

EAA CHAPTER 569

NEWSLETTER

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MEETING: *Sunday, November 5, 1995*

LOCATION: *Shoemaker Airfield, Denton*

TIME: *1:00 P.M.*

PROGRAM: Chapter Membership Airplane Rides! We are planning an afternoon of flying. Chapter members having airplanes will give rides to members who do not have airplanes and want to take a ride. If you have a plane and can, contact Roger.

PRESIDENT'S MESSAGE

Airport Authority board members, Phyllis Chambers and Dr. Ed Raines, gave us a report on their first 3 months on the board. They also listened to a couple of complaints and fielded some questions. Phyllis discussed these with Wayne Anderson and called to give me a few answers and a question or two.

On the issue of a wash rack being provided by the Airport Authority to wash airplanes, Wayne replied that since the FBOs now provide this service for a charge, it would not be proper for a government entity to compete with them.

A question was brought up about whether we could build or repair our airplanes in the hangars. Phyllis said there is nothing in the lease to prohibit someone from doing this as long as they were not conducting a business out of the hangar. Since the electricity now provided in the hangar would be less than adequate for running power tools, you would probably have to add electrical power. This can be done with the Airport Authority approval, and must be done by LES who will install a meter. You would have to pay for this installation and the metered electricity.

Some of the older hangars have a partial concrete pad. The rental on these hangars are very cheap and adding a full concrete floor would be prohibitive. If you want a full concrete floor, Wayne suggests that you rent a newer hangar.

Wayne said a board meeting in the evening would be possible, and if people would come, he would be willing to try one.

Phyllis said Wayne is willing to work with our group and would be available for questions or comments. He had a couple of questions for us. How many of

EXPERIMENTAL AIRCRAFT ASSOCIATION

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our group now hangar at the Lincoln airport? How many of us would come back to Lincoln municipal if changes were made to their satisfaction, or did we leave because an airport like Crete had an atmosphere that appealed to us more? I'd like to take a few minutes to discuss these answers and questions at the next meeting, so be prepared.

Our Christmas party is very early in December so it is closer than you think. Please get your reservations made early. New location this year so we need a big crowd.

Roger Aspegren

November Meeting Plan

It is this editors sad duty to tell you that our Chapter is broke! Roger says the till is almost empty, and we are planning a TRUE POTLUCK dinner on Sunday, November 5. You bring a pot of food (or money), and if we're lucky, someone else will too. Roger will have the grill set up for "Bring Your Own" hot dogs or burgers. Chapter will furnish drinks.

Chapter members with airplanes can bring them out to Don's and give other members rides. This will be known as the Chapter 569 "OLD EAGLES DAY".

In case of inclement weather, we'll have a hangar party inside. Bring videos and war stories, but if nothing else, we can all pitch in and give Roger's Kitfox a paintjob he probably wouldn't believe. Just Kidding Roger!

October 3rd Minutes

President Aspegren called the meeting to order at 7:30 p.m. He introduced two new members, Tom Trowbridge and Justin Dille, both from Lincoln. Everyone present thanked Doug Hill for becoming a Chapter Technical Counselor, remaining current until 1997. Doug gave a report on the Boy Scout Explorer program. He told members that he received little support from BSA, and the program is now on hold. Roger advised that 41 Young Eagles were flown, and many thanks to pilots and ground support crew.

Project reports: Ray Supalla still has engine problem. Terry Carlson, not much progress. Roger Aspegren, engine on then off again for bulletin compliance.

Other items discussed:

York Chili Feed

Mark Turner has 8-10 boxes of data for library cataloged. Is seeking contributions of publications from membership, also will catalog loan of personal tools and Mark will check in and out. Roger suggests cabinet for permanent storage location. Darrel Eggerling contributed a large amount of material on homebuilts to the library.

The Christmas Party will be 12/3/95 at the Knolls Supper Club. Clyde Peters will do a song and dance. After coffee break was held, Roger advised membership that the Chapter board of directors had amended Chapter by-laws by adding news letter editor position and past president to board of directors, and changed membership dues to coincide with calendar year.

Election of Officers was held. Rollie Woodruff and Wally Peterson were the nominating committee. They indicated that the present officers agreed to continue in their positions for another year. Moved and seconded as such. No discussion. Voice vote, motion passed. Terry Carlson indicated he would like to relinquish the newsletter editor position to Mark Turner, beginning with the January 1996 issue, as Mark had indicated he would be dedicated to the position. Motion made and seconded for Mark Turner to be newsletter editor. Voice vote, motion carried.

The program began with Ed Raines and Phyllis Chambers, Lincoln Airport Authority. Both thanked the Chapter for supporting them during the election. A very informative program followed, with each of them fielding questions from the members. A summary of the program follows:

Phyllis went to DC in September. She attended security conference - most small airports are upset about added security. FAA agreed to hold private meeting with problem airports - Wayne Anderson and Phyllis attended - 30 minute meeting all invited airports were concerned and all conscious of current national security risks. Suggested that FAA inform pilot community of reasons and changes - legitimate risk nationally - temporary security upgrade may last extended period - security designed to protect airlines and General Aviation suffers - discussion of dividing airport - too costly and general aviation and airline terminal too close - all security system changes must be approved by KC Regional - our reps will press for General Aviation favorable interpretation of regs but now not good time because of tightened National Security - meeting did good because it showed our reps real process and FAA concern - FAA reinforced of small airport concerns.

A discussion of alternate airport - based on utilization of municipal and saturation of capacity - LNK now 30% utilized - Ed suggested development of private airfield with public use - Jim Chambers suggested Hickman or Roca - within one mile community zoning control - develop community strip to avoid county and LNK regulations - Board, NE Dept of Aeronautics doesn't condemn but can't give money because need is low and utilization of LNK is low - Rollie Woodruff offered 240 acres to build airfield if anybody is interested. Members thanked Phyllis and Ed for coming and the meeting adjourned at 9:45 p.m.

Doug Hill, Acting Sec.

Coming Plane Stuff

November 5 - Chapter 569 "Old Eagles Day" Shoemaker Airfield, Denton

November 8 - Pilot Safety Seminar, 7-10 pm, Central Community College, Columbus

January 25,27, 1996 - Nebraska Aviation Council's Fourth Annual Nebraska Aviation Symposium. Ramada Inn, Kearney.

Congratulations

Our congratulations go to these Lincolniters for reaching the following FAA Certificate milestones.

William Westfahl - Instrument Rating
David Rabe - Instrument Rating
Justin Hyde - Instrument Rating
Steven Sherman -
Certified Flight Instructor, Instrument
Steven Sherman -
Certified Flight Instructor, Multi-Engine

Rides for Donation???

Many Chapters have inquired as to how the Chapter Insurance Program applies while providing airplane rides to the public for a charge. First, let's clarify that *there can never be any charge in conjunction with the EAA Young Eagles Program*. It is, however, possible to use airplane rides as a fund raising

activity for your Chapter, as long as several guidelines are met.

Most importantly, it is necessary that the regulations of FAR Part 61.118D are followed. These regulations require that each pilot participating has logged at least 200 hours of flight time, each aircraft used is certified in the standard category and complies with the 100 hour inspection requirement of FAR Part 91.409, and that the flights are made under VFR conditions, during the day. It is also necessary that the Chapter have a Federal Tax Exempt status under IRS Code 501(c).

Also, please review the Orientation Ride Guidelines in your Chapter Handbook, Section 14, page 14-11. This insurance program was initially put in place to accommodate Chapters that wished to offer airplane rides to the public without any charge. It will also protect the Chapter when providing rides for a donation, as long as all of the requirements of FAR Part 61.118D and the Orientation Ride Guidelines are met. As a brief summary of the ORG, it is necessary that the Chapter Orientation Ride Form be completed and returned to Headquarters prior to your event. The Chapter must also pass a resolution at a Chapter meeting approving the rides, and provide a copy of these Chapter minutes to the EAA Insurance Department. It is also important that only single engine, fixed wing, four or less seat aircraft participate. The Orientation Ride Insurance allows for standard category, as well as experimental category participation. Further, note that only standard category may provide rides for donation, and experimental category aircraft participating in non-donation rides, must be piloted by the airplane owner only and have a certificate of insurance evidencing aircraft liability insurance.

If you have any questions or concerns on this matter, please call Karen Kryzaniak, EAA Insurance Administrator at 800-236-4800, ext. 4822.

1996 EAA Calendars

We still have a limited number of calendars to sell. Pick one up at the next meeting, or give Mark Lucey a call to reserve yours. When these are sold, there won't be another order made. **Member Special \$6.00. Non-member \$9.00. Pick some up to sell to your friends.**

AIM Change

The Airman's Information Manual (AIM) has been changed to the Aeronautical Information Manual (AIM). The name change was to eliminate unnecessary gender references in addition to editorial changes and updating of other information. So, if your AIM isn't titled "Aeronautical Information Manual," you have an obsolete publication.

Larry Craig - PIREPS

Balancing the Flaps

A British Falco had some difficulty with flutter on the flaps. The first one on the right side broke in bending at about 150 mph in glassing smooth air. The left side broke at 208 mph. They fluttered off the aircraft in both cases, and a safe landing was made.

The problem was that this particular aircraft had filler material about 1 millimeter thick over the flaps consisting of epoxy and talcum powder. It also had extra heavy U.S. Paint and Lacquer enamel painted over the surface. There were two manufacturing errors: (1) The leading edge of the flap was two pieces of 1 millimeter (not two millimeter plywood) and broke at the scarf. (2) The other leading edge broke at the place where lead covered with epoxy was put in to balance the weight out.

It is important to (1) eliminate play in the flaps, (2) balance to specifications, (3) keep the flaps at a normal weight (these were highly overweight), and (4) Falco has established a specification on the flaps as to weight to correct the problem and has notified all others. **Other types of aircraft might take a lesson from the incident which occurred in 1993. Overweight and unbalanced Bonanza elevons come to mind.**

Life Made "EZE"

October 6, 1995

I had been waiting nervously for quite a few hours. My palms were sweaty, and Judy told me to quit pacing the floor so much. Although she knew I had been somewhat worried, I was making her nervous by being nervous.

It all started when my brother Jimmy called me a few weeks ago and told me he and his best friend Ed Sammons would be flying to Lincoln from San Diego, CA in Ed's Homebuilt Long Eze (pronounced "long easy"). Jimmy is a pilot too, and his buddy Ed is a CFII with several thousand hours as PIC. They belong to EAA Chapter 14 at Brown Field in San Diego. They also belong to the "Eze Squadron", which is a group of about 125 who own Long-Ezes. So, I had sent him some info on local airports, and told him to either land at Crete or Lincoln. He said they would depart San Diego at 0600 hours, October 5th and would arrive here in Lincoln that same evening. I said, whoa, wait a minute, that's a pretty long stretch for one day. Jimmy told me "No problem, we'll be there". He gave me his cellular phone number, and told me to call him if I got worried. I told him to call me when they were about an hour out from Lincoln, and I'd drive to the airport to meet them when they landed.

Well, I don't know if you recall the 5th of October, but it was one of the worst flying days in the entire midwest. Cloudy and rain over the entire state of Nebraska and most of Kansas. The Canadian geese that are usually flying every day in our area were even grounded. I was in contact with the Lincoln Control Tower and Flight Service several times that day, getting an update on their route. We were pretty well socked in here. I had been trying to call Jimmy's cellular for about two hours, but kept getting the recording that it was not active. Finally, I got a call from him, (from a pay phone) and they had set down in Liberal, Kansas for the night. They had flown almost up to Lincoln on top of the weather, but decided to turn around and fly south again until they could get down through the clouds. Ended up flying clear across Kansas to do it. Liberal is on the southern border. I asked him why I couldn't get him on the cellular, or why he hadn't tried to call me on it while they were in the air. He said, "Oh, I can't get this d--- thing to work. I don't know what's wrong with it". I asked him if he had programmed it to follow him in "roam" mode. He says, "Oh, you mean I have to do that"! I said "/3#xo**^%". Anyway, Jimmy said they would "hang loose" there until the next day, and would depart when the weather permitted.

So, here I was Friday, October 6, pacing the floor. Waiting again. I tried to call his cellular again. No luck. Around 2:00 p.m., the phone rings, and Jimmy says, "we're going to try it, and I'll call you when we get close." Around 4:00 p.m., the phone rings again. I answer, "hello". Jimmy says,

"Hello hell, you better hurry up, I can see the runway!"

I picked them up at Capitol Aviation, and we had a great weekend together. The weather was perfect. Ed had never been to Nebraska, so we tried to give him a taste of what the midwest is like. Judy kept them both on "full-feed" while they were here, and it got to the point where Ed threatened to send Jimmy back by UPS if he didn't quit eating all of those brownies. That Long Eze you know will only carry 37 gallons of fuel and two small?? People. Both of these dudes are over 200 pounds.

Saturday I gave them a tour of the area. I told them one of our stops would be Denton Municipal Airport (Shoemaker Airfield) to visit Roger working on his Kitfox. Jimmy and Ed were impressed with his workmanship, and we had a good visit. Mark Turner happened to be there too, and he was familiar with the area these two lived in, so they had some common turf to mow. Made them feel right at home. We left Roger to his work, and drove back to town. Ed got quite a kick out of Denton, and the Municipal Airport, but thought it was a neat little place. (You know those metropolitan people!)

Ed asked me if I would like to fly his bird. I said, "You're kidding?" I've been an airplane nut since before puberty, and have dreamed of sitting in a Vari-Eze or Long-Eze. But to actually ride in one, no way did I ever think that would happen! And now, I've had an invitation to actually "fly" one. Am I dreaming? Someone pinch me quick, no, wait until I get to fly it, will you?

I was instructed on how to "mount" the seat. After Ed had me strapped in to his satisfaction, he raised the nose of the aircraft and extended the nose gear so he could climb aboard. The Long -Eze is that funny looking craft with the wrong end on the ground. Ed calls it a "nose-dragger" airplane. But, when you're ready to fly it, it becomes a tri-gear model.

For those of you who don't know what a Long Eze is, it's a Burt Rutan canard design, two-place tandem seating, rear engined pusher hot-rod. Climbing aboard is similar to strapping yourself into a tightfitting leather lined fighter cockpit. Just the feel of sitting there, side stick control, bubble canopy, engine noise "behind" you, and shoulders against the sides of the cockpit are enough to get the adrenaline flowing at 450 over 200. GRRREAT!

The inter-com system in the plane was great. Voice activated, and the head-phones probably made it quieter than without them. We were in contact with Jimmy on the ground with his hand held, and he was taking pictures like crazy

from the start of my adventure until its end. Or I should say until the end of the film.

Time to fly. We were cleared by ground control to move to the runway and wait. Taxi, take-off checklist, engine run-up, Wow! This really is a hot-rod. The full bubble canopy is wonderful. Visibility is superb, and the little canard in front of you doesn't obstruct your vision at all. Most of the wing is behind you. It's kind of like driving a VW bug. You look out the windshield, and all you can see is road. No hood or cowling. Finally, we were cleared for take-off. Brakes held tight, engine throttle firewalled, brakes released and we're off. The Eze is a hard runway machine, and grass or dirt strips wouldn't be conducive to good take-offs and landings. It used up quite a bit of the concrete before Ed says "Terry, we'll rotate about right here." Stick back gently, and she comes off the ground like a bullet. Climb out at 120 with a 30 degree left bank, and we're soon directly above the State Capitol. Ed says, "That looks like the Capitol" and I say "who's looking at buildings when you're in a Long-Eze!"

We fly east for a few miles, and Ed tells me I can do what ever I want with it. I ask him "Well, what can you do with it"? He says "keep one thing in mind, TWO FINGERS are all you need on the control stick. Don't over control." He takes the control and says, "well, let's see, you can do this,(Dutch rolls) or this (barrel roll) or this (90 degree left bank) or this (inverted peel-off like those P-51s) or this (I don't know what it was, but I saw the sky, earth, sky, earth, and almost my breakfast). He gave the stick back to me, and I must say I lead a pretty boring life after his demonstration. I did some steep turns and the usual novice type flying, and it was great. SO responsive, and the visibility is great. After having the time of my life, we head back to Lincoln. Ed contacted Lincoln Control "Long-Eze 93 Delta Juliet request low approach". Lincoln Control responses with "93 Delta Juliet, say again please, you request a low approach only" Ed "Roger Lincoln Control, request low approach only" Control "Roger 93 Delta Juliet, proceed with low approach only" Ed " 93 Delta Juliet, thank you". We then proceeded to do a high-speed 150 knot low approach fly-by about 50 feet off the runway while brother Jimmy was snapping pictures like they were going out of style. Reaching the end of the runway, Ed did a 90 degree left banking turn to enter downwind for landing, and we made a normal approach and landing. That was super. I think the guys and gals in the tower and all over the field for that matter, enjoyed it just as much as I did.

We parked at Capitol Aviation again, and much to my disappointment, I had to get out of the airplane. It had been for sure, one of the high points in my life. Actually flying something close to what I imagine a fighter plane would be like.

They departed Lincoln for San Diego on Monday, October 9th at 10:45 a.m. They planned to make only one fuel stop in Alba-Turkey, NM (you know how to spell it), but I guess Jimmy made Ed stop in 2-com-carry, NM (you know how to spell it) too, to pick up a couple of brownies. Judy's were gone and he was hungry. They arrived in San Diego at 10:30 p.m. that night. One day's flying in a hot-rod cross-country machine.

I'd recommend that any of you Chapter members who are considering a homebuilt look at the Long-Eze design. It's a great flying machine.

The weekend with Jimmy and Ed was great. I found out the only reason he came back was to attend an Over-the-hill birthday party for Judy and I. We celebrated Ed's 61st birthday too. His was Saturday. Their trip back to Nebraska sure made my life "Eze" for the weekend. I enjoyed every minute.

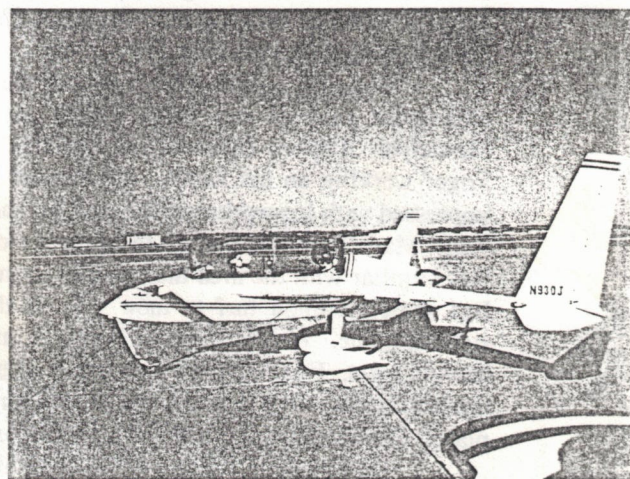
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Jimmy (left) and Ed with Long-Eze N93DJ



Ed and Terry ready to depart LNK

