



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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MAY 1984 NEWSLETTER

From The President - - -

MAY MEETING: The next meetings of EAA Chapter 569, Lincoln, Nebraska will be held on May 1, 1984 at 7:30 P.M. at Lincoln Aire located at Lincoln Municipal Airport. Read on for details later in the newsletter.

It gives me extreme pleasure to inform you that the monsoon season is now over. As the waters gradually recede, we will at last be able to reclaim some of our submerged land. This should be a bumper year for rice and mosquitoes. One of these days, the temperature should come up to normal, and we'll be able to dispose of our worn out winter garments.

I want to thank our new member, Doc Snyder, for the excellent and informative presentation he gave at the April meeting. I've been trying for the last 2 years to persuade him to join our club. Now we all can bring our ailments and empty prescriptions to him at the meetings and get them taken care of. By the way Doc, we're all survivors of the "Great Nebraska Flood".

Our May 1st meeting will be held at Lincoln Aire at 7:30 P.M. This will be a very informative meeting so don't miss it. Mr. John Auer, State Director of Aeronautics, will speak to us about the role that the State plays in General Aviation. I'm sure that many of you will be quite surprised to learn just how much the Department of Aeronautics really does for us. I know several people in the Department. They're very capable, wonderful people, always willing to help. Think of all the films that Mike Larson has made available to us for our meetings.

I've been around aluminum too long. I suspect its given me Alzheimer's disease. I completely forgot to bring up a picnic date for May. Don Shoemaker offered us his T hangar and I'm sure Rollie would let us come to Denton. The only Sundays I can come is May 13th or the 27th. On the 6th, we have a meeting at Seward concerning the fly in and #1 Son graduates on the 20th. Give it some thought. We'll discuss it at the meeting. It's time for us single guys to have a decent meal again!

Duane Drahota will give us a progress report on the Seward fly-in at the meeting. Things are really beginning to take shape. He will be asking for several volunteers to help out with the various functions that our chapter is responsible for. It's time for you guys to get off your duffs and pitch in, not much is accomplished with a bunch of wall flowers. I don't think there are very many of you who are any busier than I am. This is our club and I can guarantee you that you will receive the exact same pay as I do. It's about time for some new faces, try it, you'll like it. It's an excellent opportunity for you to become better acquainted with fellow

chapter members.

OK active homebuilders, this is your notice to get your act together. For our June meeting we're going to do a round robin and visit your projects. I'll be contacting you in the near future.

See you all at the meetings
Jim Fix

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I got caught sleeping when it came time for the newsletter date. I got caught up in the few nice days of April by working in the yard and more importantly, flying. As a result, I'm at a loss as to what to write about. The best I can do is to write down some random thoughts and experiences plus a few little trivia type brain teasers.

For instance, did you know that regardless of your airspeed or weight that when holding a 60 degree bank you're actually pulling 2 G's or 2 times your normal weight? Does this mean then that when you're sitting on the pot in a 747 and the captain rolls into a 60 degree bank, you'll get done twice as fast?

Does anyone have a hard time understanding how the compass works? I'm talking about the liquid filled compass. You have a northerly lag error and it goes faster in a turn to the south. It also goes bonkers when you accelerate or decelerate on a heading of E or W. To keep this straight in your mind just imagine the compass is full of molasses. As you turn north it gets cold and causes it to lag. As you turn south it warms up and the compass turns faster and indicates a turn greater than you're actually doing. If you're on a heading of E or W you won't get this lag or lead error. You will however, get an erroneous reading if you accelerate or decelerate while on an E and W heading. If you accelerate, the compass will turn North, decelerate and it goes south. Just remember "ANDS" (A)ccelerate (N)orth, (D)ecelerate (S)outh.

Do you still remember the VFR cruising altitudes above 3,000 feet AGL? From 0 to 179 degrees (Magnetic course) you fly at odd thousands plus 500 and from 180 to 359 degrees you fly at even thousands plus 500. The best formula to remember this is ODD people fly east. I know this to be true because as a kid I was the line boy at my hometown airport. One day a mortician from back east flew in in a Cherokee 6 and I noticed an unusual amount of power was used to taxi up to the gas pumps. When he shut down I noticed both wheels of his main gear were on fire so I grabbed the fire extinguisher and put out the blaze. He jumped out of his plane and chewed me out for making a mess and asked what in the H... I did that for. I told him he was on fire, that's why! He then remembered that two hours earlier he had taken off from a grass field that was wet and he set the brakes before run-up but since he had a 300 H.P. engine up front and only one half fuel, himself and the stiff in the back, the Cherokee pulled itself, locked brakes and all on down the runway and into the air. Of course the mortician didn't realize this and he not only landed with the park brake on but taxied one forth mile to boot! He gassed up, kicked the tires and off he went, burnt wheel pants and charred tires, east to where ever.

I went to California to find fame and fortune after I got out of high school and did some flight instruction at a small but busy airport in Southern California. Myself and one other guy did most of the instruction. He and I would get into arguments and debates on how to do stalls and how to teach them. I'm a believer in teaching full stalls, the bucking and shaking and drooping of the nose sort of stalls. He believed in teaching imminent stalls. The sloppy controls, stall horn honking, and just a nibble on the controls then recovery before going into a full stall. Both have their merits and I teach both styles but he would never teach full stalls. One day to prove my point, I bought a clarinet reed. Since we flew Cessna 150's

this reed sounded like the stall horn on the 150. He had 3 students in the pattern all on downwind. I keyed the mike on the unicom and blew on the reed. All three Cessnas put their noses down simultaneously and lost a couple hundred feet. A minute later I did it again and the same thing happened. It was great, talk about a conditioned response. Next time you go out to practice stalls, shut the master switch off or tape up the stall warning indicator and get the real feel of a full stall.

I also heard about a guy out in California while I was there who had an engine failure on his J-3 Cub. He was over L.A. with no where to go so he made a perfect landing on the roof of a brewery. Unfortunately the roof gave way and the guy and his J-3 fell into a huge vat of beer and the guy drowned only after he crawled out of the vat 3 times to go to the bathroom. **Happy Flying!**

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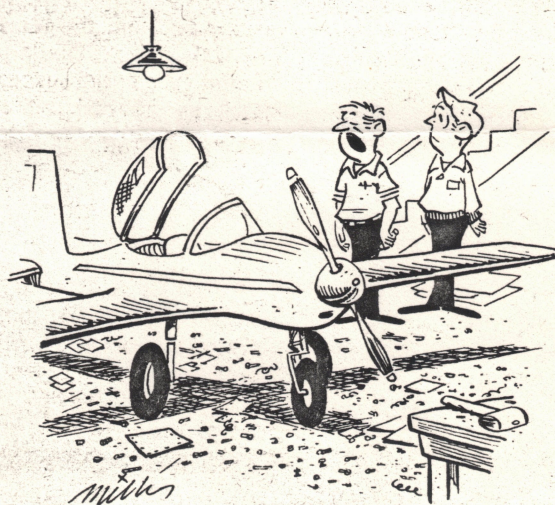
Before I forget, please bring any flyers or other information of upcoming fly-ins so I can put them in our newsletter. The only ones I can think of are of course Seward June 23 & 24, O'Neill May 20th, and Nebraska City on April 29th which may have already happened by the time you are reading this.

Jeff Clausen



"Company halt!"

Laugh With GAN



Actually, it cost me very little. Just \$5,500 and my marriage.