



EAA CHAPTER

NUMBER 569

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

OF Lincoln Nebraska

Pres.: Lonnie Davis
345 11th Street
David City, Ne. 68632
Phone 367-4184

V. P. Eldon Kreimer
5820 Margo Drive
Lincoln, Ne. 68510
Phone 488-3206

Sec-Treas: Janice Jackson
1320 West Ryons
Lincoln, Ne. 68522
Phone 476-1861

Editor: Ted Oehlert
12571 Wittstruck Road
Bennet, Ne. 68317
Phone 782-8039

FEBRUARY 1986 NEWSLETTER

FEBRUARY MEETING: The next meeting of EAA Chapter 569 will be held on Tuesday, February 4 at 7:30 PM in the Duncan Aviation lunch room. The program for the evening will be several films from the Nebraska Department of Aeronautics. One of the films will be on the history of aviation.

The refreshment committee for February will be Gerald Severson (in charge), Bill Sheahan, Don Shoemaker, John Starns, and Jim Stephens. The March committee will include Paul Wood (in charge), Jim Wilkinson, Rollie Woodruff, Joe Workman, and George Wright.

SEWARD FLY-IN UPDATE: There will be a planing meeting of the Fly-in committee on February 9 or in case of bad weather, February 23 as the alternate. We will be needing volunteers to assist for the fly-in so here is your opportunity to get involved in your chapter and help make things happen instead of just watching things happen.

We still have a few '85 Fly-in mugs available which will be available for \$1 at the next meeting. We also have a few buttons left.

DUES ARE NOW DUE.. PLEASE PAY EARLY SO WE CAN GET OUR MEMBER LIST OUT IN THE NEXT MONTH OR SO.

What Other Chapters Are Doing:

EAA Chapter 544 has their next meeting scheduled for February 16 at 1:00 PM at the Kearney Airport. Their scheduled program is a demonstration of sheet metal work.

EAA Chapter 80 has their meetings scheduled on the second Tuesday at the Swanson Library.

Secretary's Report:

EAA Chapter 569 meeting was called to order by President Lonnie Davis on January 7, 1986.

My secretary's table was quite busy and I appreciate your patience in

getting all the dues settled, calendar sales, and lottery tickets purchased. I received dues from 34 "old members" and 2 "new members". New members are: Del Phillips and Jim Chambers.....WELCOME. I also sold 35 calendars so that leaves me with only 9 more left. Let me know as soon as possible if you want one so you won't be left out.

During our business meeting, Lonnie asked for volunteers to help plan the entertainment for our meetings. The following people volunteered: Duane Hamilton, Jeff Clausen, Don Shoemaker, and Terry Holsclaw. If you have any ideas, please contact these fellows.

Bill Sheahan made a motion to contribute \$50 from our EAA Chapter funds to a Charles Carothers Memorial. This I have taken care of.

It was also passed that a "CD" should be purchased in the amount of \$1,000 in the EAA Chapter name. I am in the process of obtaining necessary paperwork at this time.

Meeting was adjourned.

* * * * *

Av-gags & Av-stuff by Paul Wood

Q: "What's the difference between a pigeon and a Nebraska farmer?"

A: The pigeon can still make a deposit on a tractor.

- - - - -

Overheard at a Mensa meeting; The latin definition of Mensa; "Smart-ass".

- - - - -

Recently I have been cultivating a machinist who might save me some time and shipping charges in sending to Kansas City Air Parts for 4130 tube. The source is claimed to be a local business, and also that they stock 4130 "chromolly" tube in 1/2, 3/4 inch diameter, as well as other diameters, with 0.032" wall, and similar thicknesses. If it checks out, I would be pleased to disclose the information and details. It may be a boon to us who are tryin' to bend "S" curves in BD-4 control sticks, and going bonkers in the process.

- - - - -

Knowing him only by his splendid articles in SA, I called Tony Bingelis in Austin, Texas the other day, and received a warm and patient reception. He tells me that his Falco is finished and painted white, with a red flare stripe down the fuselage. It is gorgeous, he admits. Additionally, he is not Italian descent, but Lithawanian. He got the "Tony" from the Italian doctor who delivered him. He advised me on bending the tubes for my BD-4 that have been suvh a headache, using pulleys, etc. But the best advice he imparted was to read the August '83 SPORT AVIATION article that he wrote on bending tubes. He was right. It's a great article, probably, the best one he has written to date. Just another beautiful advantage of belonging to EAA and our chapter. We not only reap the knowlege and experience of such geniuses as Bingelis, but also that of Dale Greene and Jeff Clausen. The cross-fertilization of ideas, and plain old "how to" is what has made this country great and the super-power it is.

Speaking of super power, in a poker game with Wilbur Hanson and Jim Stephens last evening, Jim came away with our chips to such an extent that I can wait for revenge. This could be a twice monthly exercise if anyone out there is interested in learning how to play poker via the Stephens method (i.e. watch closely as he rakes in the chips). I love the game though, and where else can you relax and have three hours of "just us guys" fun for a \$10 buy-in? Call me at 488-5219 if you've got the interest in poker that we have.

Partners wanted for the purchase and assembly of an E.A.A. Super Acro Sport. For those of you not knowing what a Super Acro Sport is, or looks like, it is President Paul Poberezny's design and is essentially a Pitts. It is a little bigger with a wider gear for easier ground handling and the top wing is straight instead of swept. The Super Acro Sport differs from the Acro Sport in that it's airfoil is more symmetrical, flies upside down better than the M-6 airfoil of the Acro Sport. It has a steel tubular fuselage and wood spars and ribs covered with fabric.

My idea is to enlist fellow E.A.A. members who are interested in building an airplane but are reluctant to do so on their own. With a group such as ours, there is a vast wealth of knowledge to fall back on in case problems should arise. I feel that with a group effort, a project such as this would be a tremendous amount of fun, as well as an educational experience. I have heard many people indicate they wanted to see a chapter project. This, in itself, sounds good but many members already have their own projects, and/or airplanes, and just can't afford the time to work on a group project. So what I am proposing to you is that if you're one of those people interested in getting some experience at aircraft construction, you contact me and I'll show you the Super Acro Sport project at my place. I'll be happy to show it to you whether you're interested in getting financially involved or not.

Listed below is a description of the project.

- Pre-welded fuselage by WAG-AERO
- Pre-welded tail group by WAG-AERO (elevators, rudder & horizontal stabilizers)
- Control system installed (elevator & rudder)
- Pre-welded landing gear with tires, wheels & brakes
- Pre-welded cabane struts
- Pre-welded gas tank & smoke tank.
- Instrument panel with a number of instruments
- Wings - Spars all pre-beveled & ribs all built (WAG-AERO)
- Leading edges pre-bent
- Complete set of flying wires & drag- anti-drag wires
- All fabric envelopes + dope & paint (Stits) to finish
- No engine yet
- Most hardware to finish + much more

SALES PITCH

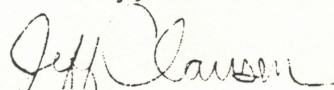
The gentleman I bought this kit from had receipts and checks totalling \$9000.00. That was 9 years ago. Today it would cost over \$12,000.00. Just add up all the stuff mentioned above from WAG-AERO'S catalog.

THE BIG DEAL

I have \$3,775.00 invested. If four of us get together, that's about \$1,000.00 apiece. If interested, drop by for Show & Tell. No tail dragger experience? We can work that out also.

Thanks for your time.

Sincerely,



Jeff Clausen
1320 Beechcraft Rd.
Lincoln, NE 68527
(402)466-2660