



EAA CHAPTER

Number 569

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

Lincoln, Nebraska

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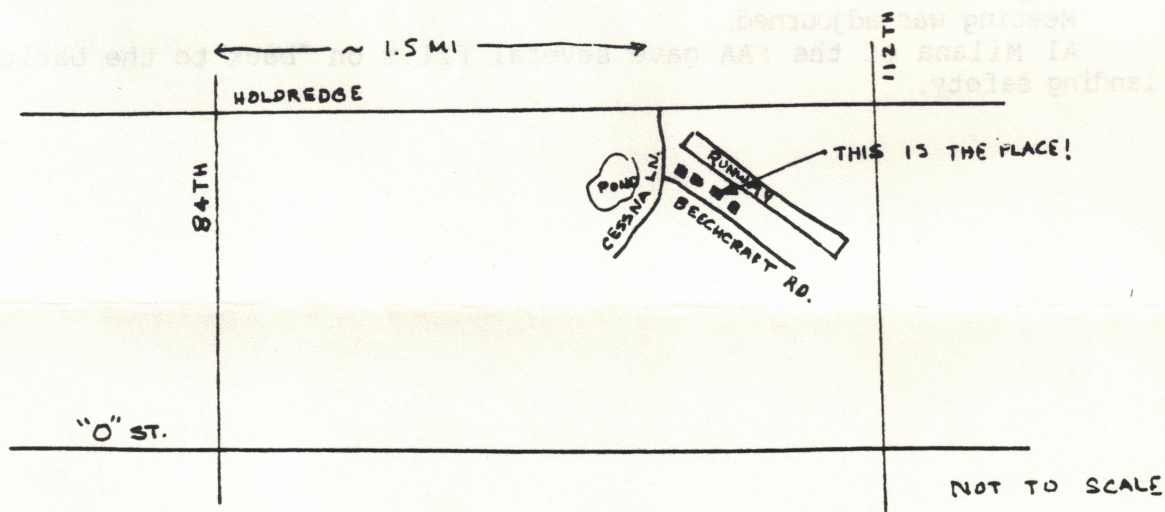
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JUNE 1986 NEWSLETTER

MAY MEETING: The next meeting of EAA Chapter 569 will be held on Tuesday, June 3 at 6:30 P.M. at Jeff Clausen's house located at 1320 Beechcraft Road. See map below. Please note the **time change**. We will be having a pot luck picnic. Everyone is asked to bring a dish to share and your own table service, chairs, tables, etc. The Chapter coffee pot will be in service so bring your own if you need something else. (Those names listed for the June refreshment committee in the last newsletter will carry over to the next regular meeting.) These events are always a very enjoyable way to spend an evening so I hope to see everyone there!



SEWARD PLANNING MEETING: The next Seward planning meeting is scheduled for

Sunday, June 8, 1:30 P.M. at the Seward Airport. Anyone interested in attending is invited.

SECRETARIES' REPORT:

The EAA Chapter 569 meeting for May was called to order by President Lonnie Davis with 30 members in attendance.

Lonnie presented news from headquarters which included a new program for youth. Bill Sheahan was nominated as Youth Co-ordinator.

Seward Fly-in news included plans for a Bar-be-que Pork Dinner to be catered by the Dandy Lion Inn in Seward for the Sunday noon meal. A discussion was held concerning the meal ticket prices. Jeff Clausen made the motion to let the committee determine the price of the meal. Motion was passed. Jeff Clausen will once again be in charge of getting pop to the hangar for our weekend festivities. A reminder to whoever is in charge for our regular refreshment committee to bring the coffee pots to Seward for Saturday and Sunday. Saturday evening will be an informal cook-out with hamburgers, hot dogs, snacks, and of course "beer" and pop. Our World Famous Chefs will be Lester David and Don Rixstine (who also belongs to the volunteer fire department and will be able to put things right if our hamburgers get out of control). Cost for the Saturday evening meal will be just enough to cover expenses. Bring a dessert to round out our meal. Plans to rent a large screen TV for viewing of movies is in the works. All are invited to attend. Over-night camping is available at the airport. Jim Fix and Dale Greene volunteered to be our chapter representatives for judging of aircraft on Sunday. There will be a bulletin board of past fly-ins and all are encouraged to bring pictures.

Don Shoemaker gave a report on the Airport Authority meeting he attended earlier that day. Don explained the Authority's plans to tear up the concrete in front of the hangars and if you want access to your plane you need to be making alternative plans by contacting Director Wayne Anderson at the Airport Authority Office - 474-2770.

Meeting was adjourned.

Al Milana of the FAA gave several films on "back to the basics" of landing safety.

NOTE: Other EAA Members may wish to write to Senator Exon and get their 'two-cents-worth' in. It might help.

Les

885 So. 46th Street
Lincoln, Nebr 68510
May 20, 1986

Senator James J Exon
Senate Office Building
Washington, D. C.

Dear Senator Exon,

I note from the morning paper that you are supporting a bill to study the FAA. I should like to give you my ideas concerning the problems within the FAA. (So that you know that I have at least a smattering of knowledge concerning this agency, I submit the following facts: #1 - I recently retired as manager of General Steel Products Company in Lincoln, in which capacity I had served for 24 years. #2 - During that time, I made many trips both by commercial plane and as pilot-in-command while traveling on company business. #3 - Since retirement, I continue to log approximately 150 hours per year for business and pleasure as pilot-in-command.)

Much has been said regarding the firing of the controllers due to the strike a few years ago. I think the firing was justified, and in the midwest at least, the service immediately following the firing was much improved. It did take a year or more to get the FAA to open up enough IFR slots, even though in this area they could have easily been handled. Service is much better now and the controllers much more cooperative.

I feel Donald Eagan has proved to be one of the best directors which the FAA has had in recent years. There is one huge drawback to his getting the job done. This is the fact that the FAA was put under the control of DOT. It seems now that before he can even go to the bathroom, he must consult with Elizabeth Dole. By the time he receives an answer, either the urge has passed or an accident has happened. One of the most pressing needs is to mandate the FAA a separate agency as it once was. We don't need one more layer of government bureaucracy to go through!

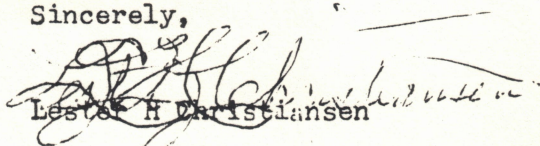
Next, we need to get rid of the recently created ARSAS. I can only speak for the one close home in Omaha. It has increased the traffic load and not contributed one iota to safety. (As you know, most accidents occur while the aircraft is under control of the controllers. See and avoid is still the best method.)

Again, I can only speak for local situations, but moving the Flight Service Station from Lincoln to Columbus was an unwise move. How many pilots want to fly to Columbus for a personal briefing before planning a trip to Omaha? On the other hand, how many pilots fly out of Columbus in proportion to those who fly out of Lincoln and Omaha. We get enough phone replies now, "Please stand by. All our briefing lines are busy --".

Please make your first priority for safety to take the FAA out from under the tail feathers of Elizabeth Dole. Chickens and ducks don't mix very well, especially if one is going to fly and the other go swimming.

CC: Elizabeth Dole, DOT
Experimental Aircraft Association
Aircraft & Owners Pilots Association
Mr Donald Eagan, FAA
Ronald Reagan, Our President

Sincerely,


Lester H. Christiansen