



EAA CHAPTER

NUMBER 569

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

OF Lincoln Nebraska

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

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

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

SEPTEMBER 1983 NEWSLETTER

SEPTEMBER MEETING: The September meeting of EAA Chapter 569, Lincoln, Ne., will be held on Tuesday September 6th at 7:00 PM at the Lincoln Municipal Airport at Don Shoemaker's hangar (# G-7). This will be a pot luck type picnic so please bring some sort of dish, card table, lawn chairs, and your own table service please. We will have a keg for you beer lovers so please bring something else if you're not fond of beer.

One very important item of business that we must accomplish at this meeting is to organize a nomination committee for the upcoming November election for new chapter officers. If you would be interested in helping in this venture, please make it known to me or Jim Fix and we'll put you on the list. I feel at least 6 people should be placed on this committee so please volunteer your services if you can. At our October meeting we'll list those who will run and if the nominations are accepted by the members of the chapter, they will be placed on the ballot and voted on at the November meeting. Of course if you are interested in running for a certain position, please contact me or the chairman of our nominating committee, when we get one, and I will get you on the list.

This will more than likely be the last picnic of the year so don't miss out on all the goodies. If you have never been to one of our picnics, now will be an excellent opportunity for you to come out and have a good time. If you're a bachelor and are a poor cook, by all means come anyway as we always have more than enough. See everybody there! By the way, **BRING YOUR OSHKOSH PICTURES.**

AUGUST MEETING: Our August meeting was held on Monday August 1st at the 31st annual EAA convention in Oshkosh, Wisconsin. It was actually more of a gathering than a real meeting. We met with members of Chapter 80 of Omaha and enjoyed a picnic dinner and a lot of conversing about all the neat airplanes. I was amazed at the number of familiar faces from Lincoln that attended. Nothing of real importance was decided at the meeting other than half the people I talked with decided they were going to buy a P-51 as soon as they get a million bucks dropped in their lap.

OSHKOSH! As you all probably know the 31st annual EAA convention was held the first week in August. A good many Chapter 569 members were in attendance this year. Oshkosh seems to get better every year. This year was no exception. The best addition to the grounds this year is the new EAA museum. I took the tour and it is truly impressive. There are numerous aircraft on display and the best part was that the air conditioning worked well. One of the sights to behold was Ray Stits airplane as it is the smallest airplane ever to fly. You could put

the whole thing in the back of your pickup and never have anything hang out. The best advice I can give you is to go through this center and enjoy all the history present there yourself.

On the south end of the field the Ultralights were busy trying to out do each other. This year there were a bunch of new, never seen before models. One of them was a replica of the Jenny which drew much attention and flew very nicely. I saw a replica Waco biplane, a replica Eindecker WW I German fighter, and a replica J-3 and Aeronca called the Fisher FP 101 and 102. Keep in mind those are Ultralights I'm talking about. They're beginning to look more and more like real airplanes as many of them have the conventional 3 axis control and are being constructed utilizing fuselages. Read the next issue of SPORT AVIATION for the results of the ARV fly-off competition.

For you rotorheads, there was a group of nicely constructed helicopters and gyrocopters. Rotorway had their new executive model helicopter flying around and there was an unusual and real ugly looking gyrocopter that was impressive because it actually flew and did it quite well. It had an engine up front that pulled it forward as the rotor blades free wheeled producing the lift necessary to make this 2 place bathtub fly. Anyone know the name of this thing? Before we leave the south end of the field I've got to tell you about the Drifter. It's a one man balloon. You strap a propane bottle on your back much like a scuba diver's tank and sit in a little swing connected to the balloon. Once you get enough hot air you just sit back and relax.

The antique and classic section is always interesting. This year there was a beautiful Beech Staggerwing that was alleged to be the oldest Beechcraft in existence. It looked brand new as you could see your reflection in the hand rubbed finish. You'll see this baby in Sport Aviation. Of course there were many aircraft in this section in which a person could see his reflection. I think a lot of stories can be told not only about the restoration of some of these classics and antiques but also of the flight to Oshkosh. I thought I had an iron rear end after flying the Ercole up there in 5 1/2 hours but I no sooner shut down when another Ercole pulls up beside me and says he's from Louisiana and it's been a 12 hour trip for him! I spoke with others who flew in from California. One guy left a week early to get to Oshkosh in time and he flew in an old Aeronca Champ. He said he picked up 3 or 4 other old airplanes going to Oshkosh along the way and they all arrived together.

In the homebuilt section there were, as there always are, some spectacular homebuilts. New designs that drew a lot of attention were the "ORION", a rakish 4 place pusher type configuration with a T tail. It is built of composite construction. I saw 3 RV-4's and watched them fly in the fly by and they are really impressive. Rutan row was crowded as ever with Vari-Eze's and Long Eze's pointing their tails in the air. One guy from Alaska built a Defiant. It's a Rutan design with 2 engines, one that sucks and the other that blows. If you haven't figured it out yet, it has a front and rear engine and you will be able to buy this in kit form soon. Before I stray too far, one of the guys built his RV-4 in 139 days part time!

Of course the Glassairs were present numbering about 7 or 8. They are one of the fastest homebuilts on the market. They put on a dazzling airshow routine doing vertical eights without the luxury of an inverted system.

It would be my guess that the grand champion homebuilt will go to a Midget Mustang this year. The plane I'm referring to was immaculate. No flaws anywhere and it even had gold plated rocker box covers. You could have eaten your dinner off of this engine it was so clean. Another new design that will sell well to those who have lots of bucks is the SX-300 by Swearingen. It uses a 300 HP Lycoming and is all metal construction with a low wing and side by side seating. It will cruise at 275 MPH and the wing loading is 33 to 1. Get some Lear Jet time before you fly this rocket.

The big iron put on a good show again this year. There were numerous 51's, 3 F-40's, a F-47, 2 or 3 F4U Corsairs, a Hellcat or two, a Wildcat, 2 Bearcats, A Seafury, a P-38, not one but 2 A-26 Invaders, a very rare Boston A-20, 2 or 3 B-17's, a couple B-25's, a couple Gruman Avengers, a slug of AT-6's,