



EAA CHAPTER

NUMBER 569

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

OF Lincoln Nebraska

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MARCH 1983 NEWSLETTER

MARCH MEETING: The March meeting of EAA Chapter 569 will be held on Tuesday March 1st, 1983 at Lincoln Aire at 7:30 P.M. We will have a show and tell from all our members. Notice I said ALL our members. Please bring some item of interest for show or if I call on you, at least have a story to tell.

Jim Stephens and George Wright will have a homebuilt auto pilot for display. Ed Garner will have a film on Slick 50. I'll bring a disassembled Continental 65 engine. Harlo and Jim Fix will show us some ways of riveting aluminum plus others so please bring anything related to aircraft construction or flying! Thank you.

FEBRUARY MEETING: We were snowed out on the scheduled date, however, the following week we held our meeting and showed the film 'The Great Waldo Pepper'. Our attendance seems to be increasing at every meeting which is great. Keep inviting guests and interested persons as I've said all along, the more the merrier and there's strength in numbers. Since I'm so full of profound statements, ponder this thought. You know you've reached middle age when you don't care where your wife goes, just so long as you don't have to go with her. We all had a great time and if you're like most everybody who saw the film, you're ready to go out and buy an open cockpit Biplane.

We were also honored by the presence of Carl Carlson who was back in Lincoln on business. Carl told us how his flight went from Nebraska to California in his Hyperbipe and some flying escapades while in California.

Hold it! Don't turn the page until you read this next bit. I don't like boring anyone with FAR's but just look at how easy it would have been had we started flying when Ed Garner and Bill Sheahan did.

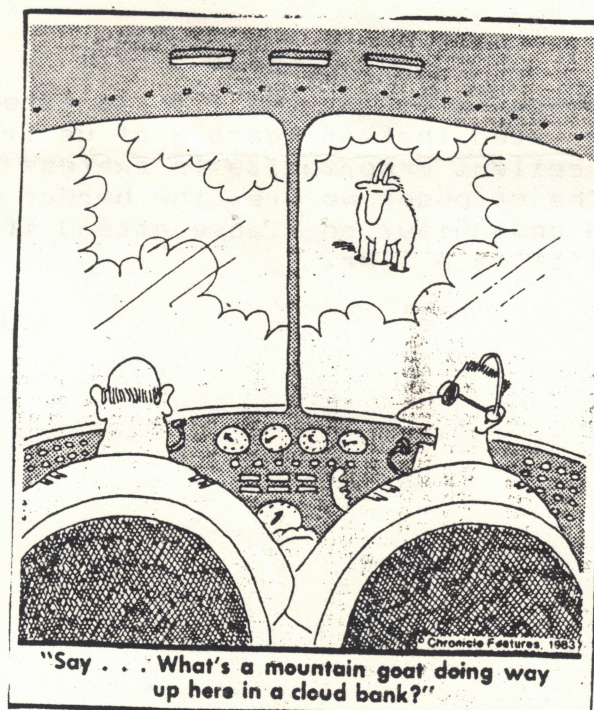
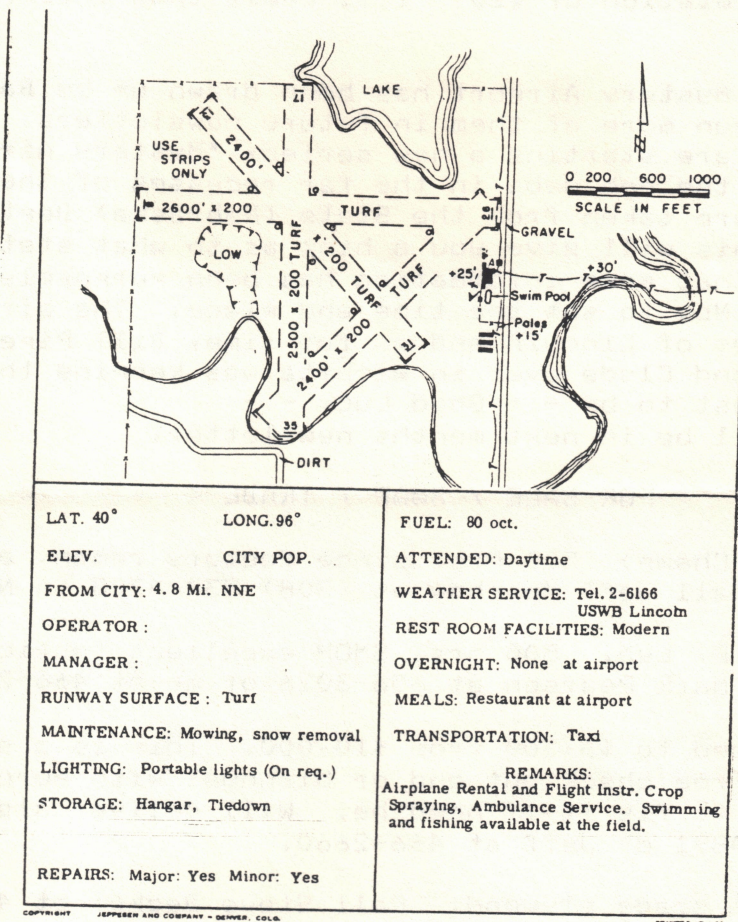
REGULATIONS For Operation of AIRCRAFT



Commencing January 1920

1. Don't take the machine into the air unless you are satisfied it will fly.
2. Never leave the ground with the motor leaking.
3. Don't turn sharply when taxiing. Instead of turning sharp, have someone lift the tail around.
4. In taking off, look at the ground and the air.
5. Never get out of a machine with the motor running until the pilot relieving you can reach the engine controls.
6. Pilot's should carry hankies in a handy position to wipe off goggles.
7. Riding on the steps, wings, or tail of a machine is prohibited.
8. In case the engine fails on takeoff, land straight ahead regardless of obstacles.
9. No machine must taxi faster than a man can walk.
10. Never run motor so that blast will blow on other machines.
11. Learn to gauge altitude, especially on landing.
12. If you see another machine near you, get out of the way.
13. No two cadets should ever ride together in the same machine.
14. Do not trust altitude instruments.
15. Before you begin a landing glide, see that no machines are under you.
16. Hedge-hopping will not be tolerated.
17. No spins on back or tail slides will be indulged in as they unnecessarily strain the machines.
18. If flying against the wind and you wish to fly with the wind, don't make a sharp turn near the ground. You may crash.
19. Motors have been known to stop during a long glide. If pilot wishes to use motor for landing, he should open throttle.
20. Don't attempt to force machine onto ground with more than flying speed. The result is bouncing and ricocheting.
21. Pilots will not wear spurs while flying.
22. Do not use aeronautical gasoline in cars or motorcycles.
23. You must not take off or land closer than 50 feet to the hanger.
24. Never take a machine into the air until you are familiar with its controls and instruments.
25. If an emergency occurs while flying, land as soon as possible.

- MYSTERY AIRPORT -



I think I will start a petition to eliminate all the current FAR's and replace them with the regulations of 1920. All except #21 that is. I don't know about the rest of you but I feel naked flying without my spurs. How many of you have been in violation of #20? I'll admit that I've ricocheted a few airplanes in my days.

MYSTERY AIRPORT: The Mystery Airport has been drawn up by Barry and Jan Daniels of Omaha and we will run more of them in future newsletters.

This month we are starting a new series, "Mystery Airports". These are designed to clean out the cob webs in the far recesses of the ole brain.

The airports are taken from the State (Nebraska) Dept. of Aeronautics Airport Directory. This will give you a hint as to what state - - - ha ha - -. Now we best warn you that some information has been purposely blocked out so as to not give it away. Now to set the time and place. The airport is located within 55 regular miles of Lincoln and as for time, Bill Piper had invented the "Training Wheel" and Clyde over in Wichita was keeping the "wheel" in the back end where its sposed to be - - Good Luck - -

The answer will be in next months newsletter.

> > > FOR SALE / SWAP / TRADE < < <

1956 AERONCA 7FC (Tri-Champ) 500 Hrs. since factory reman. and newer Razorback fabric. Nice bird. Call Jeff Menchow at (308) 534-6708 in North Platte.

Stits Playboy. 125 H.P. Lyc. 500 hrs. SMOH excellent fabric, wheel pants, goes like H____. Call Mark Pearson at 656-3026 or me at 466-2660.

1953 PA-22 135. Reduced to \$6,500 from \$10,000. This is a steal. 720 SMOH and has new annual. Free check out and or biannual with purchase. May even consider teaching you to fly it if need be. Will deliver also. Come and set it. Call Jim at 464-0891 or Jeff at 466-2660.

WANTED: Some aircraft grade plywood. Call Steve Becker at 466-6386 for details.

One O-290 D 125 H.P. Lyc. Call Jeff Clausen at 466-2660.

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URGENT!

Please read the following letter and plan to attend. I have responded to Mr. Marvin and have indicated that at least 8 of us from the EAA will be there. This will be an excellent opportunity to express our concerns and ideas to our local lawmakers. The stronger we are, the harder we can push for the betterment of our aviation community, so please attend if you can. Remember, we need at least 8 of us or I'll be a liar.

Jeff

NEBRASKA AVIATION TRADES ASSOCIATION

Nebraska's Aviation Voice



February 4, 1983

Dear Aviation Friend:

The Nebraska Aviation Trades Association is hosting a "Legislative Get-Acquainted Reception" for our State Legislators. The Reception will be March 2, 1983 at the Clayton House Banquet Room in Lincoln from 5:30 to 7:30 P.M.

NATA is inviting you and your members to attend the reception as our guests. Our interest is for you and the other Aviation Organizations to meet with your State Senators to show that General Aviation is an important factor in Nebraska's economic growth.

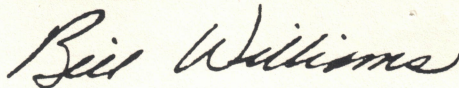
There is no agenda or program set for the evening. However, we would like to have you attend a quick meeting before the reception begins at 4:45 P.M. to brief you on any Bills that may be of interest to you and your Senator.

I ask you to urge your Senator to attend this reception for the good of Aviation.

I hope you and a large representative group of your membership will be able to attend.

Sincerely,

Bill Williams
President



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