



EAA CHAPTER

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

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MAY 1982 NEWSLETTER

MAY MEETING: The May meetings of Lincoln Ne. Chapter 569 EAA will be held on Tuesday May 4, 1982 at 7:15 p.m. at Lincoln Aire. We will travel around and look at three projects that are in various stages of construction.

This will be an excellent opportunity to see what a homebuilt looks like in the building stage. For those of you who have visions of being the first kid on the block to build an airplane in your garage or basement, it will give you a chance to see just what is involved and to view some excellent workmanship. Give yourself a break and get out of the house May 4 and view some of our members handiwork. As always, bring a friend.

APRIL MEETING: Our last meeting proved to be very interesting and educational. Approximately 50 of us trooped through the control tower and got a brief view of the radar and other gadgets that you and I bought and paid for with our taxes. I was extremely pleased with the large turn out and with the fact that some of you brought your wives, friends, kids, and yourself. We should all appreciate the hospitality of the tower crew as they didn't expect such a large turn out. I understand that we were the largest group ever to tour the tower at one time. If you were there last meeting just think, you made history. Stick with EAA Chapter 569 and we'll all be famous one day.

WELCOME NEW MEMBERS

I am very pleased to announce that we have a few new members who have recently joined us.

Dave Ebke	738 S. 28, Apt. B, Lincoln
Dick Headrick	839 W. 12, Apt. 12, Wahoo
Mark Kuzars	2119 Preamble, Lincoln
Bob & Jerry Muhle	5701 Newton, Lincoln
Norm Sell	3511 Fiene Circle, Lincoln

We are also very grateful for those old members who have rejoined our club and for everyone who paid their dues.

Did You Hear The One About . . .

I read an autobiography recently about Eddie Rickenbacker. Captain Eddie was on one of his first patrols over Saint-Mihiel when he saw an enemy plane and remembered what Raoul Lufbery said- "Look out for a trap." Capt. Eddie snapped his head around and sure enough there were 2 bossies on his tail! He raced for home, ducking in and out of the clouds and finally landed safe. He started to tell some officers and line personnel of his narrow

escape when 2 of his squadron buddies landed and came over and said "How come you ran away from us Eddie?" Rickenbackers face turned beet red and he turned and headed for the bar. "Okay", he said, "I'll buy this time."

APRIL BOARD MEETING: At this meeting we appointed people to head various activities at the up and coming fly-in breakfast and airshow at Crete. This event has finally been confirmed and will be held June 6 at Crete. It begins at 7:30 a.m. with a fly-in breakfast and airshow sponsored by the Crete Sertoma Club. Our chapter will be responsible for organizing flying activities such as spot landings and sponge dropping contests. We will also judge homebuilt and antique aircraft and give out trophies for the winners. We have been assured of our own area for airplane displays and have a hangar for an information booth and membership drive.

The following people will head up the various committees.

Judges for antique and homebuilt aircraft- Bill Sheehan and
Jim Stephens

Flying contests- Les Christiansen and Wilbur Hansen

Information Booth- Ken Dahl, Terry Holsclaw, and George Wright

We will discuss this more at our May meeting so if you want to volunteer for one of these activities, please contact the person or persons in charge of the particular activity you want to participate in. Please bring any ideas and comments you have with you also.

One last item! Sunday May 16th, 1982 at the Flying V in Utica, we will have a fly-in, drive-in, walk or run-in lunch at the airport in Utica. Please try to recruit prospective members and bring your family. This will be a very informal affair and we will plan to meet there at 11:00 to 12:00 then have lunch.

Those of you owning airplanes, please offer extra seats to other members who would like to fly in. Some of you might consider renting a plane for the short hop to Utica and take some members with you. Others who will drive in you may want to car pool. At any rate, please try to attend one way or the other.

Please remember that Les Christiansen and George Wright head up the membership committee. If you have a prospective member, please have them talk to Les or George for information. As always, I too will be glad to talk to anyone wishing information about the EAA and our chapter.

Enclosed with this newsletter are two articles. We thank Ken Dahl for his enlightening and informative article on his KR-2. Also enclosed is an article clipped from the Chapter 80 newsletter.

I hope to see everyone at our meeting on Tuesday May 4 1982.

Jeff Clausen

KRD builds a KR-2

Before deciding on the KR-2, I sent for info packets on the PL-4, BD-6, and Heath Parasol. I chose the KR-2 because the ads said "low cost, quick and simple to build, high cruise speed etc."

Building the KR-2 is very similar to building a giant sized model airplane. The primary load carrying structure is spruce and plywood. Urethane foam is used to form the contours of the wings, tail and turtle back. The foam is covered with a layer of Dynel cloth and very light weight glass cloth impregnated with epoxy resin.

Construction was started in Jan. 1976 and completed Jan. 1980 -- 4 long years. I was getting slightly discouraged half way through the project, but my family hadn't thrown me out and the night time J-V programs were getting crappier than ever, so I kept cutting and gluing. The slowness in building was due to (1. business, and (2) the fact that there seemed to be a jillion pieces of wood that had to be trial fitted and each piece seemed to have 10 angles to cut. The foam-dynel part was easy and fast compared to the woodwork. Becoming lazy, I purchased a ready-made cowl, leaky gas tank, and forward deck. By the time these pieces were cut and fit, and re-cut and re-fit, etc., etc.--I doubt that any time was saved.

The engine is a HAP9 (VW) 1835 CC, 60 HP, single magneto, Posa Carb, electrical system. It putt-putts along smooth at cruise but runs slightly rough at slower speeds due to the Posa Carb. Prop is homemade-- 52" Dia., 48" Pitch. I've been told that the VW engine will not windmill if slowed down too far--worrisome along with only one mag.

The first few flights were like being on a roller coaster on take-off and playing crack-the-whip on landing. After 70 plus hours I've taught it how to land and it's taught me some respect for short coupled airplanes. At the present, I feel comfortable flying it.

Some other comments:

1. Approx. cost \$6,000. 2. Cruise 120 MPH downhill. 3. Top speed 140 MPH. Thus far, I have been babying the engine. 4. Empty wt. 519 lbs. 5. Two place for two 150 lb guys. Single place for fat 225 lb guy. 6. Stalls--power reduced to about 800 RPM--starts to wallow around at 45-50 MPH. Departure stall--I'm still afraid to try a full fledged one. A guy in Omaha flipped over on his back and had the ---- scared out of him. 7. Flaps--tiny, but useful. 8. Tailwheel--installed larger size for better ground control. 9. Relocated throttle from center to left side. 10. Brakes--Lousy. You grab a loose cable and pull. However, I am getting used to the idea.

The KR-2 is a nice little airplane if you survive the 1st 5 Hrs. flight time. It is hangared in Seward and I will be glad to show and demonstrate if weather and schedule permit.