



EAA CHAPTER

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OF Lincoln Nebraska

Pres.: Jim Fix
3710 Air Park Road
Lincoln, Ne. 68524

V. P.: Wilber Hanson
5330 Francis
Lincoln, Ne. 68504

Sec-Treas: Jerry Muhle
1225 South 19th
Lincoln, Ne. 68502

Newsletter: Jeff Clausen
1320 Beechcraft Road
Lincoln, Ne. 68527

OCTOBER 1984 NEWSLETTER

>> FROM THE PRESIDENT <<

OCTOBER MEETING INFO: This month we will NOT have our regular first Tuesday of the month meetings. Instead, we will have a picnic on October 7, beginning at 11:30 A.M. at the Seward Airport. We will make this a pot luck so please bring enough to share, also bring your own tables, chairs, table service, etc. I have extended invitations to Chapters 80 and 544. Hopefully they will join us. The way things look, this will be our last outdoor activity for the year. Ted took about an hour and a half of video tape at the Seward Fly-in. I will bring my TV set and we will have the tape running during the day so those of you who want to see the tape can do so. A short business meeting will be held at the picnic.

Refreshments at our regular meetings from now on will be rotated among the members. We have about 65 members, so if 5 are assigned each month, you would be called upon less than once a year. I will always take the coffee pot home, so you can pick it up from me. For the November meeting refreshments will be provided by Robert Allen, Roger Aspreen, Dan Babcock, Harlan Blythe, and Denny Bornmann. This will be your responsibility. If you can't make the meeting, please make arrangements to trade turns with someone else.

Jim Fix

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Jeff's Column

I've had a few questions asked of me in the past couple of years and thought I'd get around to answering some of them for you. I don't remember who asked what but you might recognize some of them.

Just yesterday Les Christiansen was telling of how he took his first lesson or ride in a Kinner. He said a lot of people told him there was no such airplane and that Kinner made engines, not airplanes. Well, I'm here to inform you all that Kinner did make an airplane. They called it the Kinner Sportster K. It was a 2 place craft powered by a 100 H.P. Kinner. Empty weight was 1257 pounds and gross was 1875. High speed was 104 M.P.H. and cruise was 90 M.P.H. You're not crazy after all Les, so you can

officially tell everyone that it was a Kinner.

Another conversation was centered around the T-Craft. One guy argued that the T-Craft used only the Continental engine. Another said they used both Continental and Lycomings. Well, I've researched this and Taylorcraft actually used both Continental and Lycomings plus some T-Crafts have Franklin engines.

Yes, there are aircraft companys other than Beech, Piper, and Cessna. Taylorcraft is still in operation. There's also Bellanca, who just recently was bought and the factory cranked back up making Citabrias, Scouts, Decathelons, etc. Great Lakes is back again selling the fantastic 2 place biplane for \$80,000 or thereabouts. Grumman is also still around. Helio is still in business and will be making Helio's again using the Lycoming 0720 400 H.P. engine. Helio is also making a new spray plane, but haven't got it put together yet. Lake, not to be confused with the Great Lakes, makes a single engine seaplane. Maule is still going strong making airplanes that will get in and out of any strip imaginable. Mooney has the best selling single going today. Pitts is now owned by Frank Christiansen of the Easle fame and you can buy a single place or two holer with the standard Airworthiness cert. Varga produces the "Kachina", which I learned is an Eskimo character, that legend has it the sun always goes where the Kachina is. Hope he visits Nebraska all winter. Snow - Weatherly - Thrush - As Cats, are all crop dusters.

There are many other single engine airplane manufacturers in Europe and other countries, but can anyone think of any other airplane manufacturer (single engine) in the USA?

For Women Only: Okay all you powder puffers, here's your chance to surprise your hubby. Jim Fix is fixing to organize a ground school or pinch hitter course for the wives of pilots or any ladies who are interested in learning more about flying. I know many of you are intimidated by the many gauges, instruments, and radio gadgetry found in many of today's aircraft. I further know that many male chauvinists, when asked a question by their wife or lady friend about some procedure or gadget on or about an airplane, give answers so far out and so complicated that it almost scares a person off. Well, I categorize these type of guys in one of two groups. #1 - They dream up all kinds of complex answers to simple questions simply to impress you with their vast knowledge. It makes them feel good to keep you out in the dark. #2 - They haven't the slightest idea what the answer is so they invent long words and incorporate them into equally long and meaningless theories. Don't be scared off so easily. Just take a good look around next time you're at the airport. Often times you'll see female pilots and hear wives running the radio. Look at your hubby and remind yourself if that turkey can fly, so can I! Jim has a female flight instructor lined up so if you're interested, please contact him for further information. It will be an excellent way to embarrass your husband by asking him questions he can't answer correctly but you can.

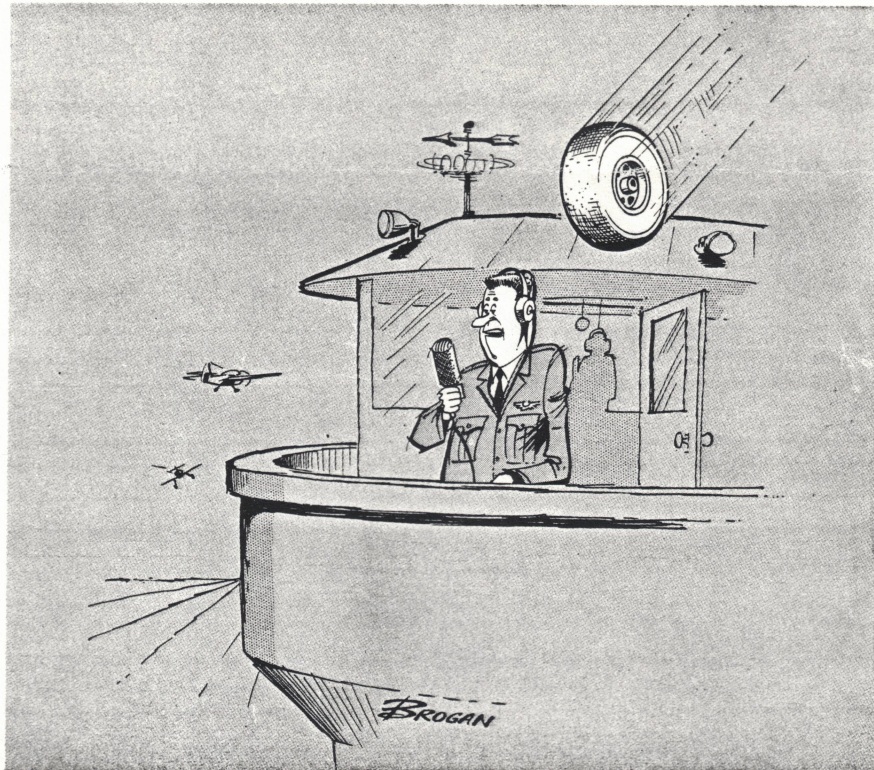
At the last meeting Ed Garner graciously offered to our club an airplane project. It is a Callair and it is not just any airplane. There are only a handful of these airplanes left. It is a 2 seater side by side low wings. It would give us an opportunity to get some hands on experience with dope and fabric, wood, and metal. All Ed is asking is that after we have our fun with it and decide to sell it, that the club pay him \$2,500. This is a give away. I've heard the comment many times over that what our club needs is a project. Not only will it provide us with building experience but after it's done, we can set some tail dragger time. Before we talk more about it and commit ourselves, ask yourselves how much time you are willing to commit to this project. Lets not get into a situation where 4 or 5 guys do all the work as has happened in other clubs around the country. I feel this could be very beneficial to every member and help to

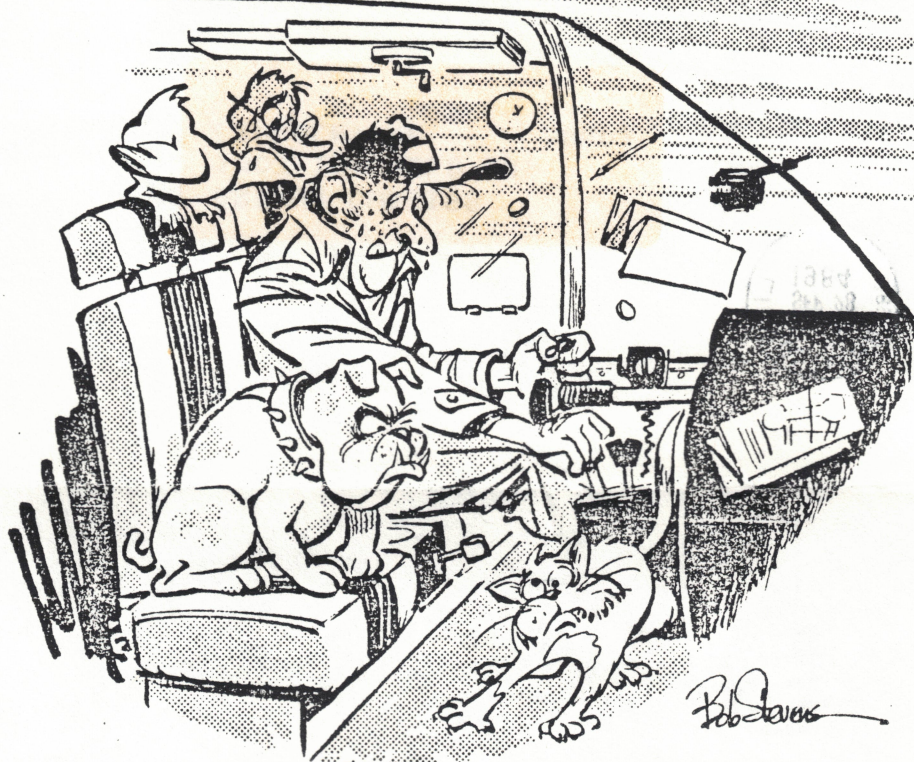
solidify our club and also help set new members to join. It could be just what we've needed for a long time. Think about it.

I'm completely drained out and have nothing more to write about. If you have something to put in the newsletter or any story related to aviation, send it to me. See everyone at the picnic!

Jeff Clausen

"Yes, we have maintenance facilities—Why?"





Courtesy of John Stinch

Illustration: Bob Stevens

The Cat & Duck Method of IFR Flying

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TODAY'S FLIGHT age is an era highlighted with increasing emphasis on safety. Instrumentation in the cockpit and in the traffic control tower has reached new peaks of electronic perfection to assist the pilot during take-offs, flight, and landings. For whimsical contrast to these and other marvels of scientific flight engineering, it is perhaps opportune to remind pilots of the basic rules concerning the so-called Cat-and-Duck Method of Flight, just in case something goes wrong with any of these new-fangled flying instruments you find in today's aircraft.

— Place a live cat on the cockpit floor. Because a cat always remains upright, he or she can be used in lieu of a needle and ball. Merely watch to see which way the cat leans to determine if a wing is low and, if so, which one.

— The duck is used for the instrument approach and landing. Because any sensible duck will refuse to fly under instrument conditions, it is only necessary to hurl your duck out of the plane and follow her to the ground.

There are some limitations to the cat-

and-duck method, but by rigidly adhering to the following check list, a degree of success will be achieved.

1. Get a wide-awake cat. Most cats do not want to stand up at all at any time. It may be necessary to get a large fierce dog in the cockpit to keep the cat at attention.

2. Make sure your cat is clean. Dirty cats will spend all their time washing. Trying to follow a cat licking itself usually results in a tight snap roll, followed by an inverted (or flat) spin. You can see this is very unsanitary.

3. Old cats are best. Young cats have nine lives, but an old used-up cat with only one left has just as much to lose as you do and will therefore be more dependable.

4. Avoid stray cats. Try to get one with a good pedigree. Your vet can help you locate a cat with good character, or try the Cat Breeders' Association.

5. Beware of cowardly ducks. If the duck discovers that you are using the cat to stay upright — or straight and level — she will refuse to leave without the cat. Ducks are no better on instruments than you are.

6. Be sure the duck has good eyesight. Nearsighted ducks sometimes will go flogging off into the nearest hill. Very short-sighted ducks will not realize they have been thrown out and will descend to the ground in a sitting position. This maneuver is quite difficult to follow in an airplane.

7. Use land-loving ducks. It is very discouraging to break out and find yourself on final approach for some farm pond in Iowa. Also, the farmers there suffer from temporary insanity when chasing crows off their corn fields and will shoot at anything that flies.

8. Choose your duck carefully. It is easy to confuse ducks with geese because many water birds look alike. While they are very competent instrument flyers, geese seldom want to go in the same direction you do. If your duck heads off for the Okefenokee Swamp, you may be sure you have been given the goose.

(With apologies to WINGS, the South African aviation magazine, from which this was adapted.)