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# EAA Chapter 569 News

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President	Vice President	Secretary/Treasure	Newsletter Editor
Doug Hill	Robert Pribil	Dave Zichek	Ray Supalla
(402) 488-3672	(402) 467-2937	(402) 420-5660	(402) 423-5297

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## Chapter Meeting Tuesday, November 3rd

**Time:** 7:30 p.m.  
**Place:** Cobbler Inn  
Shoemaker's Truck Stop

**Program:** Election of Officers  
Other: To be Announced

### Highlights of October Meeting

George Myers reported that we had flown 505 Young Eagles to date, with more scheduled for October 10<sup>th</sup> in Lincoln and in Hebron.

Jim Jeffers reported that tower construction was intensifying and that we may need to take further political action in the interest of aviation safety.

An officers nominating committee was appointed consisting of Don Shoemaker, Ken Ruhnke and Dave Zichek.

A Christmas party planning committee was appointed consisting of Roger Aspegren, Mark Hyatt, Tom Winter and Doug Hill.

Jim Jeffers and Tom Winter volunteered to work with Todd Duncan on an aviation exhibit for the new Children's Museum.

The program for the evening was an entertaining and educational series of

accident videos narrated by Jeff Clausen.

### Presidents Message

After next months meeting and election of new officers we slide into the Christmas party and my second year as chapter president is completed. Where have the last two years gone?

Thinking back through the events I can say without hesitation that every phone call, meeting and event was well worth the effort. Although the results did not always pan out to perfection, every minute I spent was shared with the best group of aviators I know.

I do not remember the successes very clearly, but the failures will always be tattooed in my memory. I probably worked the hardest at the '97 State-Wide Fly-In in Columbus. I absolutely knew that we could cash in on the refreshment sales for the event. I worked hard, very hard, at both ends against the middle. On one end I volunteered to promote the event for the Nebraska Aviation Council, then made a deal with Jerry Schultz, the airport director, to sell sodas on behalf of the EAA Chapter. On the other end I worked with our Chapter refreshment committee to organize to pop sales for the event. I just knew that this was the big event. Everything was on plan. The day of the event lives in my mind forever. On August 10<sup>th</sup> there was a 19 mile per hour cross wind, the ceiling was 3000 broken, the temperature was 61 degrees and by late morning it began to drizzle. Everyone



who showed up to help was all smiles and encouragement, or maybe it was teeth chattering and cursing under your breath, but as always we had a good volunteer turn out. The bad part was that the people who showed up were all looking for a place to buy coffee! We had a truck load of cokes left over. Then to add insult to injury, the committee thought that because we got such a good price on the Coke products we should buy an inventory for future events. I just could not live it down. All summer at every event, you guys reminded me how bad the deal was.

And calendar sales. I did not manage the committee properly. We still have 1998 calendars left over, but they are not going to waste. At this years Christmas party you will get a chance to win a new EAA calendar as a door prize (1998 of course).

Now that I think back on it maybe there were not that many good events, but thankfully you all kept coming back for more.

Seriously, I had the most fun of any member of the Chapter. I was involved with most of the events and this involvement gave me a great deal of satisfaction. Finally, I had the privilege of the camaraderie with all of you guys and gals.

The elections scheduled for the next meeting will set the standard for next years activities. I strongly encourage all of you to get involved, make your own enjoyment and share it with all of our other aviation loving members.

Doug Hill, President 1997-98

## **Our Very Own “I learned About Flying From That”**

Aviation incidents and accidents offer lessons for everyone, although as Newsletter Editor I have been reluctant to advertise someone else's misery in the name of education. This time, however, it is my misery, so perhaps I can sooth the pain a bit by sharing the experience.

Last week I flew my Glasair to Santa Fe, New Mexico for a business meeting. The flight was 3.5 hours of very pleasant cruising with a tail wind and only about 45 minutes of IFR flight. However, my butt got a bit flat on one side and I did not realize how flat until just after touch down.

A Glasair requires no rudder except for climb out, cross wind landings and taxing. Hence to ease the stress on my cheeks and legs I had unknowingly squirmed around to where my left foot was behind the left rudder and my right foot was on the left rudder peddle. The runway was 8,300 feet long and 100 feet wide, there was no wind and I was given a long straight in approach. Thus my feet did not move until after touch down.

With my left foot being beneath the peddle, the bottom of the toe brake rested on the arch of my foot which had the effect of creating a small amount of left braking action. As the airplane tried to go left I applied a little rudder with my right foot which was unknowingly resting on the left peddle. As my airplane then turned sharply left I applied full right rudder, which straightened the airplane and would have kept in on the runway except that my left foot was now caught beneath the rudder and I was locking the left wheel by pulling up on the bottom of the toe brake as I frantically tried to get my feet where they belonged. In addition, my application of hard right rudder had



wrenched the airplane around and bent the nose strut. Between the bent nose strut and a locked left brake I exited the runway to the left a bit prematurely. This would not have been too much of a problem, except that the cross wind runway was under construction and before getting it stopped I hit a gravel berm that was about 8 inches high. This fully collapsed the nose gear and ended a very pleasant flight with a resounding thud.

Fortunately I got the prop stopped before hitting the berm so the only damage was a broken nose strut and one shattered wheel faring.

The FAA investigators from the Albuquerque FSDO were very professional and helpful. The Glasair people shipped all parts by over night delivery, getting them packed and on their way within an hour. The local FBO let me work in their shop with a bright young mechanic who was kind enough to share his tools. As a result, after about 10 hours of work I was back in the air a bit wiser, but suffering no lasting harm.

The lessons are perhaps obvious. Do not get complacent and add an extra "F" to your landing acronym for "FEET".

### **Under Attack: Your Local Airport**

(Excerpts from article by William Hamilton, former chairman of the Nebraska Aeronautics Commission)

Your local airport may be under attack. Not by enemy bombers or missiles. But by well-intentioned ballot issues which, if passed, will prove once again, that the law of unintended consequences in always in effect.

In Nebraska, for example, this November 3<sup>rd</sup> may be to Nebraska's airports what December 7<sup>th</sup> — Pearl Harbor Day — was to our Pacific fleet.

For the most part, America's airports are funded by those who use them in the form of taxes on aviation fuels and a tax on airline tickets. But America's smaller airports, primarily those without airline service, must scramble to find additional ways to stay open and stay safe.

Since 1945, Nebraska built a statewide system of airports which is the envy of the nation. This success came because local airport authorities could issue bonds, borrow as needed and operate their airports as quasi governmental business enterprises. They used their incomes as match for grants from the federal aviation trust fund and from the state aviation trust fund, and for direct investments in airport maintenance and improvements. By law, all incomes were plowed right back into the airport. Result? A network of safe, capable and well maintained airports.

But two years ago, the Nebraska unicameral took away their airport's ability to impose small mill levies for self-support. Now, airports must ask their city or county for tax dollars.

Yet the cities and counties are now under tax lids under which they must find funds for a wide variety of city or county services. Given the high demand for city or county tax dollars, the local airport is often left out.

To make matters worse in Nebraska, the November ballot contains two measures which, if passed, could be the final nail in the coffin of good, safe local airports.

Constitutional amendment 2, if passed, will be a classic case of the cynical maxim: "Let no good deed go unpunished." The good deed being punished is the excellent way many of Nebraska's airport authorities have managed their affairs. Many airports rent the land between their runways to farmers and those



airports with industrial parks derive rent from on-airport businesses. The proceeds have been reinvested in airport maintenance and improvements and to create matching funds for federal and state grants.

Amendment 2 proposes to tax the revenues airports receive from their income producing activities. Ouch. These costs will have to be passed on to airport businesses and, inevitably, on to their consumers. Alternatively, the airports must ask their city or county sponsor for tax dollars. The ironic result would be a tax upon a tax.

Measure 413 prohibits local governments from any increase in total tax revenues in excess of that obtained in the prior fiscal year. Not a lid, but a freeze. While airports would still be allowed to accept certain grants, any grants they incur requiring a payback or match may be impossible to accept.

Meanwhile, other states which are not shooting their local airports in the financial foot should be gleeful. Nebraska's federal aviation trust fund dollars will go to those states which can offer the FAA the ten percent match it requires.

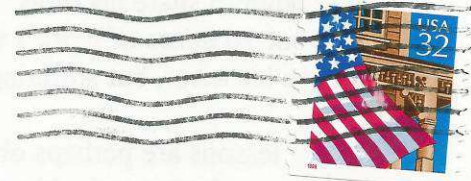
It is unlikely that any legislator or citizen intended to set up a combination of laws and amendments which would begin the slow demise of Nebraska's airports. But the Law of Unintended Consequences is always in effect.

## Coming Events

November 17<sup>th</sup>, 7:00 - 9:00 PM, Crete  
Municipal Airport, Wings Program.

December 6<sup>th</sup>, Christmas Party at the Knolls in  
Lincoln, social hour beginning at 6:00 PM with  
dinner at 7:00.

Ray Supalla  
Newsletter Editor  
2201 West Foothills Road  
Lincoln, Nebraska 68523



Jerry Carlson  
2545 N. 60th St  
Lincoln NE 68507