



EAA CHAPTER

Number 569

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

Lincoln, Nebraska

Pres.: Lonnie Davis
345 11th Street
David City, Ne. 68632
Phone 367-4184

V. P. Eldon Kreimer
1510 Regency Drive
Lincoln, Ne. 68506
Phone 488-3206

Sec-Treas: Janice Jackson
1320 West Ryons
Lincoln, Ne. 68522
Phone 476-1861

Editor: Ted Oehlert
12571 Wittstruck Road
Bennet, Ne. 68317
Phone 782-8039

NOVEMBER 1987 NEWSLETTER

NOVEMBER MEETING: The next meeting of EAA Chapter 569 will be held on Tuesday, November 3 at 7:30 PM. We will meet in the meeting room at the Cobbler Inn (Shoemaker's Truck Stop, NW 48th and West "O", Lincoln). Our program for the evening will feature guest speaker Miles Homelvig from the Columbus FSS. Mr. Homelvig will talk about the Columbus flight service operation. Here is your opportunity to ask all those questions about flight service station services available and how to obtain them. This promises to be an informative and interesting program for all.

The November refreshment committee will be Jerold Carlson (in charge), Harold Beason, Harlan Blythe, Jim Chambers and Clay Champoux. For December the refreshment committee will be Les Christiansen (in charge), Jeff Clausen, Rick Cooper, Art Curtiss and Judson Cuswing.

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More from Paul

Ramp Rats, Hangar Bums, and Lookie Loos. As a novice in the Part 135 section on airport etiquette, I have to admit my searching, stumbling attempts to comply with this FAR is something of a failure. When I first attempted actual physical ownership of an assembly of spruce and epoxy (read KR-2 project), known to many as a partially completed aircraft, I was ecstatic. At first it took up half of a double garage in Goleta, California, where I labored as a tool designer for the updated version of the Model A of missiles, the Sidewinder.

Those on other boards in other cubicles grew quickly tired of my claims that in due time, I would be completing this half finished little airplane, and zipping around Santa Barbara (SBA) at something around 160 mph. After botching up the tedious operation of taper cutting the outer spars for the wood/composite outer wings, I found my enthusiasm taking a distinct downturn.

Kids in the neighborhood began taunting me about having the world's largest model airplane hanging from the rafters of my garage. Word got out that with substantial earth tremor, the thing would fall down on top of another uncompleted project, my old '63 E-type Jaguar coupe. With two humiliations dragging around my neck like millstones, I decided to unload the KR onto my young buddie at work, who seemed flexible enough to cope with the spar sawing. The last I heard was that it's still hanging in his garage somewhere in Santa Barbara.

After 20 months watching an A&P do the things I wish I could do on my new tin mistress, the BD-4, I still get taunts from the "Kids" in the neighborhood, such as, "Did you buy this THING to work on it or fly it?" Or the ever popular taunt, "When d'ya think you're gonna fly it?" Or worse, "D'ya ever think this THING is gonna fly?", spoken by two gents in their 60's sitting on Linair's electric three wheeler, with a lap dog between them.

I must admit hangar rats taunts are sometimes taken with grace, especially when a certain wag and his frau approach me in their tennis shoes, catching me right in the middle of one of my infamous profanity tirades. On that occasion, I was trying to verbally blast back at the radio program I had turned on, which un-expectedly began blaring out loud rock music. You all know the pain and expletive connected with smashing your thumb with a nail hammer? This same expletive shouted loud enough, seems to have a mollifying effect on pain, whether it comes from trash rock and roll, a hole drilled exactly 1.00 inches from the correct place, or indeed, other drivers.

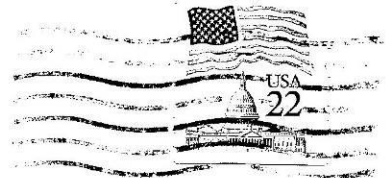
Taking jibes from wags at EAA meetings about Ercoupes or BD-4's can be intellectualized as forms of affection, disguised in true macho style, and I can cope, usually. What really can't be tolerated are the line personnel and others that frequent the T hangars, who saunter in when you're trying to figure out some AN-fitting and it's relation to the universe. After a breezy spate of idle questions (see aforementioned), they procede to the beautiful Quickie Two project, next to my bird, and lift open the canopy, which may or may not be in a state of readiness for such amateur curiosity. While I feel more than miffed, they inquire, "When's this THING gonna be finished?" I've coped with this question about fifty times. Last of the Ramp Rats or Classic Aeroplanus Interrogatus Stupidus crowd is the geezer in the three ton station wagon with kids, who seeing your door open and a hangar populated by a testy curmogeon and two strange looking "ships", pulls up parallel with the hangar door opening, leans out of the window, grinning, and says, "Hey, those don't look like regular airplanes to me."

All in all, I have to admit, I appreciate visitors. After all when you are over-weight, over fifty, and inhabit a lonely, desolate tin building in the cold and the dark, it's nice to know that even the species Interrogatus Stupidus could dial 911, if they found me keeled over in the gravel. Which occasion won't occur before I am learnt how to land a certain hot BD-4. Bob Doherty explains this way, "Paul, you have to realize that rollout on your plane is like backing-up a boat trailer at ninety miles an hour." How true it is. Anyway folks, come and visit me in your wagon, bring the kids. Come and view the BD before it gets rolled up into a ball.

Paul Wood

SPECIAL NEWS ADDENDUM

BILL HAMILTON OF AOPA HAS INFORMED ME OF A SITUATION THAT POTENTIALLY WILL AFFECT ALL OF LANCASTER COUNTY REGARDING AVIATION. THE COUNTY PLANNING COMMISSION HAS PROPOSED NEW REGULATORY ACTIONS THAT WILL AFFECT PRESENT AND FUTURE (IF ANY) AIRPORTS AND AIRSTRIPS. THE PROPOSED ZONING AND REGULATORY ACTION BY THE COUNTY BOARD WILL BE DISCUSSED IN A HEARING WITHIN THE NEXT COUPLE OF WEEKS. THIS VERY SIGNIFICANT THREAT TO THE INTERESTS OF AVIATION RIGHT HERE IN LANCASTER COUNTY WILL BE DISCUSSED AT THE NOVEMBER MEETING. PLEASE BE PRESENT AT THE EAA CHAPTER MEETING TUESDAY EVENING TO BECOME INFORMED AND HELP PLAN OUR RESPONSE TO THIS PROPOSED ACTION.



Jerold Carlson
2545 North 60

Lincoln, NE 68507