



EAA CHAPTER

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▪ A LOCAL CHAPTER OF THE EXPERIMENTAL AIRCRAFT ASSOCIATION — BOX 229, HALES CORNERS, WISCONSIN 53130 ▪

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APRIL 1982 NEWSLETTER

APRIL MEETING: The next meetings of Lincoln Ne. EAA Chapter 569 will be held on Tuesday, April 6, 1982 at 6:45 P.m. at Lincoln Aire (Please note the TIME change). For our April meetings we are going to take a tour of the control tower at Lincoln Muni Airport. The tower chief will show us around plus has a film he will show. I know that many of us don't even have radios but sooner or later you'll be confronted with having to land at a controlled airport and it's nice to know how to set into and out of that field. Not only that but in case you're helplessly lost, the tower boys can lend you a hand if you'll ask. Perhaps you'll overcome any fear you have of the tower after you've visited it and ask questions that puzzle you. We will meet at Lincoln Aire at 6:45 P.m. in order to be at the tower at 7:00.

Did you hear the one about. . . .

Lincoln Tower (TWR) to Cessna 1234-X, a 337 Skymaster -

TWR: "Cessna 1234-X radar contact 20 miles south of Lincoln Airport. Are you a Skymaster?"

1234-X: "No sir, I'm just a private pilot."

TWR: "Cessna 1234-X, what are your intentions?"

1234-X: "I'm flying to Lincoln to visit my mother."

TWR: "Cessna 1234-X, you have traffic at 12 o'clock!"

1234-X: "That's OK, I plan to be in before 10:30."

DUES DUE: Last call for dues. Please pay up this meeting or you'll be dropped from our active membership roll. Thank you.

MARCH MEETING: Our last meeting was very well attended and many of you paid your dues which is very much appreciated. We were all treated to a very informative subject on some of the basics of flight, namely take offs and landings. Al Milana did an excellent job with this presentation and we'll have him back again sometime.

Also at our last meeting we established a board of directors so that we can determine some sort of goals our chapter can aim for. Nominated and approved for this board are Ken Dahley, Jim Stephens, and George Wright. I want to make it known that anybody wanting to sit on this board is welcome. If you're interested, just call me and I'll include you on the roster.

We presented Bill Sheahan with our Club Hero Trophy for his heroics and hair raising escapades while learning to fly and while flying B-17's in WW II. Jim Fix, the "Roast Master", did an excellent job of obtaining his information

first hand. We hope to "honor" someone as often as possible so if you have any secrets or suggestions, please contact Jim Fix.

On Tuesday, March 16th a board meeting was held and members were appointed to various committees. Three main committees were formed,
Entertainment - Bill Sheahan and Ted Oehlert
Membership - George Wright, Les Christiansen, and Ken Dahle
Information - Jim Stephens, Terry Holsclaw, and Wilber Hanson

The major item we discussed was our first fly in. The date of this fly-in will be Sunday, June 6th. Because the city of Crete is going to sponsor an air show and do all the advertising, we elected to take advantage of this. We are working out the details but it should generate a lot of interest in our chapter. We are assured of an area all our own where we can display our airplanes and Wilber Hanson has offered us his hangar so we can set up an information booth and be sheltered from the sun or whatever.

We still plan to have our own fly in later in the summer in Seward. If anyone has any suggestions or comments, please contact me.

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Has anyone ever heard of the rule of thumb pertaining to the decision to abort the take-off taught by the Navy? From information I have received the Navy calls it the 70/50 rule of thumb. Basically what it means is that if you haven't reached 70 percent of your take-off speed by the time you've reached 50 percent or half of the runway, you may want to consider discontinuing or aborting the take-off. You may or may not agree with the above rule but I feel it might be something to think about when you're flying off of short strips that are mud, slush, and/or snow covered.

Consider this hypothetical situation. You're at Lincoln Municipal in your Cessna 150 lined up for take-off on 35 Left (12,900 feet long). You add full power and 2 minutes later you're at the 6,500 foot mark or halfway down the runway and your airspeed is not yet 40 mph. Chances are you will probably not get airborne and you should think about stopping the take-off roll and check the tail to make sure you didn't forget to untie it from that cement block you used to tie down your airplane the night before.

Take the same situation at a small 1600 foot grass strip. Using the formula, you have 800 feet (50 percent of the runway) to get up to 70% of your take-off speed or approximately 40 mph in a C-150 ($58 \times .70 = 40$ mph). Now the picture changes in that things begin to happen a lot quicker and you will have to make the decision to proceed or to get her stopped. I mention this 70/50 rule because as the runways begin to thaw and if there is snow and slush, you may be confronted with a go or no go situation this spring. I have thought about this formula and feel it makes sense. Maybe you have your own ideas on the subject or were taught a different method but it is something to think about and perhaps practice.

>>> FOR SALE <<<

EAA Biplane. Lycomings 0320 150 hp. 470 hrs. total time AF and 470 SMOH engine. I used to own this airplane and know it's a good machine. The guy I sold it to needs the \$. He wants \$6,700 and would probably come down. His name is Roger Lisburg, Argusville, N.D. 701/484-5324. I have pictures if you're interested.

Cessna 150, 1967. This is a beautiful little 150 if anyone is interested. It belongs to Bob Muhle and is hangared out at Pestors.

Jeff Clausen

A report from Jim Stephens on his RV-3

Many people have asked me why I picked the plane I built, and what problems I had in building it.

For those that don't know, I built a RV-3 which is a single place all aluminum low wing. Mine has a 135 HP engine. Has an empty weight of 770 lbs. with full electric system, radio and transponder, and Christian inverted system.

I was at Oshkosh, Wisconsin in 1973 the first year that Dick VanGrunsven (the designer) brought his plane there. When I saw the plane I knew it was the one I wanted to build. It was sometime before I could order my plans and get it started, what with building my house and also rebuilding a wind damaged Citibria that I had bought.

I started this project in June 1978 and finished in March of 1980. The plans were fairly easy to follow. I think the hardest part was finding someone to help with the riveting where one person couldn't reach. Sometime you waited a week or more before some unsuspecting person would come along that I could put to work. Another important thing when looking for a certain design is what parts are available from the designer or supply house. Some steel and aluminum parts need to be formed and heat treated so these might be more practical to buy as a finished product. I would suggest to anyone starting a project to have scrap material that can be practiced on. Also, it helps to ask a lot of questions from others who have done this type of work. Like they say, building an airplane is not a big job, but a lot of little jobs. For anyone starting or working on a Homebuilt, if I can be of any help, please call me.