



EAA CHAPTER

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

OF Lincoln Nebraska ZIP 68506

Pres.: Jeff Clausen
1320 Beechcraft
Lincoln, Ne. 68505

V. P.: Jim Fix
Bldg. 972, Airpark West
Lincoln, Ne. 68524

Sec-Treas: Ted Oehlert
4301 Antelope Creek Road
Lincoln, Ne. 68506

NOVEMBER 1982 NEWSLETTER

NOVEMBER MEETING: Our next meetings will be held in Bellvue, Nebr. at the Offutt AFB Museum on Sunday, November 7, 1982. The Omaha Chapter has arranged it so we can actually get inside some of the airplanes and get some left seat time. If you ever wanted to sit in a B-52, don't miss this one! Please note- we will meet in the parking lot at Wheelers at 10:00 A.M. and car pool to Omaha so we can meet Chapter 80 at 11:00 A.M. Wheelers is located at 5640 Cornhusker Hwy. Please be on time. I know some of you have prior engagements at this time in the morning since it is Sunday morning and some of you will still be hung over from Saturday night so if you fall into one of the two categories above, simply drive down when you're able. Call someone and arrange a shuttle if you're going to be late. We will have PIZZA after the tour at approximately 1:00 P.M. and will vote for the new officers. We will also have the calendars so bring \$2.50.

OCTOBER PICNIC: Once again the sun god was in our corner by providing us with a spectacular day for our picnic. Rollie and Mary Woodruff were our hosts and provided us with their hangar at Denton. The better halves of our members brought a lot of good food and we generally just had a good time. Many of our members flew in and Rollie flew his Easle ultralight for us.

We held our business meetings also and asked for nominations for president, vice president, and secretary-treasurer-newsletter editor. For secretary-treasurer, a nomination was made by Wilber Hansen for Ted Oehlert. For vice president, a nomination was made by Jeff Clausen for Jim Fix and Jeff Clausen was nominated by Don Shoemaker. If anyone who wanted to run or at least nominate more people for the above positions, please call me before the November meeting as we will hold elections then. I have to apologize for the lack of Parliamentary procedure in our meetings and especially for the election of officers but I guess we manage to get by without all the hoopla.

WELCOME NEW MEMBERS: Welcome to Mr. Doug Prange of 1921 Sewell, Lincoln and Dave Elsoe of 932 South 29th, Lincoln. I want to apologize to Doug for calling him Dave at our picnic. Dave Elsoe is working on a Dumouix flying bathtub. We are happy to have you both with us.

Thinking of buying an airplane but are hesitant because of the cost? Consider this next bit of information for a minute. First of all you can buy a darn nice little airplane for 6 to 7 thousand. Visit your friendly neighborhood car dealer and look at the cost of new and used cars. A new car will set you back \$10,000 or more and you will pay 6 or 7 grand for a 2 year old used car. That

little airplane you've thought about all of a sudden becomes no more expensive than that used car you thought about buying your wife or kid. Your wife could wreck the car anyway and your kid would probably blow the engine racing his buddies. Buy your kid a bicycle and buy your wife a big old gas suzzler from Wierd Wally for \$500 and save your \$ for that airplane.

By now you are saying fine and dandy but what about all the fixed cost. Say you hangar your plane at Festers for \$40 a month. This equals \$480 a year. Insurance - \$500 a year, annual \$250 a year. This all equals \$1,230 a year. This is expensive in my opinion. Consider a partner! Now all you've got invested is say \$3,500. Your fixed costs go down to \$615 a year. Consider dropping the hull insurance and carry liability only which is about \$200 and now you have a figure of \$465 with a partner. That's \$39 a month or 1 hour of flying if you rent. So you actually own your own airplane cheaper than you can rent if you fly more than say 2 hours a month. If you get your private license, more than likely you will be asked to fly here and there for your friends and if they pay for gas and other incidentals, you'll wind up flying for free on occasion. If you are just learning to fly, figure what it will cost you to get your license and ask yourself what do you actually have for your \$ when you get all done. It's nice to go out and fly without having your head stuck inside the cockpit watching airspeed, altitude, heading, and Hobbs meter especially when every tenth of an hour on the Hobbs meter costs you about \$4.00. As you know, this is an extremely opinionated article and before you all go out and buy an airplane, be sure to talk to someone who owns a small plane. The figures I gave don't include the cost of an engine overhaul but then again I didn't add on appreciation. Some will say you'd be crazy to fly an airplane without full coverage insurance. Annuals can cost more depending on the condition of your airplane. Then again they may cost less if you do your own work. Also keep in mind I'm talking small airplanes- Champs, C-150's Luscombes, Tri-Pacers etc. etc. The whole secret is to be resourceful and get a good partner, find a mechanic who'll let you do most of the work at annual time, and above all else find an airplane in good condition without any hidden surprises.

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On October 12th NASA put on an interesting presentation and many of our members were in attendance. Many interesting facts presented were shown on a film where flood damaged Pipers and Cessnas were dropped from a tower on a swing type device that caused the aircraft to crash at various angles at about 65 m.p.h. It was discovered that aluminum aircraft crunch up like an accordion and then actually rebound and take on their old form. The dummies inside the airplane were subjected to some 60 G's which would probably kill you even though after the crash the aircraft didn't look to be in such bad shape.

Another interesting fact was the results of a crash when identical airplanes were dropped in a nose down attitude, one on cement and one on dirt. The aircraft dropped on cement dissipated some of the impact by allowing it to slide along the cement and crumple in stages. With shoulder harnesses it may have been a survivable accident. The aircraft dropped in the dirt absorbed the entire impact in one very localized spot and would not have been survivable at all. The point in all this being that if you have some notion about stalling your airplane out just above a dirt field and letting it drop in should your engine quit or you have some other emergency, please forget it. You'll be severely killed as will your passengers.

They also dropped in a Cessna 172 from about 50 feet and you got a first hand glimpse of how strong the tubular steel gear really is. The wheels of the airplane just about touched the wings it hit so hard but it took the impact and spared the cabin section.

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FOR SALE

ENGINE - Continental 65 H.P., 0 since major overhaul. Call evenings 464-0891 Jim Stephens.

1963 PIPER TRI-PACER - Completely restored. 700 hours since chrome major on Lyc. 135 H.P. engine. New fabric and interior. Escort 110. Around \$7000. Call 464-0891 or 466-2660, Jim Stephens or Jeff Clausen

10% OWNERSHIP IN A BELLANCA DECATHOLON - 180 H.P., 500 Hrs. TT, fully inverted. Based at Duncan. Call Bill Hyde 464-4317 after 5:00

COMPLETE FUSELAGE FROM PIPER TRI-PACER - Undamaged, disassembled for recover. Complete with cowlings, landing gear, seats, fairings, etc., etc. Selling cheap, need room in my hangar. Call Jeff or Jim at 464-0891 or 466-2660.

WANTED - Someones project that they don't want anymore that uses a 65 H.P. engine. Flybaby, Pietaeol, Pober Pixie, Baby Ace, etc. We need something to do this winter. Call Jeff C. or Jim S.

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One last thing! We finally straightened out our subscription to Sport Aviation with the libraries. If you want to read Sport Aviation, you can find them at the Bennet - Martin Library down town or the Gere Library at 56th and Normal Blvd. in Lincoln.

Jeff Clausen