
EAA Chapter 569 News

Volume 98 Issue 3

April 1, 1998

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

Chapter Meeting Tuesday, April 6th

Time: 7:30 p.m.
Place: Cobbler Inn
Program: Larry Beecherer
Lincoln FSDO
"Licensing Your Homebuilt"

Synopsis of March Meeting

Club members approved making a \$200 deposit to reserve two summer camp slots for Young Eagles.

Participation in the Flying Start program was discussed. Scott Lorenz of Silverhawk Aviation was appointed Flying Start coordinator.

Mark Hiatt was authorized to develop a Chapter 569 web page.

Scheduling of Young Eagle programs was discussed. See the events schedule elsewhere in this newsletter.

The program for the evening was "Buying and Selling of Aircraft", presented by Jeff Clausen.

President's Message

President Hill prepared an extensive list of chapter activities and needs which I have taken the liberty of condensing and editing in

the interest of newsletter space. Use this list as a summary of on-going club programs and as a list of opportunities to get involved and help keep the club functioning smoothly.

Young Eagle Events. George has the program functioning well, but may need assistance occasionally.

Summer Camp Committee. Committee of Rick Cooper, Chuck Oden and Mark Hiatt would welcome your ideas and may need assistance as the program develops.

Internet Web Site. Mark Hiatt has single handedly implemented this program, but may need cooperation and assistance in keeping it updated.

Tower Action Committee. Jim Jeffers will report on this program at the next meeting. Be prepared to assist with letter writing or whatever is needed.

Club Meeting Place. Although anecdotal evidence suggests that there is little enthusiasm for pursuing a club meeting facility, a survey elsewhere in this newsletter is intended to clearly establish whether the matter is worth pursuing further. Please complete it and return it to insure that your views are counted.

Calendar and Apparel Sales. This program has faltered a bit and needs someone to step forward as chairman.

Nebraska Aviation Council. Chapter 569 is a member of the NAC and all chapter members are invited to participate in NAC meetings. This summer the statewide fly-in is in Fairbury and we have an opportunity to be involved, but to make it work someone needs to step forward as chairman.

Lincoln Air National Guard Air Show. Air show is planned for August 10th and we have an opportunity to participate. Should we participate and, if so, in what ways?

Flying Start Program. Scott Lorenze is chairing this program. This program is EAA's contribution to the aviation industry's GA 2000 expansion plan. This is a good opportunity to contribute to the future of general aviation.

Lincoln Biplane Plans Committee. Tom Winter has done a good job of working with the Historical Society to secure a partial set of plans and permission to use them. Where do we go from here? Tom is reluctant to serve as chairman, but perhaps if someone else steps forward to work with him as a team we can pursue this project a bit further.

Weekend Technical Information Exchange. The Saturday morning tech sessions died due to a lack of participation. If there is interest in continuing this program, Doug Hill will sponsor the activity. Should it be continued? If so, how often should we meet and what topics are you interested in?

Schedule of Young Eagle Events (Tentative Schedule)

Shoemaker's, **April 25th**. (Boy Scouts)
Capital Aviation, **May 16th**
Silverhawk Aviation, **June 6th**
Beatrice, **June 20th**
Seward, **July 4th**

Crete, **July 26th**
Shoemaker's, **September 12th**

Note from Larry Craig, FAA Safety Officer

Subsequent to Larry Craig's presentation in January on aviation safety and the new FAR's, he sent me the following note clarifying the check out requirements for complex and high performance airplanes and asked that it be published in the newsletter.

Complex and High Performance Airplanes:

The old FAR 61 lumped authorization to fly complex and high performance airplanes (an airplane that has more than 200 horsepower, or that has a retractable landing gear, flaps, and a controllable propeller) under one paragraph. In other words, get a "high performance" sign off in a Cessna 172RG, and you could also fly a Cherokee 6.

The new FAR 61 has made complex and "high performance" two separate training and endorsement requirements. For example, if you have never had any "complex" or "high performance" time, and you wish to get checked out in a Cessna 172RG or a Piper 28R200, your instructor will give you a "complex" endorsement in your log book. If you then wanted to get checked out in a Cherokee 6 (more than 200 horsepower), your instructor would have to give you training and "high performance" endorsement in your logbook.

If you have been checked out and are presently flying a Cessna 172RG and have a "high performance" endorsement under the old FAR 61, and now you decide to fly a Cherokee 6, unless you have already logged PIC time in an airplane with more than 200 horsepower you will have to get checked out and receive a "high performance" endorsement.

Continued, page 4

Club Facilities Survey

Some members of EAA 569 have expressed an interest in buying or leasing a meeting place / hanger. The feasibility of doing so depends in part on whether we can find a membership consensus regarding location and other facility characteristics. With this survey we are seeking your opinions regarding what kind of alternative we should pursue, if any. If there appears to be general support, the next step will be to investigate in detail the options which have significant club support, develop cost estimates etc. Of course, no commitments will be made without extensive discussions and club approval.

Location: Please rate the following four locations in order of preference by numbering them from 1 to 4. Also, circle the answer which best describes how you feel about the location. For example, some of you may find all locations very acceptable, while others might find some locations unacceptable because of travel time or other factors.

	Preference Rank (1 st to 4 th choice)	Acceptability of Location (circle best answer)		
Lincoln Municipal	_____	Very Acceptable	Acceptable	Unacceptable
Shoemaker's	_____	Very Acceptable	Acceptable	Unacceptable
Crete Municipal	_____	Very Acceptable	Acceptable	Unacceptable
Seward Municipal	_____	Very Acceptable	Acceptable	Unacceptable

Facility Characteristics

Please rate the desirability of the following facility characteristics by circling the response which best represents your opinion.

Meeting space	Essential	Desired	Unnecessary
Office and Lounge Space	Essential	Desired	Unnecessary
Hanger Space	Essential	Desired	Unnecessary

Opinion Summary

Indicate your overall level of support for the idea of a club facility on a scale of 1 to 10, where 1 means you oppose the idea, 5 you are indifferent and 10 means strong support _____.

**Please bring your completed survey to the
April club meeting, or mail it to:**

Ray Supalla
2201 West Foothills Road
Lincoln, Nebraska 68523

continued from page 2.

If you have been flying and logging PIC time in an airplane that meets both "complex" and "high performance" requirements (such as a Cessna 210 or a Cessna 182RG), then you do not anything to worry about. If your initial big airplane checkout is in something like a Cessna 210, make sure your instructor puts both "complex" and "high performance" endorsements in your logbook.

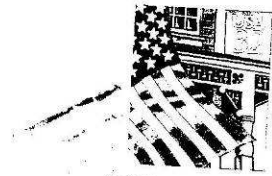
Apparently, another interesting twist to this whole thing is that if you got your multi-engine rating in a twin that does not have over 200 horsepower per engine (such as a Twin Commanche or a Piper Apache with 160

horsepower engines), or if you have never flown with an engine of more than 200 horsepower, then if you wanted to fly a single with more than 200 horsepower you would have to get checked out and receive a "high performance" endorsement.

I know this is really confusing. If you have a particular situation which you cannot figure out, give me a call.

Larry Craig 402-475-1738

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



Line you on

Jerry Carlson
2545 N. 60th St.
Lincoln NE 68507