



EAA CHAPTER

Number 569

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

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FEBRUARY 1987 NEWSLETTER

FEBRUARY MEETING: The next meeting of EAA Chapter 569 will be held on Tuesday, February 3rd at 7:30 P.M. We will meet in the meeting room at the Cobbler Inn (Shoemaker's Truck Stop, NW 48th and West "O", Lincoln). The program for the evening includes Lester David who will demonstrate working with aluminum and construction of ribs.

The refreshment committee members for the February meeting will be Jack Hoenig (in charge), Terry Holsclaw, Janice Jackson, Michael Jiskra, and George Kahnk. For March the refreshment committee members will be Eldon Kreimer (in charge), Kenneth Kiene, Ed Krula, Ken Lang, and William Leonhardt.

SECRETARIES' REPORT: The January meeting was held at the Cobbler Inn. Minutes from the November meeting were read and accepted. A motion was made to order 25 calendars. Motion was seconded. Motion carried. Don and Yvonne Shoemaker have graciously offered to let the EAA have a permanent room for our library and offered us a meeting room when needed for our meetings. Motion was made to accept this offer. Motion carried. (This means that the coffee pot has a permanent home now.)

The first planning meeting for the Seward Fly-In was set for January 11.

A program planning committee was selected with the following people in charge: Bob Dinkel, Lester David, and Rollie Woodruff. So if you have any ideas please let these guys know.

Films followed.

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DUES DEADLINE SOON APPROACHING: The February meeting will be your last opportunity to pay your dues at a meeting before the cut-off date, February 20th. This deadline is necessary so we can publish and distribute a roster of current members. Please note your mailing label on this newsletter. If there is a color stripe on your label, we have no record of receipt of your 1987 dues. If dues are not received by February 20th, this will be the last

newsletter you will receive. We would hate to lose anyone as a member so please, if you can't make it to the next meeting to pay dues, send your check to Janice at the address in the letterhead.

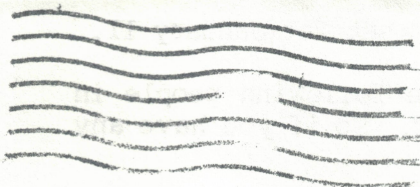
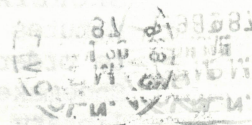
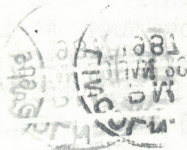
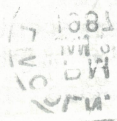
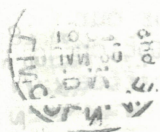
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More from Paul Wood . .

AV tricks for small weldments; Super glue!?

Recently, in a barren hangar, I had several pieces of 1/2 inch tube and 1/8 inch thick gussets and plates to fabricate into two separate assemblies. This was for a retrofit sub-frame seat belt anchor means. Being too lazy to haul my welding tanks back and forth from my garage and the hangar, I was "stuck" with no way to tack the eight total pieces into final alignment with the geometry of the aircraft frame, in order to take them to my friendly TIG welder. Using the new thick super glue, I stuck them together in place, then put masking tape pieces to insure their transport safety around the individual joints. Gingerly laying them in the back seat, I took them home, allowing them to harden at room temp. Moist air speeds the set-up process, too. They held in perfect alignment after the tape was removed for the TIG welding, and we were all surprised at the advantage. A word of caution, TIG welders insist on bright metal, cleaned and polished, to insure non-contaminated welds. I heated the parts that he tacked in place with TIG, then after bringing the tacked parts up to a dull red, felt sure all of the glue was vaporized. I suspect the vapor is toxic, so use proper ventilation.

Paul



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