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EAA Chapter 569 Newsletter

Lincoln, NE



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Meeting Announcement

Date: Sunday, September 6th

Time: 4:00pm (eat around 5:00pm)

Program: Chapter 569 Annual Picnic

Place: Crete Airport (KCEK)

Because of the pandemic, we are asking people to bring their own food, plates and utensils. Drinks will be provided.

Dennis Crispin is planning to scour his archive of Oshkosh photos and prepare a “Best of Oshkosh” presentation.



President's Message Tom Winter

GALLOWS HUMOR, GREEN BANANAS, AND THE FAA MEDICAL

Once in Armenia, I politely turned down an offered cigarette. “Oh. Going to die healthy, eh?” he said. Yup, die healthy is the idea.

Dick Hawes, charming gentleman, gifted model airplane builder, pillar of the Nebraska Free Flighters Model Airplane Club, and engineer for OPPD, took to saying “I don’t buy green bananas anymore.” We thought he was kidding, and then he was with us no more. I expect that Elva, his widow, had no bananas left over to deal with. Dick was in his 60s.

You’ve often heard me say it: when it comes to staying healthy, we pilots are more concerned to pass the next Medical than we are to stave off the Grim Reaper. It’s true. Being a lifelong jock, and weighing the same for the last 50 years, I’ve never been nervous about the next medical. But my next one is May, and it’s become a flashing date on my calendar. Being among the first to go BasicMed, I have not had a physical since 2017, but am already thinking ahead to May 1, 2021, when I’ll be — if I last that long! — 77. And I will face Dr. Chau again hoping, when she has checked off the entire FAA BasicMed checklist, that she can sign on the line that I am airworthy.

I may weigh the same as I weighed in college, but now I am bent, as in “old and bent.” This compresses the lungs, like a partially squeezed accordion. I can get short of breath. Being bent also thickens the waist. (But the old pants fit when I stand up straight!)

In my 60s, when I was still a prof, a kid sat down at my table in the Coffee House, and announced that I was his hero. Huh? “I want to look like you when I’m your age.”

My age! I now look back on my 60s as the days of my youth! My young fan told me how he was going to do it: “The weight room, every day.” Saw him again a semester later; he had a muffin-top! Anaerobic is not the way!

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He should have asked. I'd have told him. My "secret" for getting this far, this fit, is simplicity itself. Here it is, no extra charge: BREAK A SWEAT EVERY DAY. (but not in the weight room) Like brushing your teeth. But how to do that now? For fitness, speedskating, for instance, is gone. The original-issue knees are 76, you see. The exercise I have left, for maintaining fitness, is bicycling. So, in this spate of good weather, the immediate plan is to either fly or bicycle every day.

You can't just let things go because the "event horizon" is closer than it used to be. Life requires the assumption — even though some day it is going to be wrong! — that life continues. One must undertake new projects. One must prepare for tomorrow. One must break today's sweat. Simplest example: Each and every night, I pre-set the next morning's breakfast. Tacit assumption is there is going to be breakfast tomorrow. Same with the plane: I will prepare for tomorrow, and maintain the plane fit for future flying. Dammit, I am even going to keep on buying green bananas.

And the next medical? One of the local AME's wants you to think he is doing you a favor. "That's up to me," he actually said once. Well. I keep pretty close tabs on myself, and when I am not airworthy anymore, I will know it before any doctor will, and will walk away to other things, eat the ripened bananas, and make some deserving person a friend's price on a Cessna 150. It will be as well-maintained as if I were going to fly it tomorrow.

Minutes of the Board Meeting

The board meeting was called to order on August 12th by President Tom Winter at 7 pm and was held via teleconference Zoom.

Tom listed two items on the agenda: the Flight Breakfast and the Christmas Party.

Lori reported few problems with the last flight breakfast. More help would be appreciated. Prepackaging of several items to increase Covid safety has the benefit of easing cleanup.

Tom Trumble reported his research into Villa Amore at 27th & Folkways, Lincoln, as a venue for the Christmas party. A buffet can be served for \$18/person. This includes salad, bread and water. A cash bar would be available. Dessert can be added for \$2/person. The proposed space is in the adjacent Country Inn and Suites, but the food would be catered from next door. Room lease would be \$350. Capacity is 50 persons. \$160 deposit is required to save the space. EAA 569 would need to supply liability insurance. Tables, chairs, tablecloths and napkins would be included. We would need to supply table decorations.

Edi Bickford moved we pay the \$160 deposit to reserve. Harold Bickford seconded. Motion passed.

In further business, the Chapter picnic will be held September 6, at the Crete airport. Lori offered to request permission for this from the

Crete airport. Everyone is to bring their own food, picnic style. Tables and hangar space will be provided. Holly Shoemaker expressed interest in returning the event to Denton in 2021.

Cristi Higgins has learned Bob Chambers, aka Robrucha, cartoonist for Kitplanes and Lincoln resident since 2007, has been diagnosed with dementia. She proposed recommending Bob for Nebraska Admiral. (Since the meeting it has been learned this has been granted). Cristi also proposed that we find a way to have Bob attend a flight breakfast at Crete, or, if that is not possible, to present the honor to him at his residence in Loveland, CO. The Lincoln Journal Star has an article [about Bob here](#).

Meeting was adjourned at 2000.

Respectfully submitted,
Jerry Mulliken, Secretary

Events

Sep-Oct, EAA Webinars. [Click here for more information](#).

Sep 6 – Chapter 569 picnic
(info on page 1)

Sep 12 – Seward, NE (KSWT), Midwest Aerobatic Club – IAC 80 Meeting, 10:00am.

Aerobatic contest flying and introduction to aerobatic sequences. Members are encouraged to participate in activities as well as flying aerobatics.

More info: Tom Trumble 402.540.6089 or Harold Bickford 402.274.7530



News from

EAA Headquarters

Presidential TFR Violations Have Serious Ramifications for General Aviation as a Whole

Since the dark months immediately following September 11, 2001, when general aviation was all but grounded around major metropolitan areas, and EAA along with other aviation associations were fighting for the future of personal and recreational aviation, the use of temporary flight restrictions (TFRs) increased in prevalence and size. Whereas a presidential TFR was once a three-mile restriction, today they are ten times that size — 30 nautical miles of restricted operations with a 10-mile no fly zone in the center. The closure of these massive swaths of airspace become far more frequent and unpredictable during campaign season, especially in a presidential election year.

While the level of in-person campaigning has been dramatically reduced during this presidential election cycle due to the COVID-19 pandemic, the president is still making many stops across the country, often on very short notice, resulting in pop-up presidential TFRs appearing in what otherwise might seem like unlikely places. Further, in the event that the administration changes in November, both the president-elect and the sitting president receive full

security protection, thus resulting in even more TFRs.

Whenever a general aviation pilot violates a presidential TFR, a series of event is triggered across the presidential protective service, law enforcement, and the military. It is hard to overstate the seriousness with which these security services take incursions to the restricted airspace, and the response ripples from the president's immediate protective service members all the way through the North American Aerospace Defense Command (NORAD) system. The offending flight is intercepted by fighters, radio contact is attempted, and failing that, flares are released to try to gain attention. Under the gravest of circumstances, if an incursion appears to pose an imminent threat, the use of deadly force is an option — albeit the absolute last resort.

Thankfully, no incursion has resulted in a deadly outcome to date, but violations of presidential TFRs continue to happen. It is understandable that many VFR pilots who fly, day in and day out, through a given piece of airspace might have no reason to believe that today is any different. But particularly during a campaign season when TFRs are more numerous, no pilot should ever assume that there won't be a TFR along their intended route of flight. Careful pre-flight planning and checking in with Flight Service should be a part of even the most routine VFR flight.

Each time there is a GA incursion of a presidential TFR, it not only increases scrutiny on our community from the security and military services tasked with presidential protection, it hardens that viewpoint that more should be done to keep general aviation flights at an even greater distance, an issue that EAA and others have had to repeatedly fight against. Furthermore, incursions attract significant media attention as the press are often in the midst of, or at least witness to, the scramble to protect the president, drawing first-hand attention to the matter. This never fails to paint personal and recreational aviation in a negative light, something none of us want or need.

So please take extra precautions every time you fly, even for the most routine VFR flights, to ensure that your intended flight path will not come anywhere near a presidential TFR. Your extra diligence will go a long way toward ensuring that the freedom of personal flight is not further impinged upon by those mandated to provide protection to our top elected official.

Aeromedical, Legal Advisory Councils Continue Important Work Without In-Person Meetings

Despite the inability to hold annual in-person meetings during AirVenture this year, the EAA Aeromedical and Legal Advisory

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Councils met virtually during Spirit of Aviation Week to catch up and discuss policy issues facing EAA members.

The Aeromedical Advisory Council welcomed a new member, Rolando "Roy" Diaz, Jr, M.D., of Odessa, Texas. Dr. Diaz is an avid pilot, AME, and EAA member, and is a welcome addition to the council as it looks to the future. The council discussed FAA policy related to several medical issues and also spoke about the ongoing implementation of BasicMed.

The Legal Advisory Council reviewed the current state of FAA enforcement policy as well as other legal issues. During AirVenture, council members host "office hours" at the EAA Member Center, hold multiple forums on legal issues, and host a Continuing Legal Education class for fellow attorneys. In place of their regular AirVenture forums, council members are holding monthly [webinars](#) to advise EAA members on legal and insurance issues.

Both councils are active throughout the year assisting EAA staff on FAA regulatory, policy, and legislative advocacy. They also assist members directly on any number of legal and aeromedical topics on a "members helping members" basis, with the same spirit as any other group of EAA volunteers. If you have a medical or legal question, call 800-564-6322 or send an email to govt@eaa.org.



Hangar Chatter

The new apron at Fremont (FET) is almost done. The taxiway is blocked for the project. To get to the FBO, you must taxi to the extreme south end of 14-32 and then taxi north on the old N-S runway. In other words, the old North-South runway is now Taxiway Delta, and you have to use it to get to the FBO.

A very nice tribute to Harry Barr appeared in the Duncan Aviation newsletter. Here is a link – [Harry Barr Tribute](#)



Chapter member and Cessna owner/flyer Jon Sullivan recently acquired a project, an RV-4 from Colorado Springs. He figures its 80% complete. He has the fuselage in his garage and is planning to do as much as he can there before finishing it up in his hangar. He'll have one fun sporty plane when he's done!

If you are currently getting the print version of PIREPS, it doesn't mean NDOT/Aeronautics Division has your email address. If you want to keep getting PIREPS, (available electronically only), email David Morris (david.morris@nebraska.gov) and include your first and last name.

Accident Report

Accident occurred 11/02/2018, 1151 MDT, Broomfield, CO
 Aircraft: MUSTANG II,
 Registration: N287BM
 Injuries: 2 Fatal

Analysis

The private pilot and his passenger were returning from a local flight. According to GPS data, the airplane overflew the airport and entered a midfield right downwind leg for the landing runway before turning to the base leg. Multiple witnesses observed the airplane fly at a high speed and a low altitude before it banked sharply, descended toward the ground, and impacted terrain.

The damage to the airplane was consistent with the airplane impacting the ground in a nose-low, wings-level attitude. Postaccident examination of the airframe and engine revealed no mechanical anomalies that would have precluded normal operations.

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Two AIRMETs that were valid for the accident location and time warned of moderate turbulence and low-level wind shear conditions. Various weather products, including computer model simulations and satellite images, depicted conditions consistent with moderate-to-severe turbulence that were conducive for mountain wave activity near the airport. In addition, multiple pilot reports in the area indicated moderate-to-severe turbulence. The observed wind speeds at the airport directly before and after the accident time were weaker than what was encountered by the accident flight due to the inversion likely staying in place longer at the airport. A weather simulation indicated that the accident airplane was in an area of downdrafts with magnitudes between 200 and 1,000 fpm and updrafts with magnitudes between 300 and 1,500 fpm. The airplane was in an area with horizontal wind magnitudes between 20 and 30 knots.

No evidence indicated that the pilot obtained a weather briefing for the intended route of flight; however, even if the pilot had obtained a weather briefing, no weather products at the time of the accident would have specifically mentioned the potential for mountain wave activity.

The accident flight likely encountered mountain wave and rotor conditions while on final approach to the airport with wind gusting between 30 to 50 knots and updrafts and downdrafts with

magnitudes between 500 and 1,500 ft per minute. The pilot was most likely not able to maintain airplane control due to this encounter.

Probable Cause and Findings

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

The pilot's inability to maintain airplane control following an encounter with mountain wave turbulence.

Builder's Report

By Doug Volkmer

Here's a few scribbles of what's been happening in the hangar lately.

I'm in the process of finishing up the ELT install. It's required equipment if you're going to be carrying 2 or more passengers. After doing some research I decided to go with the Kannad Integra. It has an internal GPS as a backup, looked like an easy install and had good reviews. I put it directly behind the baggage compartment.

After the ELT, I believe I'll have everything installed. It'll be time to get the scales out and weigh it. With a simple VFR panel and a modest interior, I'm thinking it should come in nice and light, perhaps less than 1,000 lbs. Gross weight for the RV-7 is 1,800 lbs. Once it's weighed, next up will be the engine start.

Along with that, I have been working on my tailwheel endorsement. This has been a lot fun. George Richmond along with his '46 Champ have been brave enough to help me with this. It's been exciting trying to keep it centered on the Wahoo grass strip.

The Champ is definitely stick AND rudder flying. What you can get away with in a Cessna you can't get away with in the Champ. You really need to be on your toes from startup to shutdown. It'll let you know when you're day dreaming. The first few lessons I felt like I was heading for the weeds every time on roll out.

After a few lessons now, I feel like I have a good handle on the 3-point landings and the wheel landings are coming along. I have George's voice saying "stick back, stick back" engrained in my head.

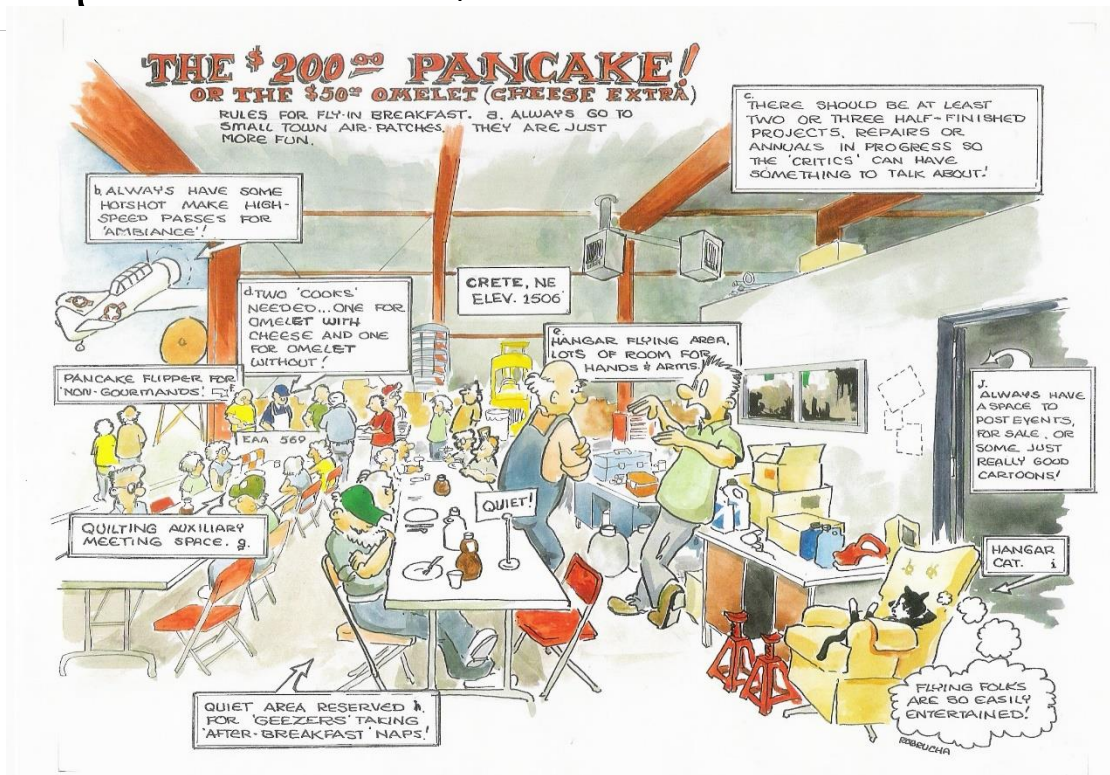


1946 Aeronca Champ

The Champ is a solid airplane and has been a fun plane to fly. It definitely teaches you to use your feet. Want to know what adverse yaw feels like? Try a turn in a Champ without using rudder.

And finally ...

The \$200 Pancake!



Our good friend Bob Chambers created this cartoon depicting what takes place at a typical Chapter 569 Fly-in breakfast. Click picture to enlarge. If you have a photo you'd like to share, please send it to your newsletter editor.

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