



EAA CHAPTER

NUMBER 569

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

OF Lincoln Nebraska

March 1979

The next meeting of Chapter 569 will be on March 6, 1979 at 7:30 pm at the chapter clubhouse located at the entrance to Arrow Airport. Let's hope the temperature (both inside and outside) is a little more fit for man or beast!

The March meeting will not be a formal meeting. This will be an open meeting for discussion of projects that are underway. No program or presentation is planned.

Chapter Dues

This is the FINAL NOTICE about dues. If dues are not paid by the April meeting, your name will no longer be carried on the chapter roster as an active member. Please bring cash or check to the March meeting or send check to George Wright, 8215 Chestnut Lane, Lincoln, Ne. 68510.

February Meeting

We would like to extend our plaudits to John Camden for an excellent program and slide show on the history of automotive engines converted for aircraft usage. The news about Kawasaki's commitment to production of converted motorcycle engines perked up more than a few of us judging by the number of questions asked.

We would also like to thank Owl Aviation for letting us use their lobby for our meeting. Thanks again, Jay and Jeff!

Oshkosh

Oshkosh is coming. An article on Oshkosh was in the February issue of Sports Aviation. If you plan to attend let Bill Sheahan know by April so that a block of rooms can be reserved for us. Bill has the details.

Clubhouse

The clubhouse needs some repair work on the roof - it leaks. Any volunteers?

We Need Help!

The following items are up for discussion and action:

1. Club Project - everyone of us has an idea for a club project, admittedly we need one, so let's settle on an idea and do it!

Some of the ideas I've heard are: obtain the plans for a Page-Lincoln and build one; people that are interested buy stock in a "quicky" kit to build; obtain a "wrecked" aircraft for rebuilding; design!! and build our own.

Well, let's get together, sort things out and GO with a club project that everyone can participate in, but let's do it! This chapter really needs it.

2. I need some input from people that are building. I'd like to present an article each month on a different member who is actively engaged in home-built activity.
3. We need ideas on future programs - please help.
4. One other idea - I'm willing to take pictures of members and their projects to place on the walls of the clubhouse. Let me know who you are and when you want the photography done.

Airport Authority

We thought we'd remind you that Art Craft is running for the Airport Authority. This is not a political pitch, but it is important to us that we have a member elected who will represent GENERAL AVIATION on the Authority.

There is a tendency for commercial aviation to forget that without the historic figures of the past that were, in the true sense of the word, general aviators, there would be no commercial aviation today.

It probably would be pointed out that history has nothing in common with modern aviation. But, I think it does, for what we do today is history tomorrow. That General Aviation as a whole is represented by a very small per centage of actual participants is leading us into a quixotic situation of over regulation that is controlled by monied interests; e., commerical aviation.

At this time, General Aviation needs, requires, leadership and representation among all bodies of government to prevent the takeover of FREE air space by legislation. The every man for himself bit won't work, we have to let ourselves be known by writing letters, attending open meetings of government bodies concerned with aviation and getting ourselves involved in and elected to positions within those bodies.

Enclosed with this newsletter is an editorial comment published in the February 21 issue of the Lincoln Journal written by Bill Sheahan. Please read it and then write to your Senator and Congressman.

Your Editor,
Browning Robertson
489-2264



"Dedicated to the People of Nebraska, and to the Development of the Resources of the State"—Sept. 7, 1867.

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Editorials

APPRAISE or DISSENT

Airspace ripoff threatens private pilots

Bill Sheehan

President, Lincoln Chapter
Experimental Aircraft Association

In a press conference last month, Longhorne Bond, federal aviation administrator, outlined what he described as a wide ranging air safety program designed to provide increased protection against midair collisions at major airports.

This plan proposes establishment of 44 additional Group II terminal control areas (TCA) for a total of 65, and 80 new terminal radar service areas for a total of 126. Flight in these areas will necessitate the purchase of expensive electronics in your aircraft, specifically a transponder and encoding altimeter. Lowering the floor of positive control to 10,000 feet east of the Mississippi River and on the West Coast, and 12,500 feet in the rest of the U.S. is also proposed.

The FAA Air Traffic and Systems Research and Development people drew up this scheme a few years ago. It was totally rejected last year by the Department of Transportation as really not needed and too expensive to implement. The San Diego tragedy gave them the opportunity to drag it up again, under guise of safety and in a climate of hysteria and intense public pressure.

The FAA was created and charged with the responsibility to foster the growth of general aviation, not limit its growth by restricting private planes from the public airspace.

The only growth they seem to be interested in is enlarging their bureaucracy with more controllers, radar operators, system people and regulation writers etc. How do they propose to finance this plan? They are looking with covetous eyes at the \$3 billion airport development fund. This trust fund was accumulated by taxing airline passengers and aircraft owners—in many

cases the same people. Its purpose is for funding construction of general aviation airports.

The Experimental Aircraft Association (EAA) as well as other aviation groups concerned with the safe exercise of our right to use public airspace would like to see these funds spent for the purpose they were intended—to build reliever airports to separate the mix of low- and high-speed air traffic. Instead of more TCAs, we propose establishing approach and departure tracks.

The military has used these air corridors successfully for years with a safety record far exceeding that of the TCAs. We would remind all that accidents involving airliners as well as many others, including the San Diego and Memphis ones, happened in controlled airspace under the "protected skies" of air traffic controllers, tower operators and radar scanners.

The EAA is not criticizing the FAA personnel. Many are hard working, dedicated people, doing their best under difficult circumstances. The Lincoln people especially have been most cooperative. We can sympathize with the fact that if they are private pilots, they're just as much a victim to the high-handed policies of their higher echelon administrators as we are.

It's not right for one agency to act as judge, jury and executioner of these policies. We'd like to see President Carter appoint an aviation advisory committee, representing all segments of the aviation community to furnish input before the FAA can perpetuate another airspace ripoff.

Private pilots have until March 4 to respond to this airspace robbery. If they don't, the only time they may see their plane in the air will be hanging from the ceiling of some air terminal as a reminder of a letter they should have written.

48-4855