



EAA CHAPTER

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

OF Lincoln Nebraska

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AUGUST 1984 NEWSLETTER

> THE PRESIDENTS COLUMN <

I want to thank Harlo McKinty (Thorpe T18), Dale Greene (Vari-eze), Jim Debus (Rand KR2), and Ken Lange (Cavalier), for giving us the opportunity to view their projects. The workmanship is excellent. I hope the tour inspired some of you that are thinking about starting your own project to make the plunge. Contact one of these fellas and offer your help. There are times when they can use an extra hand, and it's an excellent opportunity for you to gain valuable knowledge and experience plus make good friends.

Our August meeting will be our annual joint dinner as usual at Oshkosh with Chapters 80 and 544 in the camp ground (site # K2) right across the road from the outdoor theater. Look for Barry and Jan Daniels' green and white Forester camp trailer and 1970 Purple Ford Torino wagon with Nebraska plates. You can sign up for the dinner at the trailer or at the Temperfoam-Explosafe booth in the north exhibit building (Booth L4). The dinner will be held Monday evening, July 30th, after the airshow. Please bring your lawn chairs and join the fun.

I want to apologize for not getting a newsletter out to you last month. I was extremely busy with #1 son's graduation, relatives in town, work, the Seward Fly-in, and my presentation at the Tri Pacer Fly-in at Minden. I can't tell you where the last 2 months have gone.

The Seward Fly-in was quite a success. I have some pictures that Dick Miller took for us and I think Ted has some movies of it also. There were over 250 airplanes that flew in for the Sunday breakfast. Ed Wach got the Pipers from Minden to come in. Ed also gave us an added thrill when his engine quit on take off about 10 feet in the air! He managed to restart it instantly and flew off into the wild blue yonder. Our total expenses per chapter were \$237.56 plus \$80 for insurance. I think that with a little more effort and input, we could make this a break even event. Omaha said the Polish sausages were a real hit and were sold out instantly. The reason that they didn't have very many of them was that they had a difficult time finding retarded pigs with which to make very many sausages.

I understand that Mary Garner did a graceful three point (nose, elbows, and knees) landing over Ed's tie down rope. It's a good thing that I didn't see you, Mary, or we would have given you a trophy of sorts.

I would like to get all three chapters together for a joint picnic at Seward on October 7th for one last outdoor fling before cold weather sets in. Think it over and give me your comments. There are so many wonderful people in the chapters, it would be nice to get everyone together again.

I would like to welcome these new members to the chapter, please add their names to your chapter roster:

Bob Dahlke	121 Gaslight Circle, Lincoln, Ne.	435-1541
Jack M Hoenig	2310 Sheridan Blvd., Lincoln, Ne.	475-3400

I hope to see all of you at Oshkosh -

Jim Fix

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> JEFF'S COLUMN <

Because we didn't get the last newsletter out, I'll add some more stuff to this one so you can all get your bucks worth. Trouble is I don't know what to add. It seems like many of my flying stories emerge when I'm listening to others tell of their escapades and it always brings to mind the time I was flying alone etc. etc. etc.

Well, not to bore anyone as I've told this story before, but I'm hurting for material. Here goes -

When I was a kid flying back in the sandhills, we were very proficient in the art of flour bombing. I say "we" because my friend Larry and I were very keen competitors. At Larry's ranch, there was a very large barn with a peaked roof made of tin. In the winter time there would be anywhere from 5 to 10 cats perched on the very peak of the roof as the sun warmed the tin up and it was very nice and warm up there. Larry and I would take turns flying the Super Cub over the barn and dropping sacks of flour to see who could hit the roof most frequently. Of course the second half of the competition was the most fun. It consisted of how many cats you could blast off the roof. The bags of flour would bust and shoot up the slick tin and hit the cat broadside causing them to go spread eagle screaming down the other side. Great fun. Larry would hit the roof more often than I but I got most of the cats. What Larry didn't know was that I always poured 3 sacks into 1 so that I had more fire power and I would fly faster so as to get better coverage. I once got 4 cats in one shot! Black cats were always my favorite primarily because they stayed white for days and you could tally up your score easier.

Don't get me wrong, I love animals. We never hurt any cats. Just powdered a few of them white. It got so that when they heard us coming, they would scatter off the roof before we even got a chance to help them off. Larry's neighbors had barns and cats too so we were never without anything to do out in the boondocks.

We sure had a lot of activity the past few weeks. The Seward fly-in sure was a success. What a bunch of neat airplanes. Our last meeting was very interesting and motivating also. Such a variety of different materials from which these birds are made of. You really missed out if you didn't make it.

I just thought of another flying story. While I was flying in California, I knew 2 friends who bought an old wrecked J-3 with no wings and only a smashed up fuselage. They cut out the bad section and shortened the fuselage 2 feet. They beefed up the entire fuselage and the tail feathers also. They bought a pair of Taylorcraft wings and clipped 2 1/2 feet of each side and doubled the number of ribs and beefed up the whole thing and used bigger wing struts on it. Then they hung a 180 horse Lycomings on the front of it. It was painted just like any other yellow Cub with the black thunderbolt. It even looked like a cub from a distance but as soon as it took off, you knew something was amiss. It would climb from sea level to 10,000 feet in just a little over 3 minutes. They delighted in waiting for

the local Cessna dealer to demo a new Skyhawk, Skylane or Cardinal and then so screaming by just under their wing upside down in what appeared to be a typical J-3 Cub from that angle. I often wondered how many would be Cessna buyers, after the demonstration ride, went out and promptly bought a J-3 Cub.

Did You Know -

The first flight by an aircraft propelled by a jet engine was made by the Heinkel He178 in Germany on August 27, 1939.

Largest wing span of any aircraft ever built was the "Spruce Goose" with a wing span of 319 feet, 11 inches.

The highest recorded gross takeoff weight of any aircraft has been 425 tons by a Boeing 747.

The smallest airplane ever flown is the Stits Sky Baby as can be seen at the EAA museum in Oshkosh. It was first flown May 26, 1952. It's 9 feet, 10 inches long and wing span is 7 feet, 2 inches and weighs 452 pounds. It had a Cont. 85 Hp. engine and could hit 185 MPH.

The fastest speed at which a piston engined plane has ever been measured was a cut down Hawker Sea Fury which attained 520 MPH in level flight.

The greatest flight duration record is 64 days, 22 hours, 19 minutes and 5 seconds set by 2 guys in a Cessna 172. They took off from Las Vegas on December 4, 1958 and landed February 7, 1959. They refueled without landing and how this was done, I don't know.

The record for duration without refueling is 84 hours 32 minutes on May 25 to 28, 1931 in a Diesel powered single engined Bellanca.

Max Conrad (1903-1979) logged 52,929 hours between 1928 and 1974. This is the equivalent of being airborne more than 6 years.

A couple of guys in Texas flew into 193 different airports during 14 hours, 57 minutes of daylight flying. Hows that for airport hoppins?

Highest airport in the world - La Sa Airport in Tibet - 14,315 feet.

Highest landing ever made by a fixed wing plane was 19,947 feet on Dhaulajiri, Himalaya, by a Pilatus Porter.

Longest runway (military) 7 miles at Edwards AFB on Rogers Dry Lake at Muroc, California. Longest civilian runway - 16,076 or 3.04 miles at Upington South Africa.

Fastest pure helicopter is 228.9 MPH by a Russian Mil A-10 near Moscow in 1978.

Most ugly airplane ever built - you guessed it!

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Can you believe it's Oshkosh time again. I'm getting excited already at the thought of seeing thousands of beautiful aircraft all lined up strutting their stuff. Hope everyone can be there at the next meeting as it's always a good time. If you decide at the last minute to go to Oshkosh come hell or high water, let me know and we'll work on getting you accommodations and a way up and back.

Jeff Clausen

> > > FOR SALE < < <

Ernie Stevens of Hastings has a beautiful VP1 for sale. It has 160 total hours, and only 50 hours since engine major. He's asking only \$2,000 for it.