



Chapter 569 NEWSLETTER

PRESIDENT

Ken Dahle
Rt. 1
Milford, NE
(402) 761-2601

VICE PRESIDENT

Ken Mueller
5100 Rosebriar Ct.
Hickman, NE 68372
(402) 792-2878

SECRETARY/TREASURER

Ray Supalla
2201 W. Foothills Rd.
Lincoln, NE 68523
(402) 423-5297

NEWS EDITOR

Roger Aspegren
Rt. 1, Box 42D
Denton, NE 68339
(402) 797-5825

SEPTEMBER 1, 1992

LOCATION:

Cobbler's Inn

TIME:

7:30 PM

PROGRAM:**OSHKOSH REPORTS**

How about you lucky people sharing your experiences, photos, etc. with those of us who never get off the reservation? Several members have offered to have backup VCR tapes available. Also we have several items to discuss.

Refreshment Committee:

Larry Craig (in charge), Art Curtiss, Lester David, Lonnie Davis

PRESIDENT'S MESSAGE

Sorry your luck ran out. I couldn't bore you with a message last month, but you will have to endure a few more scribbings this year.

I've come to realize that our chapter is more than a bunch of airplane nuts out to enjoy themselves with flying exploits, giving advice to other builders, loading up on food, etc.. #569 is known as a group who collectively represents an important segment of local aviation.

Recently two people have called me because our Chapter is a good contact point for getting some advice from an organized group of aviation enthusiasts. Larry Craig would like to have our input on a modified BFR proposal. Val Hruska wanted someone to talk to a group of people about the Young Eagle Program. Two people who came to mind immediately were Jeff Clausen and Les Christiansen. As it turned out, Val was in a pleasant bind because both of these guys were willing to do the job. It can't get much better than this!

Ken Dahle

EXPERIMENTAL AIRCRAFT ASSOCIATION

WITTMAN AIRFIELD, OSHKOSH, WI 54903-3086 - PHONE 414-426-4800 - FAX 414-426-4828

SHORT TRIPS AROUND THE PATCH

- * Rolly Woodruff has some oak panels that could be made into a library unit. Any skilled wood butchers?
- * Fred Geschwender's converted Ford engine is flying in a crop duster. The oil system had to be changed to a dry sump setup otherwise we would have had a demonstration at the Sept. meeting. Maybe October.
- * You have an opportunity to send a written comment on the latest FAA BFR proposal. Basically it will eliminate any yearly FR in favor of a BFR if the applicant agrees to 1 Hr. of ground instruction. More at the meeting - hopefully by informed CFIs.
- * Our Chapter receives newsletters and invitations from as far away as Halifax, Nova Scotia. We save them all.
- * Nominating committee volunteers? Election time is approaching. Better yet, any volunteers for these good offices?
- * Wives are still worried about a spatula left at the picnic. Might work as a tail skid, etc.

FROM THE FAA-LARRY CRAIG

BENDIX
MODELS S-20 AND
S-200 SERIES

MAGNETO
7414

Many amateur builders are buying certificated aircraft engines for their projects. A number of these engines are equipped with Bendix magnetos that have not been overhauled in many years. These magnetos may have the wrong internal gear configuration. The proper configuration is a steel driving gear and a nylon distributor gear. These distributor gears were sometimes replaced with nylon without changing the driving gear to the metal one.

This article does not intend to imply a problem with Bendix, but rather points out the fact that there are several types of engines which may have improperly overhauled Bendix magnetos installed.

Long/Vari-Ez

Landing Lights 3340

Some owners/builders of the Long/Vari-Ez are relocating the landing lights from under the fuselage to a position outboard in an attempt to improve lighting for night landings. Several instances have shown where the builders have created a separate cell in the fuel strake for the landing light.

The submitter of this Malfunction or Defect Report stated that this is a poor choice for a device that generates so much heat. Even without a fuel leak, the amount of heat generated by these lights in such close proximity to 26 gallons of fuel is very risky. If a short circuit should develop and the fuse or circuit breaker fails to trip, the short could cause sufficient heat to melt the resin and dissolve the foam that seals the tank causing a fuel leak into the light housing. A fuel leak from a simple bulkhead seam flaw could also cause ignition simply from the heat of the light.

High amperage circuits and heavy amperage consumers should never be placed in or around fuel lines or storage cells.

The annual selection of the Flight Instructor and Maintenance Technician of the Year is under way for 1992. Nomination forms will be at your local FBO in the near future. Or, you can get a nomination form by calling Larry Craig or Jackie Thomas at the FSDO, (402) 437-5485.

This is a very worthwhile program to afford recognition to some very deserving individuals. Take a few minutes and submit a nomination of your favorite and deserving flight instructor or maintenance technician. Send nominations to:

FSDO
General Aviation Building
Municipal Airport
Lincoln, NE 68524

"YOUNG EAGLES" PREPARING TO LAUNCH

CHAPTER/AMBASSADOR

If you're an EAA member, then you are an Ambassador! Seems simple enough. Yet on a rare occasion, we got a letter like the one that came in today, telling about visiting a Chapter for the first time and ending up feeling like the fifth wheel, the odd man out.

"After 18 years of flying part-time, I finally decided to build an airplane, Loehle 5151. But, first things first. Join the EAA! The articles alone are well worth the membership, but I want to tell you about my first experience to join an EAA Chapter. A friend of mine is a member of the — Chapter and wanted me to join, so I decided to go to the next meeting at the — Airport which is about five miles South of my home. I also carried pictures of my Loehle 5151 showing about 400 hours building time. After I arrived and walked around, my friend and one other member spoke to me. I heard two

others talking about their Mig welder being too far gone to repair (I have one that works that could have been

**"If you're an
EAA member,
then you are an
EAA
Ambassador!"**

used by all). After standing around by myself for about 30 minutes, I decided this bunch of "fellow" aviators had all the members they could stand. I feel I would have been better accepted if I had been wearing a suit and tie instead of my work clothes.

If all the EAA Chapters greet po-

tential members this way, how is the EAA going to survive? I have been in many small airports with this same attitude. They act like they want you to disappear! That is exactly what I did at that meeting. I turned and walked out the hangar door and nobody even acknowledged I left. Needless to say, I was humiliated and it will be a long time before I attend another EAA Chapter meeting. I hope all the Chapter members get to read this letter and perhaps they will greet people with an inviting attitude and friendship".

Kind of gives you a sick feeling, doesn't it? While it's true, this is just one case of an overlooked guest, it makes a clear point. Extend your hand,...say hello...and join us and please come back!

I don't know about you, but just saying welcome, my name is —, glad you are here, makes me feel good!!

PRODUCT LIABILITY LEGISLATION: "GOT FURTHER THAN LAST YEAR"

The recent efforts by Wisconsin Senator Bob Kasten and Kansas Senator Nancy Kassebaum to move their existing product liability reform bills through the Senate remind us of the old bush pilot story. The hunter was a first time passenger of the bush pilot who had just crashed part way up the hillside while attempting to climb out from a mountain strip in an aircraft overloaded with big game. The first time passenger turned to the other passenger who used the same pilot for his annual hunting trips and noted the poor preparation and outcome of the departure. The repeat customer matter- of- factly commented, "so at least we got further up the hillside this year before we crashed!"

The seemingly ever- present need for product liability reform, and the efforts of many members of Congress to improve the dire general aviation industry situation was moved "a little bit further up the hill" by the recent actions by Senators Kasten and Kassebaum. Unfortunately, "it still crashed".

As all members of EAA are surely

aware, the product liability situation is hanging over the head of the entire general and sport aviation community. It not only affects the lack of manufactured general aviation aircraft, but also the availability and price of aircraft parts, services and products. Never a day goes by that

*"at least we got
further up the
hillside this year
before we
crashed!"*

we at EAA Headquarters do not have to concern ourselves with risk assessment and a determination of the added cost that life in our litigious society has created.

As with all of our activities, EAA depends on the volunteer involvement of its Chapters and members in

all that we accomplish. From the existence of the EAA Aviation Center at Oshkosh, the annual Fly-In Convention and our successes with FAA regulatory and congressional legislation, it is the hands-on involvement of the Chapters and members that get things accomplished. For this reason, we greatly appreciate all those who responded quickly to our recent call on very short notice to communicate with their Senators on the attempts by Kasten and Kassebaum to move forward their production liability reform bills as a part of the National Voter Registration Act. A number of Chapter leaders had been called by EAA Headquarters to contact their Senators in support of the actions. We greatly appreciate these efforts and while the outcome was not the ultimate that we seek, we have continued to show our support of those Congressional leaders who have recognized the product liability issue and are attempting to accomplish change.

Senator Kasten has reported that the subject will be before the Senate for a vote again on September 11th.

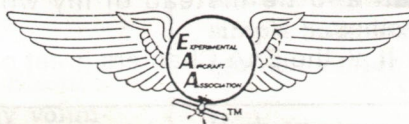
FAA RUNWAY VIDEO AVAILABLE

Through a cooperative effort with the FAA, EAA has available for EAA Chapters, a new video tape entitled, "Runway Incursions, the Unseen Danger." This video was produced by the FAA Office of the Associate Administrator for Aviation Safety and could be valuable to anyone who operates on an airport. The twelve-minute presentation will assist pilots, mechanics, air traffic controllers, airline and ground service operator employee's, airport officials and construc-

tion personnel, who need to understand the causes of runway incursions and the ways to prevent these airport surface accidents.

In 1991, there were 242 runway incursions reported at airports with air traffic control towers. Approximately 42% of these were caused by pilot errors, 31% by controllers, and 26% by ground vehicle operators. FAA is currently conducting public briefings at the 20 airports with the most frequent occurrence of runway incur-

sions and has now produced a video film on the subject EAA will make available to Chapters on request. If you are interested in receiving a copy of this video, please contact the EAA Chapter Office. FAA has also released a brochure that delineates the problem and the solutions. Copies of the brochure can be obtained by contacting FAA/ASF-20. The address is 800 Independence Avenue, SW, Washington, D.C. 20591. The telephone number is 202/267-7770.



Roger Aspegren
Rt. 1, Box 42D
Denton, NE 68339



Art Curtiss
128 N. 13th Street
Lincoln NE 68508