



EAA CHAPTER

Number 569

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

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JULY 1989 NEWSLETTER

July meeting/picnic: Please note there is a time, place and date change from our regular meeting time and place due to *** July 4th *** being our regular date. The next meeting (picnic) of Chapter 569 will be held on Sunday, July 9, 1989 at Pester's T Hangars, 112th and Holdrege Streets. Plan to arrive around 4:00 PM and eat at 5:00 PM. This will be a club and family picnic, so bring a "pot-luck" dish to pass, your own plates, cups, silverware and a card table and folding chair if you can. We plan to roll a plane out of a T hangar and set up a table for the food. The Club is furnishing coffee.

Also be sure and counsel with the younger generation and little kids that the airplanes are to be looked at only, and must not be climbed in or on, as there are planes there that do not belong to our club members, and our club does not want to have any damage done, or create any unhappy owners.

Chapter 80 members and families are more than welcome. Those who might be flying in should be aware Pester's is a 1600 foot grass strip running S/E to N/W (13-31). The south end has a dike built up to about 12" to 14" high to curb the water runoff from an adjacent field. It is grassed over, so if you clear the grass, you will be "A-OK." To locate "Pesters", an easy way is to find the town of Walton (Grain elevator) on S/E edge of Lincoln and fly straight north following the main street (gravel) out of this town. This is 112th street, and then fly 14 blocks north of "O" Street (highway 34) which will take you to Pesters. Those who do not have radio equipped planes must keep below 2700' MSL. Others may call approach control on 124.8 if above this elevation. Pesters is inside the ten-mile ARSA, but outside the five-mile control zone.

Due to unknown circumstances, the "Wahoo Fly-in Breakfast and Airshow" scheduled for Sunday, September 10, 1989 has been postponed, however the annual joint picnic of EAA Chapter 80 (Omaha) and the Lincoln Chapter 569 will be held as scheduled on Saturday, September 9, 1989 at Wahoo with a timed flying event in the afternoon, and a catered steak dinner in the evening with hangar-flying after the dinner and award ceremonies.

MINUTES OF JUNE 6, 1989 MEETING

We want to thank Jim Debus, Dr Dwight Snyder and A L Cherry for displaying their home-built aircraft. It was a very interesting and educational tour. After the tour, "we" all met at the "Turnpike Restaurant" for our business meeting. Our President conducted a very efficient and productive meeting. The minutes and treasurer's report of the last meeting was approved as written.

TREASURER'S REPORT FOR JULY NEWSLETTER.

Balance brought forward		\$ 695.61
June meeting income	\$ 00.00	
June expense - news letter	8.07	8.07
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Checkbook balance		\$ 687.54



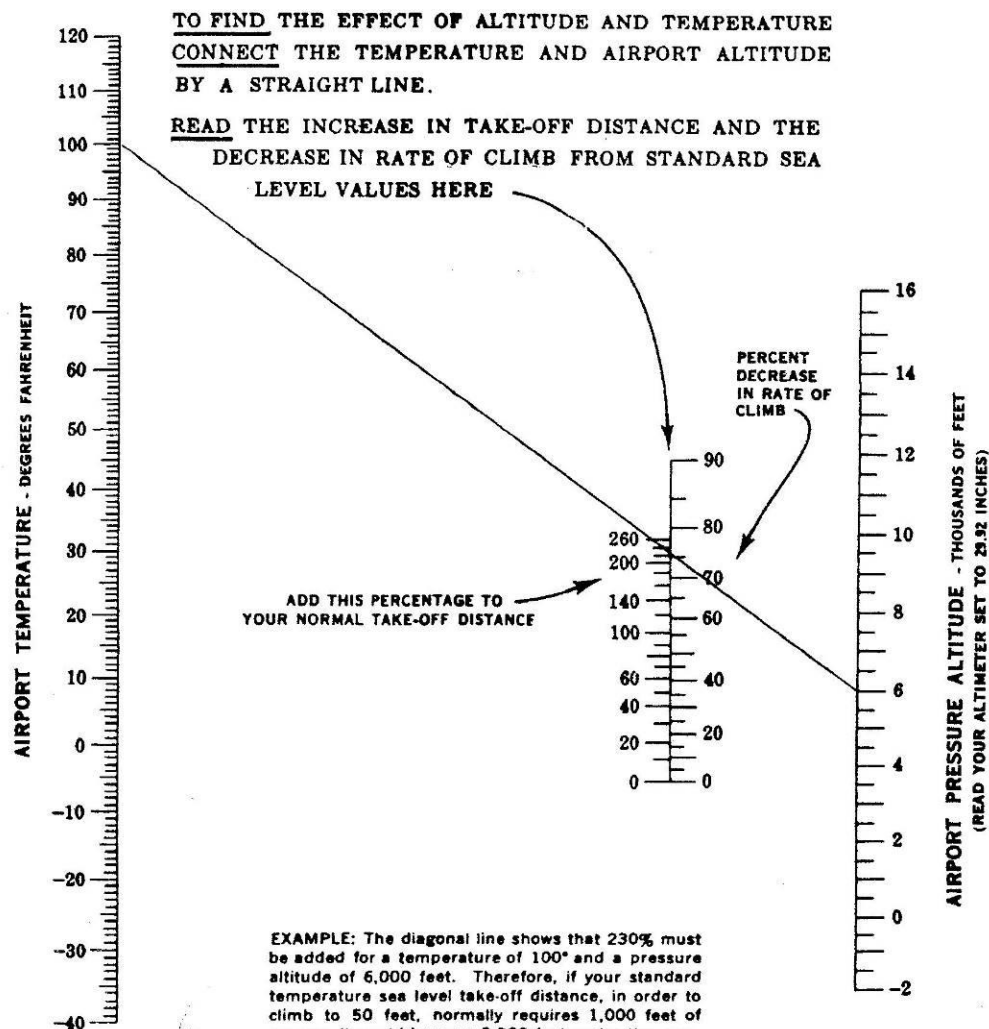
THE PIONEER PILOT

Have you heard about the Student Pilot who - - -

Wouldn't give the FAA his license number,
because it was a private license!

Let some of the air out of his tires,
to make a soft-field landing!

THE KOCH CHART FOR ALTITUDE AND TEMPERATURE EFFECTS



EXAMPLE: The diagonal line shows that 230% must be added for a temperature of 100° and a pressure altitude of 6,000 feet. Therefore, if your standard temperature sea level take-off distance, in order to climb to 50 feet, normally requires 1,000 feet of runway, it would become 3,300 feet under the conditions shown. In addition, the rate of climb would be decreased 76%. Also, if your normal sea level rate of climb is 500 feet per minute, it would become 120 feet per minute.

This chart indicates typical representative values for "personal" airplanes. For exact values consult your airplane flight manual.

The chart may be conservative for airplanes with supercharged engines.

Also remember that long grass, sand, mud or deep snow can easily double your take-off distance.

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