

Chapter 569 NEWSLETTER

PRESIDENT

Ken Mueller
7401 Roca Rd.
Roca, NE 68430
(402) 792-2878

VICE PRESIDENT

Rick Cooper
6941 Crooked Creek CT.
Lincoln, NE 68516
(402) 423-6212

SECRETARY/TREASURER

Mark Lucey
6024 Francis
Lincoln, NE 68505
(402) 466-7665

NEWS EDITOR

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

SPECIAL MEETING...SPECIAL DATE

FEBRUARY 15, 1994

AT

Cobbler Inn
Shoemaker's Truck Stop

7:30 P.M.

The following is taken from the 1993 proposed Lincoln-Lancaster County comprehensive plan.

"For planning purposes, the distinction between an airport and an airfield is the number of planes using the facility. 'Airfields' are limited to single family airfields and are limited to use by the residents of a single family home to not more than one plane. All other air facilities, including single family airfields which accommodate guest planes or house more than one plane are 'airports.'

Airports which are located in close proximity to homes, schools, hospitals or other areas sensitive to noise, are discouraged. New airports might be appropriate if adequate space separates the facility and the approach zones of the facility, from noise sensitive plan uses such as homes, schools or hospitals."

Lincoln has a great aviation heritage. It should be the desire of everyone, aviation enthusiasts, city and county residents and local government to preserve this heritage and to see that we do not unduly restrict the citizens of this community that wish to continue the pursuit of this great adventure. A task force is being proposed to study and clarify our county zoning laws on airfields and airports. The members of this task force should be carefully selected.

Doug Hill from the Hill Aero Modification Center is the chairman for this program, and has invited the Mayor of Lincoln, The Honorable Mike Johanns to be our special guest.

Carol Swigart will introduce our speakers who will include Don Shoemaker, who will speak on the history of aviation in Lincoln; Mark Kuzara, who will discuss our current status; and Roger Aspegren, who will talk about the future of aviation in the city and the county. The Mayor will be asked to comment on the topics brought forward by the panel of speakers and the audience.

Hopefully this will be an informative and constructive session. Please plan to attend and join the discussion.

EXPERIMENTAL AIRCRAFT ASSOCIATION

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

JANUARY MINUTES

At last months meeting the Chapter was presented a bill from Doug Hill for the repair and painting of Ken Dahl's badly damaged airplane. Doug was very kind and put a great deal of work and time in restoring the aircraft back to new condition, and in a short period of time I might say. The Chapter also utilized the airplane in the Star City Parade with our new chapter banners. A little promotion for our club can always be a help. Doug again was the one who organized it so we could even be in the parade. After the parade Ken Dahl's airplane was moved to her new home at the Seward County Museum.

Roger Aspegren gave a motion that we pay Doug Hill the bill of \$636.56. The motion was passed and Doug was paid. Thank you Doug for all the time and effort you and your people have put into this project. You did a great job.

Mark Lucey
Secretary/Treasurer

FROM THE FAA-Larry Craig

The following NOTAM is provided for your information.

Dyes are now being added to certain U.S. produced diesel fuels and kerosene. The diesel fuel sold in the United States has a color ranging from light yellow to dark red. The addition of dye to most diesel fuels will cause a change in color so that the fuel, after dye addition, will range from light green to blue to deep violet. Because these fuels may look similar to aviation fuels, pilots, air carriers, fuel vendors, and others should be especially alert to ensure aircraft receive the appropriate fuel. If any doubt exists regarding the accurate identification of fuel, it SHOULD NOT be dispensed into aircraft or into storage from which it could be dispensed into aircraft.

WAKE TURBULENCE

In the past year there have been four accidents or incidents involving aircraft following a Boeing 757 under visual flight rules. These include a Cessna Citation at Billings, Montana, A Boeing 737 incident at Denver where the aircraft

experienced an uncommanded roll, a Cessna 182 at Salt Lake City, Utah, and the most recent accident, an Israeli Westwind corporate jet at Santa Ana, California. Although the NTSB is still investigating these accidents and incidents, it is possible that one or more of them may have been caused, in part, by an encounter with wake turbulence from the preceding Boeing 757.

To reduce the possibility of these type of occurrences, Air Traffic will now issue "Wake Turbulence Cautionary Advisories" to aircraft following the B-757 under Visual Flight Rules. I am also asking that you pay special attention to existing guidance related to the avoidance of wake turbulence such as the following procedures found in the Airman's Information Manual;

1. WHETHER OR NOT A WARNING HAS BEEN GIVEN,.....,THE PILOT IS EXPECTED TO ADJUST HIS OR HER OPERATIONS AND FLIGHT PATH AS NECESSARY TO PRECLUDE SERIOUS WAKE ENCOUNTERS.

2. AVOID THE AREA BELOW AND BEHIND THE GENERATING AIRCRAFT, ESPECIALLY AT LOW ALTITUDE WHERE EVEN A MOMENTARY WAKE ENCOUNTER COULD BE HAZARDOUS.

When Air Traffic is providing wake turbulence separations, controllers are required to apply no less than specified minimum separation for aircraft operating behind a heavy jet and, in certain instances, behind large nonheavy aircraft. When a small or large aircraft is operating directly behind a heavy jet at the same altitude or less than 1,000 feet below it, 5 or 6 miles separation is provided. Chapter 7, Section 3 of the Airman's Information Manual provides additional information regarding air traffic wake turbulence separation. All pilots should become familiar and utilize this information when anticipating conditions conducive to wake turbulence.

There is activity underway in the agency at this time to study the wake turbulence characteristics of the Boeing 757. It will be some time before any definitive results are available from this research effort. Until such times all pilots should review and become familiar with wake turbulence

avoidance. Avoid the area below and behind the generating aircraft, and be particularly alert in calm wind conditions and situations where the vortices could drift on to parallel or crossing runways. Finally, pilots should envision the location of the vortex wake generated by larger (transport category) aircraft and adjust their flight path accordingly.

Nebraska pilots should be aware that B-757 operate at Eppley Airfield, Omaha. Nebraska pilots should also be aware that the Air National Guard in Lincoln is operating KC-135 (B-707) type aircraft and that this summer, because of runway construction, Offut AFB will be operating KC-135 and E-4 (747) aircraft at Lincoln. Check the AIM out and brush up on wake turbulence.

MEMBERSHIP RENEWALS DUE

At the present time 34 people have renewed their membership for 1994. Please get your renewal forms and money sent in as soon as possible so we can complete our 1994 directory.

Remember, student memberships are available for \$5.00 and if you want only the newsletter, you can get that for \$6.00.

Send renewals to Mark Lucey, 6024 Francis, Lincoln, NE 68505.

EAA CHAPTER 985 IN RUSSIA

This article was taken from the January issue of the ChapterGram. Even under the conditions in Russia, aviation enthusiasts cannot be held down. Things could be better here, but all in all we're pretty lucky. the editor

I thank you very much for your sincere gratitude and management of EAA for establishment of EAA Chapter 985, as well as Mr. Heinz D. Frankenberger for the financial support paying our Chapter fees for 1992 and 1993. We ask you to consider EAA Chapter 985 as a member of EAA since 1993.

I have to inform you that I received your letters only in February this year and hope to fill in and send those papers in March. The postal service in Russia is too slow, the reason is quite evident for everyone.

I would do my best to take a convenient opportunity of sending those papers by someone going to the United States or fax them, but unfortunately I haven't got your fax number which could speed up our correspondence and reduce E-mail expenses.

We have sent our Bylaws of EAA Chapter 985 for registration to the Mayor's Office of St. Petersburg.

Now, a few words about development of aircraft in our Chapter established on the basis of social organization "Aerocomputer." Here is a brief list of our works:

1. Double-seat monoplane "Dolphin"
2. Double-seat biplane "Troika"
3. Single-seat aircraft made of composite materials.
4. Double-seat hydroplane with a specific bottom for taking off and landing on water
5. Double-seat powered delta plane "Gratch" (being produced by lots)
6. Single-seat powered glider "Ant"
7. Single-seat experimental hydroplane "Sea pole-cat"
8. Single-seat autogiro is under development now
9. Push-pull plane

One gentleman of our Chapter, Mr. Boris Alexeevich Khobutovskiy, is a unique designer who alone made three aircraft within 20 years. The last one is called "Troika" (Troika is three horses harnessed abreast). He is flying this aircraft for three years. Under this difficult condition in Russia, any financial support for Boris would be appreciated because he has started to build a new version of his aircraft. I will send you specifications and a photograph of the aircraft.

by Anatoly P. Rybkin, President

FOR SALE

65 HP VW conversion, 1835cc, 4 cyl, low time. From Ken Dahl's original design aircraft, now located in Seward County Museum. Contact Bud Erickson 402-761-2495

Experimental Aircraft Association, Lincoln Chapter #569
Location: Cobbler Inn (Shoemakers Truck Stop); 7:30 pm.

Program for February 15, 1994

A ROUND TABLE DISCUSSION WITH THE MAYOR

"Sport Aviation and Its Impact on the Community of Lincoln"

Program Chairman: Doug Hill, EAA and Hillaero Mod Center
Program Asst: Carol A. Swigart, EAA and Hillaero Mod Center
Speakers: The Honorable Mike Johanns, Mayor of Lincoln
Don Shoemaker, EAA and Cobbler Inn
Mark Kuzara, EAA and Capital Aviation
Roger Aspegren, EAA and Professional Business Products

Invited Guests: Nebraska Flying Farmers, Nebraska Department of Aeronautics, Flying Fez, Nebraska Aviation Trade Association, Duncan Aviation Employees Flying Club, Omaha Chapter of EAA, Lancaster County Board of Commissioners, and the Lincoln Sport Parachute Club.

Introduction: Sport Aviation and Lincoln; Past, Present and Future; Carol Swigart (2 minutes).

Past: A History of Sport Aviation in Lincoln; Don Shoemaker (7 minutes).

Viewpoint; Mayor Johanns (7 minutes).

Present: The Impact of Sport Aviation on the Lincoln Economy; Mark Kuzara (7 minutes).

Viewpoint; Mayor Johanns (7 minutes).

Future: Partnership For Tomorrow: EAA and the County Commissioners Zoning Task Force; Roger Aspegren (7 minutes).

Viewpoint; Mayor Johanns (7 minutes).

Question and Answer Period: Response by appropriate speaker (12 minutes).

Closing and the Presentation of Mayors Honorary Membership Award: Doug Hill (2 minutes).

FROM THE LANCASTER COUNTY ZONING REGULATIONS MANUAL:

DEFINITIONS

2.006 (a) Airfield. An area of land or water that is used or intended to be used for the landing and takeoff of aircraft including general aviation aircraft, helicopter, seaplane and ultralight aircraft but excluding air carrier aircraft. It may include appurtenant areas used for related buildings or facilities.

2.006 (b) Airport. An area of land or water, open to the public, which is designed for the landing and takeoff of various aircraft including but not limited to general aviation, air carrier or commuter aircraft and normally includes passenger terminals and other related buildings and facilities.

2.112 Single-family airfield. An airfield, the use of which is restricted to the owner or members of his family; however, the gross take off weight of the aircraft using the airfield may not exceed 12,500 pounds and the facility must meet the rules and regulations of the Nebraska Department of Aeronautics.

PERMITTED USES- Ag Districts

4.003. Permitted uses. A building or premises shall be permitted to be used for the following purposes in the "AG" Agriculture District:

e) Public uses: including but not limited to public parks, playgrounds, golf courses and recreational uses; fire stations; public elementary and high schools; airports; and public utilities and utility distribution systems; excluding governmental landfill operations;

h) Single-family airfields.

FROM PROPOSED COMPREHENSIVE PLAN (page 65)

.....For planning purposes, the distinction between an airport and an airfield is the number of planes using the facility. "Airfields" are limited to single family airfields and are limited to use by the residents of a single family home to not more than one plane. All other air facilities, including single family airfields which accommodate guest planes or house more than one plane are "airports."

Airports which are located in close proximity to homes, schools, hospitals or other areas sensitive to noise, are discouraged. New airports might be appropriated if adequate space separates the facility and the approach zones of the facility, from noise sensitive plan uses such as homes, schools or hospitals.

EAA AIR ACADEMY '94

FOR YOUTH AGE 15-17, JULY 16-31, 1994 AT EAA OSHKOSH

The eleventh presentation of this unique and exciting aviation program for youth projects, more participants and an expanded activity program for '94. Experiences in human relations, aviation technology and technique will bring this next generation to appreciate the concept of quality in themselves, fellow aviation enthusiasts, and the aircraft they build and fly. EAA AIR ACADEMY '94 promises to continue the long standing concepts of EAA and the first ten years of the Academy.

- The number of potential participants has been increased by one-third.
- Program and activities have been "fine tuned" and expanded for '94.

Chapters and individual members are urged to seek applicants for this aviation experience for youth that will create memories to last a lifetime...EAA AIR ACADEMY '94.

The '94 ADULT ACADEMY session is scheduled for February 20-26. There is still room for you and/or your Chapter's members as of this January issue of CHAPTERGRAM.

Detailed information and registration materials for the EAA AIR ACADEMY Programs are available from the EAA Education Office at (414) 426-4866 or write Education Office, EAA Aviation Foundation, Inc., P. O. Box 3065, Oshkosh, WI 54903-3065.

GRAND PRIZE AND RUNNER-UP PRIZE

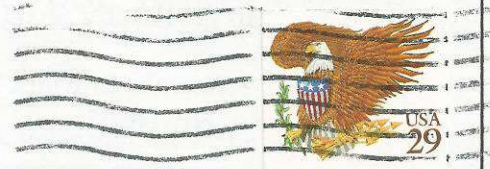
Next year at EAA Oshkosh '94, Skystar Aircraft Corporation will be drawing a name to award a complete VIXEN kit to one Eagle Flight Leader. Aircraft Spruce and Specialty Corporation will award a \$5,000 Gift Certificate to the runner-up winner. You will have as many chances to win as you have number of Young Eagles registered in your name. We count all Young Eagles you have flown from the beginning of the Young Eagles Program in August of '92 up to June 30, 1994.

FAA ADVISORY CIRCULAR

The FAA has Advisory Circular 90-66A, "Recommended Standard Traffic Patterns and Practices for Aeronautical Operations at Airports without Operating Control Towers." This Advisory Circular updates one that has been in existence for 18 years.

Paragraphs one and three of the Advisory Circular will give a general idea of what has changed. To receive a copy of Advisory Circular 90-66A, call the FAA at (202) 267-8763, or write William C. Davis, Manager, Air Traffic Rules Branch, FAA, 800 Independence Avenue, SW, ATP-230, Washington, D.C. 20591.

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



Jerold Carlson
2545 North 60th Street
Lincoln NE 68507