



EAA CHAPTER

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

OF Lincoln Nebraska

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SEPTEMBER 1984 NEWSLETTER

SEPTEMBER MEETING: The September meetings of EAA Chapter 569 will be held on September 4, 1984 at 7:30 PM upstairs at Lincoln Aire at Lincoln Municipal Airport. More details about the meetings follow in the newsletter.

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> FROM THE PRESIDENT <

Once again the time has arrived for me to sit down and write my portion of the newsletter. It seems like I just got through doing that. Do you all realize that in a week or so September will be here?

Our August meeting was held at Oshkosh with Chapters 80 and 544. There were about 60 people that showed up for the chicken dinner and a good time was had by all. Don Shoemaker wanted me to tuck him into bed that evening but before I had an opportunity to do so, he'd already turned in and fallen fast asleep. This year the weather cooperated throughout the entire time. About mid week the Rutan Voyager made it's grand appearance. It's a 939 pound twin engine slider with a 110 foot wing span, capable of carrying 1,489 gallons of fuel. Ed Weaver would have a blast flying that around but he'd definitely have to work on increasing his bladder capacity and endurance.

Word has it from a very reliable source (me!) that an exemplary, law abiding, prominent chapter member, (initials are Harlo McKinty) was arrested and hauled off to Jail on August 15th. The Judge found him guilty as charged and sentenced him but Harlo scrounged up enough bail money to get out, so be careful, he's out roaming the streets again.

By the time you receive this newsletter, the "Blue Baron" (Jim Stephens) should have his RV3 back in the water air. After all of the grief and extra time and money it cost him, we hope it ~~swims~~ flies even better than before, and that he doesn't have even the slightest problem with it for at least 10 years.

Our September meetings will be held at 7:30 PM upstairs at Lincoln Aire. Please bring your Oshkosh pictures for everyone to see. We'll have a debriefing session, those of you who went can share your comments with the rest of us. I saw several of our lovely chapter wives at Oshkosh, I think this would be an excellent time for everyone to bring their wives. You ladies add some class and charm to our meetings which makes them more

Pleasant to attend, even keeps the profanity out of my language. There are several things I want to discuss at the next meetings and I would really appreciate the ladies views. One more thing says, in order for me to continue being "healthy", please bring some goodies.

See you all at the meetings -

Jim Fix

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> Jeff's Column <

Well, another Oshkosh has passed by and about this time every year all of us are trying to decide just what kind of plane we want to build. As always there are a lot of different designs to choose from. Starting at the south end of the airport you get the sensation you're in a logging camp with all the racket being generated from 2 cycle engines. Of course you're among the ultralights. I overheard many of the dealers tell prospective birdmen that gigantic strides have been made in the ultralight field concerning better construction and 3 axis control systems. I had to chuckle to myself because this guy was selling an ultralight that was a replica of a J-3 Cub using the same construction Piper used 40 years ago. I also saw replica Spads, Nueports, Jennys, Fokker DVII's, and Eindeckers. They really looked like the real McCoy and I thought how neat it would be to get a squadron of them together in Lincoln. At \$5,700 a copy, I turned my attention to a little plane that looked like a Grumman As-Cat with just one low wing. It incorporated a lot of ingenious designs including fold up wings and one could buy plans to build it for about \$140 at an estimated cost of \$3,000 for the completed machine plus approximately 400 hours of labor. The name of this plane was the Bobcat and Bill Sheahan has some info on it.

Heading north a ways, you run into the antiques and the classics. If you think you are pretty good at identifying old airplanes, you should just listen to some of the fanatics in the antique/classic section. I overheard a couple of old timers discussing the authenticity of a Stinson and they were telling each other how the propeller was off of a 1938 Stinson and not a 1939 plus the flying wires were different and the sas caps were caps off of a 1926 Belchore and the tire tread was different from the original but overall it wasn't too bad. It looked like it just rolled out of the factory to me plus I was feeling pretty good to have identified it as a Stinson Reliant in the first place. I heard that one of the planes just missed becoming the Grand Champion Antique because it had 2 more threads showing on one of the wing struts compared to the other strut. Talk about nit picking. About the time you pick the antique that in your own mind is the winner, you look up and see a 1920's type flying boat. After it taxis up to a stop, everyone crowds around to look. Built of mahogany, it's a 3 place open cockpit high wing monoplane with a Kinner radial engine. Even the two old timers looked puzzled as to what it was. It turned out to be a Savoia-Marchetti. Where do these guys find these old birds and then rebuild them to like new? Anyway, after seeing row after row of flawless old biplanes, one gets the urge to go out and find one and bring it back to new condition. There were a large number of classics to get excited about also. Every airplane ever built in the 1946 to 1950 era was probably represented this year. One of my favorites was a Globe Swift that had been modified to carry a 220 H.P. engine and had a sliding canopy plus tons of other drag reducing mods. Cruise at 75% = 190 MPH. I imagine that all these mods made the airplane more comfortable as your billfold would be slimmed down considerably and you wouldn't have so many \$ to sit on. Oh well, boys must have toys. I'll never admit it to anyone but I even saw some Ercoupes that didn't look too bad but keep in mind I was out in the hot sun all day.

In the middle of the field were the Experimentals. I am always very impressed with the workmanship one sees while looking at these birds. Last

year the big rase was Swearingin's new SX-300. This year it was actually flown. Talk about fast. As I recall, they set a new world speed record for an aircraft in that weight category by going approximately 275 MPH which was about 50 MPH faster than the previous record holder. Its a 2 place side by side retract gear sporting a 300 H.P. Lycomings. I think the kit cost about \$40,000 minus engine and instruments. Also among the new designs was an all wood design called the GP4 that has a retractable gear and cruises about 240 MPH. I looked at this plane 3 days before I realized it wasn't fiberglass but wood. The Thorp 18's were out in force this year. There were 3 or 4 RV-4's present this year as well as about 10 Glass-Airs. As I looked out and saw the Long EZ's and Very-EZ's, it reminded me of the joke about a certain nationality that buried their dead with their rear ends sticking out of the ground - made great bicycle racks.

The big happening this year was the arrival and demonstration flight of the Voyager. The Voyager of course being Burt Rutan's idea of how an airplane should be built in order to fly around the world non-stop without any air to air refueling. It was a sight to behold as it has a wing span of 110 feet. Dick Rutan and Jeanna Yeager flew it to Oshkosh from Mojave California. During the demonstration the pilot would show the flexibility of the wings by pushing the stick back and forth flexing the wing to the point it looked like a flapping bird. It will be extremely interesting to follow the Rutan flying machines progress on it's way to attempting the last great epic voyage in aviation today. Read the June 1984 issue of "Sport Aviation" for more details.

The Warbirds were out in great numbers again this year and they are always impressive. They put on a great show Saturday and Sunday and dazzled everyone with individual aerobatics throughout the week. The newest thing this year is the propane fired machine guns. A number of T-6's had them as well as an A-26 Invader. They sounded like the real thing plus shot out a flame about 18 inches long. One guy in a T-6 amused himself by waiting for an unsuspecting crowd to gather in front of his plane and he'd then squeeze off a few rounds scattering people, especially WW II vets, all over the place.

This year the weather was excellent. There were no thundershowers at all and just some small sprinkles fell one of the days of the event. Our chapter was very well represented at the picnic this year and everyone had an excellent time. If you haven't ever attended this event, you owe it to yourself to attend next year.

Jeff Clausen

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***** WELCOME NEW MEMBERS *****

Welcome to new members Ken Lanse, Lester David, and Bob Dinkel

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FOR SALE: Lycomings 0290-D2 135 H.P., 192 hours SMOH. Asking \$3,200.
Contact Jim Stephens at 464-0891.