



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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NOVEMBER 1983 NEWSLETTER

NOVEMBER MEETING: The November meeting of EAA Chapter 569 will be on Tuesday November 1, 1983, 7:30 P.M. at Lincoln Aire. We will have the election of new officers at this meeting plus show the movie "The Blue Max". Please fill out the enclosed ballot and hand it in at the November meeting. We will announce the new officers after the ballots are counted. If you are unable to attend the next meeting, please mail your ballot to me, Jeff Clausen at 1320 Beechcraft Rd., Lincoln, Ne. 68527. I will bring these ballots to the meeting and your absentee vote will be counted with the others. Please don't put off sending in your vote if you can't attend in person. This election is important and you need to participate.

OCTOBER MEETING: Our October meeting was held at Lincoln Aire and the guest speaker was Mr. Bob Heilig. Bob gave us first hand accounts of flying the hump in WW II plus many other interesting items. Bob told us of two world records that he holds and also gave us a quiz on what effect wind has on an airplane. Many of us got an education in a short time. Bob is a very interesting man and we really enjoyed his talk.

We also had kind of a business meeting and it was agreed upon by most everyone that it would be of great benefit to our chapter if we had more than one designee. We talked about having 2 or 3 designees as this would: (1) better satisfy the FAA when signing off a homebuilt, (2) alleviate a work load problem, (3) each designee could specialize in a certain area i.e. foam and fiberglass, aluminum, tube and fabric, etc. I feel we need this due to the new guidelines the FAA has established for certifying a homebuilt. Let me hear your comments on this, pro or con.

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A disturbing article appeared in this month's issue of **SPORT AVIATION**. It concerns what the FAA calls Model B airspace. Simply put it means that airports with TRSA's like Lincoln and Omaha that are only voluntary at present would be turned into essentially "mini TCA's". This means of course one would need to be in 2 way radio communication to enter such airspace and perhaps at times would be forbidden to do so if on a VFR flight plan when there is heavy traffic. To get a picture of what's being called "the great airspace robbery", read the current issue of **SPORT AVIATION** at the library.

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Anyone interested in owning a partnership in a Taylorcraft? Fellow member Mark Kuzara is interested in one share and would like to find 2 or 3 or 4 others who might be interested. With 3 partners, it'll cost around \$2,000 a piece. With 4 guys it's \$1,500. At any rate it's cheap flying. At 4 gallons per hour, you'll spend 5 bucks an hour. Hangar rent will be \$10.00 a month with 4 guys and the annual won't cost more than about \$100. Your fixed cost with 4 guys will be \$10.00 a month for a hangar and about \$2.00 a month for the annual. So it figures about \$12.00 a month for fixed cost plus \$5.00 an hour for your gas and oil. This is figured without figuring insurance. Insurance will cost around \$550 a year for full coverage and \$100 a year for liability. Do your own figuring and checking on the insurance. I used a quote from Avemco. If you're interested, contact Jim Stephens, Mark Kuzara, or me for more details and a trip around the patch.

We'll see everybody at the next meeting on November 1st at 7:30 P.M. If you can't attend in person, please mail me your ballot. Thank you!

Jeff Clausen

Chapter Officer elections for 1984 term
EAA Chapter 569, Lincoln, Nebraska

Vote for one candidate for each of the following offices.

Vice President: ___ Art Curtis
 ___ Lonnie Davis
 ___ Wilber Hansen
 ___ Terry Holsclaw

Secretary/Treasurer: ___ Billy Dokulil
 ___ Jerry Muhle

Turn ballot in at November 1st meeting or mail to: Jeff Clausen
1320 Beechcraft Road
Lincoln, NE 68527

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