

EAA CHAPTER

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

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JANUARY 1983 NEWSLETTER

JANUARY MEETING: The January meeting of EAA Chapter 569, Lincoln Nebraska will be held on Tuesday January 4th at 7:30 P.M. at Lincoln Aire at LNK Muni Airport. I hope you all had a nice Christmas and wish you all the luck in the world for the New Year. Our new year will start out with a bang as our January meeting guest speaker for the evening will be Mr. Ed Bowes of Lincoln. Ed will give us a very entertaining program concerning aerobatics. He will tell us the correct way to do certain maneuvers and what to avoid. Ed is one of the best, if not the best aerobatic pilot in these parts. Ed will explain competition aerobatics as well as basic maneuvers that you and I can do, maybe. It will be an entertaining program and will provide an excellent opportunity to bring a prospective member. Please try to attend and bring a friend. Also please bring \$ from the movie tickets if you would. See you all at the meeting!

DECEMBER MEETING: Our last meeting was held December 7 and we had a good turn out. Many members brought their wives and there were lots of goodies to be eaten. We had 2 films that were pertinent to our meeting with the second one being somewhat nostalgic and humorous. We also discussed a great deal of old business which will be dealt with in greater detail in the following pages.

We also have a new member in our club and we are very pleased to have Jack Lewis among our ranks. Jack lives in Lincoln and is interested in building an ultralight. Welcome Jack!

- BLACK SHEEP SQUADRON -

Usually I try to write something entertaining and not too serious about this time in the newsletter, however, as I look out the window, the only thing I see entertaining and or humorous is Jim Stephens and Bill Sheahan landing the Tri-Pacer in very rough gusty air. At least we know the gear on the milk stool is tough. Now I see a C-172 coming in and recognize it as being Dick Adamson, not because the plane is weaving and bobbing around but because it's the only 172 of that kind on the field. Dick put her down like a real pro and didn't even bounce. Before long George Wright pulls up in his Skylark (Buick) and we have a regular squadron of guys standing around admiring and drooling over our PA-22 Tri-Pacer. After receiving rave reviews on our Tri-Pacer, Bill mentioned that while flying over Walton he saw some guy motioning him to come down. Dick mentioned that he saw the same thing. Being that we are all good citizens we figured we'd go see if that guy needed help. We all piled in the car, all except Jim who saw the same guy waving at him the night before at the Midwest Aerobatic Club Christmas party, and went off to see what this guy

wanted. We got to Walton and there was no one there except at Willie's. We all went in and never did find that guy.

This story pretty much ends here. We all sat down and had a couple glasses of barley pop, told flying stories, talked about a business venture building ultralights and B-17's and got home in time to watch Mike Wallace make a liar out of some politician on 60 Minutes.

OLD BUSINESS: We still have 50 or so calendars meaning some of you out there haven't bought yours yet. Please pay Ted Oehlert soon as we're going to need the money for the movie. They're only \$2.75 and have a wide variety of flying machines in them.

Also, don't forget to sell your movie tickets for the movie '12:00 O'clock High' on January 8th. We have to push this thing hard if we're ever going to get enough money in our treasury to buy a club project. Sell them to your neighbors, friends, and working colleagues. Two bucks a ticket isn't going to break anyone and they'll get their moneys worth.

Remember to write a letter to the FAA in regards to (AC)20-27C. Just briefly write a paragraph or two in favor of the proposed advisory circular (AC)20-27C plus suggest the inspection procedure outlined in #4 "FAA Inspection Criteria" be amended to include administration of the program by both FAA manufacturing AND maintenance inspectors in all FAA, MIDO, GADO, & FSDO Offices rather than just manufacturing inspectors as proposed. This is important to all of us. Believe me if you ever plan to build an experimental airplane and want to get it flying when you want to, take 5 minutes and write to the FAA. It won't hurt you a bit. If you want to bring your letter to the January meeting, I'll mail all of them together. Please don't sit and let this go by. It's up to each of us to respond. Thank you.

DUES: It's dues time again. For a mere \$15.00 you can belong to one of the most active aviation organizations in this area. When you consider what we have in store for you this year, you will not want to be left out. Each meeting will be an educational experience not to mention just plane fun. We have a large state wide fly-in on June 10th & 11th plus various other outings and picnics planned so please join or rejoin our club and be a part of it all.

To our current members, please invite any and all persons who may be interested in flying to attend and possibly join our club on January 4th. We will have a very entertaining evening with Ed Bowes giving us all a lesson in aerobatics and answering any questions we may have.

Our dues will be due no later than March 1st, 1983 or you'll be dropped from the mailing list and the active roster. This year an attempt will be made to give everyone an active roster with names, addresses, phone numbers, and airplanes owned currently or in the past as an aid to some of you who may have questions regarding certain aircraft.

Remember to tell prospective members that all they need to join our club is an interest in aviation regardless of where their interests lie. We open our doors to everyone.

* * * * * FOR SALE * * * * *

FOR SALE. You guessed it, one 1953 Tri-Pacer with a Lyc. 135 HP engine with 720 Hrs. since chrome major. Just restored and has new fabric. Good plane for someone. Call Jim Stephens at 464-0891 or Jeff Clausen at 466-2660.

WANTED. One set of original aluminum wheel pants for a Cessna 140. If you know of a pair please call me, Jeff Clausen at 466-2660.

Fellow member Ed Garner is a dealer for "Slick 50" which is a product that adds to the life of your engine. I know of a couple of members who currently have the Slick 50 oil treatment in their aircraft (it is FAA approved). You can

also use it in your automobile or anything with an engine. Its amazing stuff.
Call Ed Garner at 788-2748.

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HAPPY HOLIDAYS TO YOU ALL!

Jeff Clausen

