



EAA CHAPTER

NUMBER 569

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

OF Lincoln Nebraska ZIP 68506

Pres.: Jeff Clausen
1320 Beechcraft
Lincoln, Ne. 68505

V. P.: Jim Fix
Bldg. 972, Airpark West
Lincoln, Ne. 68524

Sec-Treas: Ted Oehlert
4301 Antelope Creek Road
Lincoln, Ne. 68506

FEBRUARY 1983 NEWSLETTER

FEBRUARY MEETING: The February meeting of EAA Chapter 569, Lincoln, will be held on Tuesday February 1st, 1983 at 7:30 P.M. at Lincoln Aire as usual. For entertainment we will show one of the movies, 'The Blue Max' or 'Waldo Pepper' on TV. It will be an excellent opportunity for you to bring prospective members. Regardless of which movie we show, it will bring you a full evening of flying entertainment and after all, it's flying that brings us together every month so bring a friend and come prepared for a good time. It is a FREEBEE! Come and have some fun with your fellow members.

We will also kick around ideas and discuss the lodging problems at Oshkosh this year.

If you haven't paid your dues yet, please do so at this meeting. Thank you. I hope to see everybody at the meeting!

JANUARY MEETING: Our January meeting was well attended as our guest speaker was Ed Bowes. Ed gave us an interesting talk on aerobatics and took us through a special aerobatic sequence that had many guys looking around for sick sacks without even leaving the ground. Ed also mentioned that there is a Decathlon available for aerobatic training here in Lincoln for \$50.00 an hour plus whatever the instructor charges. You can contact Ed for details.

We also collected dues at the January meeting and many of you still need to pay your \$15. Please do so as soon as you can so we can publish a current Chapter 569 membership directory. Thank you.

Paul Zimmerman showed a video tape of the airshow held at the Muni Airport on September 19, 1982 which included Ed Bowes performance plus a J-3 Cub act, Hyperbix aerobatic routine, helicopters, and a motorcycle to Super Cub transfer by a member from the Midwest Aerobatic Club. It was very interesting and Ed showed us what is required physically and mentally to plan and fly an aerobatic routine.

> > > > > > NOW YOU KNOW < < < < < <

How many of you have trouble reading the hourly sequence reports at the weather station? I know when I first started flying, many airports didn't have qualified personnel to give you a weather briefing and you had to fend for yourself just like at Oshkosh. In case you find yourself in such a situation and don't have a "weather rock" to go by, I have come across a little memory device to help you, C V M T D W A P. This is not a word but the sequence in which the hourly sequence reports are given. If this is too hard for you to remember, maybe you can remember it this way: <C>an <V>era <M>ake <T>om <D>ance

<W>ithout <A>ny <P>ants.

C=Ceiling

V=Visibility

M=Millibar Pressure

T=Temperature

D=Dew Point

W=Wind

A=Altitude or Barometric Pressure

P=Pilot Reports

This may sound a bit perverted but then if it works for you, who cares?

As long as I've got you thinking, take this little quiz and see how you do. The answers are on the back page.

1. Aircraft position lights must be lighted from one hour after sunset to one hour before sunrise, True or False.
2. VFR flight planning for night flight requires:
(A) 45 Min fuel remaining. (B) 30 Min fuel remaining. (C) 45 Min fuel remaining for cross country. (D) 30 Min fuel remaining for cross country.
3. Minimum VFR visability in a control zone is: (A) 3 miles VFR, 1 mile SVFR. (B) 5 miles. (C) No visability minimums exist.
4. In "Controlled Airspace" you are required to have a transponder with encoder above: (A) 10,000 ft. (B) 18,000 ft. (C) 12,500 ft. (D) 24,000 ft.
5. Engine performance is affected primarily by the: (A) Pressure Altitude. (B) Density Altitude. (C) Indicated Altitude. (D) Saturation Altitude.
6. Maneuvering speed will be lower or higher as the aircraft weight lightens?
7. You can fly solo without a current Biannual flight review, True or False
8. You can safely figure maneuvering speed by multiplying the stall speed by: (A) 1.1 (B) 2.0 (C) 1.7 (D) 1.3
9. You can legally get a biannual flight review in a single seat experimental aircraft, True or False.
10. If you got a biannual flight review on January 1, 1981 it will be due again on (A) January 31, 1983 (B) January 1, 1983 (C) January 1, 1982 (D) January 31, 1982

* * * * *

On January 8th we showed the movie "Twelve O'clock High". We had a very good turn out and everyone seemed to enjoy the film. Hopefully we can do it again sometime soon. As for the money we made, we will have a report by Ted at the next meeting.

HELP: By now you have probably read the newsletter up to this point and are wondering what I'm doing resorting to giving you a quiz to fill up space. Well it's like this, not only did I want to jog your memories but I'm flat running out of ideas and articles to put in the newsletter. I pour over all kinds of magazines and articles looking for information that may be of interest but I'm hesitant to use many of them not knowing what interests you.



AOPA Air Safety Foundation

7315 Wisconsin Avenue Bethesda, MD 20814 (301) 654-0500

FEDERAL AVIATION REGULATION PART 103 RELEASED!

The long awaited regulation governing ultralights is out. This important ruling is reprinted in its entirety beginning on the reverse side of this page. We suggest that you read it carefully so that you are fully aware of your privileges and responsibilities under the regulation.

The lengthy preamble to Part 103 which gives the FAA's rationale behind all aspects of the regulation is not included because of its length. However, the following excerpt is quoted for emphasis and background:

"While this rule does not, at this time require airman/aircraft certification or vehicle registration and is premised on the absolute minimum regulation necessary to ensure safety in the public interest, a continuation of burgeoning growth of the ultralight population could necessitate further regulation. The best practices and methods to preclude the need for further Federal regulation appear to at least include: self-regulation and self-policing, safety standards, membership in organizations and associations equipped to function and operate programs approved by the FAA, markings and identification of vehicles, programs including provisions similar to Federal Aviation Regulations relating to aircraft (both operation and air-worthiness), etc.

FAA will continue to monitor performance of the ultralight community in terms of safety statistics, growth trends, and maturity and, if indicated, will take additional regulatory actions to preclude degradation of safety to the general public while allowing maximum freedom for ultralight operation. In summary, it should be emphasized that the individual ultralight operator's support and compliance with national self-regulation programs is essential to the FAA's continued policy of allowing industry self regulation in these areas."

The FAA's intent in this matter is clear: do it voluntarily or we'll do it for you! The Air Safety Foundation is the first organization to offer the ultralight pilot and owner a complete package of voluntary programs. Write and ask us about them.

PART 103 - ULTRALIGHT VEHICLES

Subpart A - General

103.1 Applicability.

This part prescribes rules governing the operation of ultralight vehicles in the United States. For the purposes of this part, an ultralight vehicle is a vehicle that:

- (a) is used or intended to be used for manned operation in the air by a single occupant;
- (b) is used or intended to be used for recreation or sport purposes only;
- (c) does not have any U.S. or foreign airworthiness certificate; and,
- (d) if unpowered, weights less than 155 pounds; or
- (e) if powered:
 - (1) weighs less than 254 pounds empty weight, excluding floats and safety devices which are intended for deployment in a potentially catastrophic situation;
 - (2) has a fuel capacity not exceeding 5 U.S. gallons;
 - (3) is not capable of more than 55 knots calibrated air-speed at full power in level flight; and
 - (4) has a power-off stall speed which does not exceed 24 knots calibrated airspeed.

103.3 Inspection requirements.

- (a) Any person operating an ultralight vehicle under this part shall, upon request, allow the Administrator, or his designee, to inspect the vehicle to determine the applicability of this part.
- (b) The pilot or operator of an ultralight vehicle must, upon request of the Administrator, furnish satisfactory evidence that the vehicle is subject only to the provisions of this part.

103.5 Waivers.

No person may conduct operations that require a deviation from this part except under a written waiver issued by the Administrator.

103.7 Certification and registration.

- (a) Notwithstanding any other section pertaining to certification of aircraft or their parts or equipment, ultralight vehicles and their component parts and equipment are not required to meet the airworthiness certification standards specified for aircraft or to have certificates of airworthiness.
- (b) Notwithstanding any other section pertaining to airman certification, operators of ultralight vehicles are not required to meet any aeronautical knowledge, age, or experience requirements to operate those vehicles or to have airman or medical certificates.

- (c) Notwithstanding any other section pertaining to registration and marking of aircraft, ultralight vehicles are not required to be registered or to bear markings of any type.

Subpart B - Operating Rules

103.9 Hazardous operation.

- (a) No person may operate any ultralight vehicle in a manner that creates a hazard to other persons or property.
- (b) No person may allow an object to be dropped from an ultralight vehicle if such action creates a hazard to other persons or property.

103.11 Daylight operations.

- (a) No person may operate an ultralight vehicle except between the hours of sunrise and sunset.
- (b) Notwithstanding paragraph (a) of this section, ultralight vehicles may be operated during the twilight periods 30 minutes before official sunrise and 30 minutes after official sunset or, in Alaska, during the period of civil twilight as defined in the Air Almanac, if:
- (1) the vehicle is equipped with an operating anti-

collision light visible for at least 3 statute

miles; and

- (2) all operations are conducted in uncontrolled airspace.

103.13 Operation near aircraft; Right-of-way rules.

- (a) ~~Each person operating an ultralight vehicle shall maintain vigilance so as to see and avoid aircraft and shall yield the right-of-way to all aircraft.~~
- (b) No person may operate an ultralight vehicle in a manner that creates a collision hazard with respect to any aircraft.
- (c) Powered ultralights shall yield the right-of-way to unpowered ultralights.

103.15 Operations over congested areas.

No person may operate an ultralight vehicle over any congested area of a city, town, or settlement, or over any open air assembly of persons.

103.17 Operations in certain airspace.

No person may operate an ultralight vehicle within an airport traffic area, control zone, terminal control area, or positive control area unless that person has prior authorization from the air traffic control facility having jurisdiction over that airspace.

103.19 Operations in prohibited or restricted areas.

No person may operate an ultralight vehicle in prohibited or restricted areas unless that person has permission from the using or controlling agency, as appropriate.

103.21 Visual reference with the surface.

No person may operate an ultralight vehicle except by visual reference with the surface.

103.23 Flight visibility and cloud clearance requirements.

No person may operate an ultralight vehicle when the flight visibility or distance from clouds is less than that in the following table, as appropriate:

<u>Flight Altitudes</u>	<u>Minimum Flight Visibility</u>	<u>Minimum Distance from Clouds</u>
1,200 feet or less above the surface regardless of MSL altitude:		
(1) Within controlled airspace--	3 statute miles	500 feet below 1,000 feet above 2,000 feet horizontal
(2) Outside controlled	1 statute mile	Clear of clouds
More than 1,200 feet above the surface but less than 10,000 feet MSL:		
(1) Within controlled airspace	3 statute miles	500 feet below 1,000 feet above 2,000 feet horizontal
(2) Outside controlled airspace	1 statute mile	500 feet below 1,000 feet above 2,000 feet horizontal
More than 1,200 feet above the surface and at or above 10,000 feet MSL:	5 statute miles	1,000 feet below 1,000 feet above 1 statute mile horizontal

Please help me out by giving me some ideas, articles, facts, or better yet, write up a page or two of an experience or story you have to tell so I can share it with all the members. I will not use any names if you so desire should it bother you. I'm needing some help so please don't hesitate to call or send something to me in the mail.

Until then I'll give you FAR's! Dry, boring to tears, FAR's! But I will add that they are important especially if they will save your butts from violating one of them and keeping big brother (FAA) from swooping down and cracking you on the wrist with a suspension and/or a fine. The following is entitled "Part 103" of the FAR's (Federal Aviation Regulations) and as explained on the cover deals primarily with you ultralight jockeys. If some of you remember back to the days when you were studying for your Pvt. Pilot license the last page should be familiar to you because it's the same for us as it is the ultralights.

ANSWERS TO QUIZ: 1. False 2. A 3. A 4. C 5. B 6. lower 7. F
8. C 9. True 10. B

Jeff