FAA Phase I Flight Test Policy

EAA is concerned about a significant change that appeared in new FAA guidance that sets operating limitations for Phase I flight testing in all experimental aircraft. This change would severely curtail the number of airports an experimental aircraft can utilize during flight testing, negatively impacting safety and effectiveness of flight testing.

The new language only permits operations out of one airport within the designated flight test area. The policy notes that “a second airfield may be listed with valid justification of a specific flight test or safety requirement.” Previous guidance had no specific limitations on number of airports, only requiring that all authorized airports for flight testing be listed by the designated airworthiness representative in Phase I operating limitations.

There are many advantages – indeed necessities – to having multiple airports available in a flight test area. These include testing the aircraft on different surfaces (it is unclear how this guidance affects seaplanes or amphibians), finding airports to test specific crosswind conditions on a given day, using an airport with low traffic volume to test takeoffs and landings, or any number of other flight test considerations.

Most importantly, there should never be any doubt in a pilot’s mind whether an airport is available for a precautionary landing in the case of weather or the slightest hint of mechanical trouble. We want to be clear that we are aware of no enforcement action ever being undertaken by the FAA in a case such as this and encourage all pilots to exercise their authority under FAR 91.3, but this unnecessary limitation in available airports would add needless complication to an already stressful situation.

EAA is already engaging the FAA to ensure this policy is swiftly reversed. The document containing the policy, Order 8130.2K, is not yet in force, but is slated to become effective in late October. We have received favorable indications from the FAA that they are quickly reconsidering the airport limitation, and it will hopefully be fixed by the time the order becomes effective. Otherwise, the FAA should give favorable consideration to “deviation requests” for additional airports in a flight test area, submitted to the FSDO via an applicant’s DAR. EAA will advise members on this issue again prior to the order taking effect.

Members are cautioned that a small number of airports surrounded by densely populated areas or heavily congested airspace are genuinely not suitable for flight testing, as they do not meet the requirements of FAR 91.305, which states “no person may flight test an aircraft except over open water, or sparsely populated areas, having light air traffic.” Amateur builders should consult with a local DAR and/or FSDO prior to committing to final assembly if there are any concerns about the ability to flight test at a particular airport.

Landing Fees: Now With Automation

By Tom Charpentier, EAA government relations director

Perhaps it was inevitable, but here we are. Private companies are sprouting up advertising turnkey solutions for airports to collect automated landing fees. Scheduled, nonscheduled, ADS-B, transponder-free, it doesn't matter. Through a system of monitoring open-source data and optically capturing N-numbers, they can track just about any landing aircraft.

We're still working on the regulatory and legal implications of these systems, though landing fees have been a fixture at large commercial airports for years. They are rarer at small GA airports, as they have been impeded in the past by the lack of an efficient collection system for aircraft that never park and drop by the FBO desk or honesty box. Now there apparently is one.

Landing fees in general aviation set a dangerous precedent. They rank alongside air traffic fees in penalizing safe practices, as the cash register ticks over with each landing. Landing an aircraft is probably the most fundamental — and perishable — skill in aviation, and it is important to be able to practice it at a variety of airports and settings. There are indeed countries where it is commonplace for all airports to charge by the landing. We simply cannot permit that here. Does your local basketball court charge by the free throw practiced?

This is not to say that airports cannot collect fees to sustain themselves. Self-sustainment is an important concept at airports, and there are unique funding challenges at facilities that do not receive federal Airport Improvement Program (AIP) funding, such as privately owned, public-use airports. Probably the most equitable fee an airport can charge is a fuel flowage fee. Like the federal fuel tax that funds the FAA, fuel-based fees are scalable to the type, size, and frequency of operation, where heavier aircraft or frequent fliers pay a bit more. As we say with regard to federal user fees, we have no problem with funding the infrastructure we use, but not in the form of à la carte fees that disincentivize the use of certain parts of the infrastructure and could affect safety as well.

Not to mention, this form of fee collection does feel like an invasion of privacy. In today's interconnected world, many of us are accustomed to being tracked when we fly, but a technology that identifies even those aircraft that opt out of ADS-B? Pilots in the United States have a unique ability to navigate the airspace with few restrictions, which is a cherished privilege. Getting a bill in the mail that identifies which airport you visited on which date — and how much you now owe — erodes that feeling of freedom.

The most effective pushback against these sorts of fees may well be at the local level. Absent new legislation or regulatory action there may not be a way to prevent these pay-to-land schemes. So engage with your airport sponsors. Let them know this is a bad idea that could easily drive traffic away from the airport.

While each airport — especially those with federal funding — is a node in a national system, the taxpayers and constituents on the local level will likely decide whether these fee systems are successful. It's yet another reason to engage positively with your local community and airport leadership to show them the value of a healthy GA airport.

Minutes of the Board Meeting

The board meeting was called to order via Zoom by Jerry Clinch at 12:17, September 18. Also present were Tom Trumble, Cristi Higgins, and Jerry Mulliken. Tiffany Thompson joined the meeting at 12:30.

Tom Trumble moved to approve the minutes of the July 2 business meeting. Jerry Clinch seconded, and the motion was approved.

Cristi Higgins reported that the main checking account balance was \$7897.95, the Breakfast account was \$5043.99, and the CD value was \$10,000. The CD matures November 9. Cristi will call and renew by that date.

Cristi Higgins reported that 505 Young Eagles had been flown this year so far. The next event is scheduled for LNK at 1 pm at Duncan Aviation Hangar B. Also, Cristi is working on a Chapter event involving floatplanes at Johnson Lake in early May 2025.

As a courtesy to new members joining late in the year, Jerry Mulliken suggested new members have their dues count towards a full subsequent year. Tom Trumble suggested September 1 as the cutoff date, and moved to make the suggestion a policy. Tiffany Thompson seconded the motion, and all voted in favor. Cristi plans to complete the process of making dues payable through PayPal by the end of the year. The cost for non-profit organizations is 1.99% + \$.50 per transaction.

Tom Trumble and Cristi Higgins reported that two spots are secured for the 2025 air academy. Axel Anderson will attend the June 20 camp, and Anders Krzycki June 12. The fee of \$1300 each will be covered by Young Eagle credits. The chapter will reimburse \$500 each of travel expenses for the campers.

Toby Jordan, our Ray Scholar has flown 21.3 hours. \$4,400 of the \$8,800 funds received have been paid to Oracle Aviation. \$593.99 of those funds remain at Oracle. Toby and his instructor plan to rent a C-150 at Fremont Aviation going forward. Toby will take his written exam at Oracle. \$2,000 in funds have been transferred to Fremont. Applications for the 2025 Ray Scholar are due in November.

Discussion was held about having a table at the breakfast line for donations with a volunteer present to explain how the chapter financially supports youth to become involved in aviation. The next breakfast is Saturday, September 21.

Tom Trumble has reserved the Lincoln Antelope Park shelter for Sunday, December 1 from 5:00 pm to 8:00 pm. Cost is \$120. Tom moved to sell tickets for the event for \$25. Catering and the rental fees exceeding the proceeds would be paid from the club treasury. Cost to the club is estimated around \$5 per ticket. Motion was passed.

Nominations for board members will be put forward at the October 1 meeting. A slate will be presented by the board, and nominations from the floor accepted.

The next general meeting will be October 1 at Duncan Aviation Hangar I, in the Darlene Christiansen room. The airport authority meeting facility will not work because of a lack of free parking.

There being no further business, Tom Trumble moved, Jerry Mulliken seconded to adjourn at 1:35 pm.

Respectfully submitted,
Jerry Mulliken, Secretary

Little Airplane Co. Selling Out

I wanted to let the members of the local EAA and AAA chapters have first crack at the piles of aircraft grade wood, aluminum, parts, hardware, and engines with props. I am going to start selling off before I start running ads on Barnstormers. I will sell small amounts or everything in one shot. I have enough stuff to build at least a half dozen Pietenpol Air Campers.

I can be contacted at:
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From the  Gmail

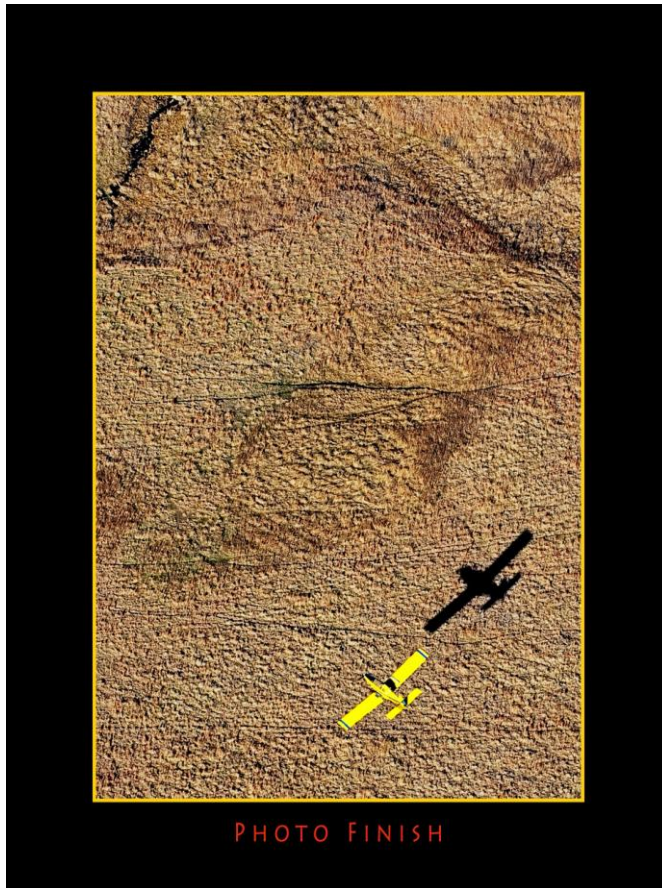
[Understanding Aerodynamics with CFD - Jac van Egmond](#) – *(from Tom Henry)*

[Oshkosh 2024 Burt Rutan – Rutan Way Ceremony](#) – *(from Tom Henry)*

[Planes of the Future: The End of the Jet Age?](#) – *(from Tom Henry)*

And finally ...

Photo Finish



[Doug Prange](#) noticed this guy flying around on a return trip from Topeka. He wasn't dusting, so maybe having fun or on a test flight. He was really low and the shadow on the ground was rather interesting.

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