



# EAA CHAPTER

Number 569

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

## Lincoln, Nebraska

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### FEBRUARY 1989 NEWSLETTER

**FEBRUARY MEETING:** The next meeting of EAA Chapter 569 will be held on Tuesday, February 7, 1989 at 7:30 P.M. We will meet in the meeting room at the Cobbler Inn (Shoemaker's Truck Stop, NW 48th and West "O", Lincoln). There are several video tapes scheduled for our program.

The refreshment committee for February will be George Wright (in charge), Rollie Woodruff, Paul Wood, Kermit Wenger and Andy Bajc. The refreshment committee members for March will be Jerold Carlson (in charge), Wayne Beltz, Jim Chambers, Clay Champoux and Al Cherry.

### SECRETARY'S REPORT:

#### MINUTES OF JANUARY 3, 1989 MEETING EAA CHAPTER 569

Our new 1989 President Clay Champoux called the meeting to order at 7:40 P.M.

Three new members joined at our last business meeting; Tim Cox, Paul Kasl and Al Cherry. Paul Kasl was introduced and Al Cherry arrived after he got off work. Tim Cox flies a Piper Arrow IV, Paul Kasl a Piper Dakota and Al Cherry a Scorpion Rotorway.

Tom Lutzi joined at this meeting and has a project of rebuilding a Model F Arrow Sport which was built here in Lincoln, Nebraska.

The minutes and treasurer's report of the last meeting were approved as printed.

Don Shoemaker brought the February issue of Flying magazine and urged everyone to read the article on how the FAA is cracking down on violations of the flight rules and regulations affecting the Private Pilot.

We need help with our library in many ways. We have several years issues

of several magazines that need sorting and put into proper order. Next we need a cabinet to store them in and a system of checking the books and magazines out and return. Chapter 80 is in the process of building a cabinet on wheels or casters so it can be moveable. Perhaps this idea is something we could apply in our case. If anyone has a library cabinet for sale or has wood working tools, and the capability to building a cabinet suitable for our purpose of storing blue prints, books and magazines, please let it be known. Art Curtiss has given about ten years of aviation magazines that are all in proper order. Dr. Harlo McKinty is our first volunteer and I know he can use a lot of help as Clay and I had his pickup truck full when we transferred it from Jeff Clausen's garage to the Cobbler Inn.

Don Shoemaker has hung several framed pictures of planes he has owned and flown over the years. He would like to have pictures of Chapter 569 members, their planes or pictures of aircraft built and flown in the Lincoln area. If you have a framed picture you would like to contribute or loan, he will hang them on the wall of our meeting room at the Cobbler Inn. A collage of pictures of a home built from the first blue print to first flight including the builder would make a nice addition.

Discussion was held on this years Christmas Party and George Stout made the motion that we have the 1989 Christmas party in the same room at the American Legion Post #3. Jerold Carlson seconded the motion. Jim Fix followed up on the motion and has December 3, 1989 reserved for our party.

A discussion was had on obtaining a tax exempt number for our chapter. Don Shoemaker and Art Curtiss have volunteered to research the paper work we need in order to get the proper exempt classification.

The meeting was ajourned at 8:25 P.M.

Refreshments were enjoyed and Tom Lutzi brought about a five minute tape about Pace Woods and the Arrow Aircraft Company and the planes that they built. A tape about the NC-4 was also shown.

#### **TREASURER'S REPORT**

Balance Brought Forward	812.21
Income: sales/dues	313.00
Refreshments	12.28
	<u>1137.49</u>
Expense: Carpet Cleaning	25.00
Check Book Balance	<u>1112.49</u>

#### **MEMBER ALERT ! ! !**

Read page 7 of your Sport Aviation and write to your congressman giving him your opinion on the FAA requirements of Mode C transponders. The following page includes a letter from John L. Baker of the AOPA regarding this matter along with address for representatives to write to so you can voice your thoughts on this further infringement on our aviation privileges.

Dick Miller

Richard C. Miller  
3118 South 42nd Street  
Lincoln, Nebraska 68506-6223

From: John L. Baker  
Date: January 23, 1989  
Subject: Buffer Petition Support

On December 2, 1988, AOPA (supported by EAA and HAI) filed a petition for rulemaking with the FAA, Docket 25753.

This petition is part of AOPA's ongoing effort to simplify and enhance the safety of our nation's airspace for the benefit of all users. We've proposed a "buffer-zone" concept for terminal airspace, which modifies the "veil" imposed by the FAA in the 88-2 rule.

We need your support for our initiative and I am asking you to write the FAA, your Senators and your Congressmen urging adoption of our "buffer" petition in Docket 25753. Comment period ends February 27th, 1989.

The "veil" rule regarding TCA airspace which will become effective July 1, 1989, extends the Mode C equipment requirement to all airspace within a 30NM radius of the primary TCA airports from the surface to 10,000 feet MSL, thus affecting every airport located under the 30NM "veil". AOPA has determined that when all 32 proposed TCAs are in place, there will be 1,191 (24% of the nation's public-use airports) suburban airports restricted by a Mode C requirement.

Such action unnecessarily denies legitimate safe access to non-conflicting traffic in airspace at low altitudes where airline aircraft do not operate and ATC separation services frequently cannot be provided.

We believe it necessary to establish rules designed in a balanced fashion which ensure the protection of all air travelers. To accomplish this, it is necessary to determine the airspace in which diverse aircraft routinely mix and establish reasonable rules affecting access, aircraft separation and altitude-reporting requirements.

AOPA's proposed "buffer" amendment would substitute a 500-foot vertical and 1-mile horizontal altitude-reporting zone around TCAs in place of the "veil" which would exclude all non-Mode C aircraft. Aircraft without altitude-reporting equipment could continue to access, on a non-conflict basis, the specified public-use airports under the "buffer" and the floors of TCAs.

Our proposal provides adequate separation in congested areas yet preserves access to perimeter reliever airports.

Your voice in this matter is essential if we are to prevail on this critical issue. Please write to the addresses listed below today prior to February 27. AOPA would appreciate receiving a copy of your comments.

Federal Aviation Administration  
Attention: Rules Docket No. 25753  
800 Independence Avenue, S.W.  
Washington, D.C. 20691

Senator J. James Exon  
Senator Robert Kerrey  
United States Senate  
Washington, D.C. 20510

Representative Doug Bereuter  
United States House of Representatives  
Washington, D.C. 20515

"More from Paul Wood;" is a phrase that will be absent from the Chapter Newsletters for an indefinite period. I accepted the responsibility of writing this column, at a Chapter meeting approximately three years ago, in response to Jeff Clausen's request (he may not have time to resume his writing of Chapter text, as I understand he is no longer with the juvenile probation department, but is devoting full time to his impressive candy factory in Greenwood, Nebraska). Good luck to you all.

Paul F. Wood"



## THE FIXIT SHOP



THERE'S "GOTTA" BE AN EASIER WAY

LOOKING BACK ON AVIATION  
(in Waukesha County)

We don't have to  
Carry rocks off the flying field  
Any more.

We don't have to  
Take down a fence to get on the field  
Or wait for cows to move off the landing strip  
Any more.

We don't have to  
Take off in high grass or between trees,  
Sit down on a different field when the wind changes  
Or side-slip into the landing field  
Any more.

We don't have to  
Drive five miles for a can of aviation gas,  
Cut trees down to make take-offs or landings,  
Wait for the crop to be cut on the "airport"  
Or face irate farmers for crop damage  
Any more.

We don't have to  
Use a blowtorch on the crankcase in winter,  
Pour gas from a can thru a chamois and funnel  
Or worry about chocks and shock absorber cords  
Any more.

We don't have to  
Have only tall guys "spin the prop,"  
Tuck our pants in boots and fly by their seat  
Or have perpetual trouble with OX-5 engines and radiators  
Any more.

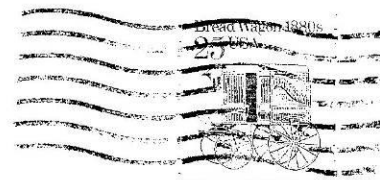
We don't have to  
Worry about "Tail-skids", "Ground-loops", or deadly "spins,"  
Use mouthpiece and earphones when instructing up there,  
Listen to the wires "sing" when we "come in"  
Or be embarrassed when we back General Mitchell  
Any more.

We don't have to  
Keep our airplane out in bad weather  
Or set out forty-eight oil lamps for nite flights  
Any more.

We don't have to  
Warm our feet on a stove in the flight office,  
Use out-houses in the snow at the airport  
Or climb out on the wing to take pictures  
Any more.

We don't have  
So much fun  
Any more.

By Warren S. O'Brien  
*Waukesha N'S*  
1952



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