

# Chapter 569 WSLAME

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

OCTOBER 6, 1992

LOCATION:

Cobbler's Inn

TIME:

7:30 PM

**BUSINESS:** 

- Report from the Nominating Committee
- Decision on joining Nebr. Aviation Council
- Boy Scout representative, Rich Bowerman, would like to talk a few minutes about integrating their flying interests with our activities.

PROGRAM:

VIDEOS

Bick Miller has taken, edited, borrowed, copied all kinds of video tapes. Some are one of a kind with interesting stories attached. It will be an open ended meeting. He will show tapes until the last member has gone home or fallen asleep.

#### PRESIDENT'S MESSAGE

Dick Miller has been our emergency back-up for programs this year. We appreciate his willingness to bring a standby tape to each meeting.

Refreshments.....I goofed by not checking ahead. One member of the committee of four did his usual good duty by bringing a home baked cake. Unfortunately he did not have help. Two generous members "picked up the ball" and saved the night by making coffee, etc.. One member has volunteered to have an emergency "treats" box in his car so this situation should not happen again.

We're saddened by the death of JOEL LYNE due to an ultralight accident. Ray's records indicate that he was not a member of Chapter 569 but he has been a visitor.

Our Chapter sent a card of condolence to his family.

Ken Dahle **EXPERIMENTAL AIRCRAFT ASSOCIATION** 

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

### SHORT TRIPS AROUND THE PATCH

- \* Membership Committee: Doug Hill, Chairman; Ray Supalla and Terry Holsclaw, helpers.
- \* Membership List- Please fill out the coupon in the newsletter. Jim Fix has volunteered to put together a membership booklet, probably for next year. He threatens bodily harm to noncooperating members!
- \* Congratulations to Al Cherry for his first flight in his Rotoway Helicopter. It was a thrill to view the video tape.
- Fred Geschwender's engine is flying in a cropduster. The problem is: the sun sets too early to arrange a demo flight at a meeting. Maybe next year.
- \* Last call for meeting suggestions for November

#### EAGLES NEST UPDATE

On September 16th the Planning Commission held a hearing on Eagles Nest's application for a community unit plan and an airfield. As expected, the airfield received all the attention. Mr. Stewart, our Planning Director, strongly urged the Planning Commission members to deny our application, asserting that we did not meet the zoning regulation limitations on airports. For some reason he refuses to believe that we are not filing under the definition of an "airport" in the zoning regulations but as an "airfield". Sometimes it seems Mr. Stewart must have other personal reasons for being so strongly opposed to this plan. He certainly appears to be manipulating the zoning laws to suit his needs.

The main objections from the residents of this area seem to be: the possibility of excess noise, trespassing in their airspace, land values being affected and safety.

We spent \$2000 to have a noise study done by Dennis Grams from Grams Environmental Management, Inc. which clearly shows that any noise created by the use of our airfield will not be obtrusive to our neighbors. As to trespassing in someone's air space while taking off and landing, the FAA clearly states that navigable air space is 500 feet and above, except for taking off and

landing. Land values can be affected by many factors, but I don't believe the land values around the Pester airfield and the Millard airport in Omaha took any big drop. It certainly hasn't kept people from building nice expensive homes next to these areas. Safety is a concern to us all. We know that flying is as safe as most activities people spend their lives pursuing, such as driving cars, motorcycles, motor boats, skiing, water skiing and on and on. The chances of one of our airplanes crashing into a neighbors house is probably less than one of us getting hit by lightning. When you fly into or out of the Lincoln Airport where does the tower vector you? A lot of air traffic goes right over downtown Lincoin or over Capitol Beach.

It is unfortunante that the human animal, as intelligent as we are, cannot analyze a situation without the affect of our emotions. These hearings display a lot of emotion on both sides, and a lot of misinformation is apparent. When the vote is made by the Planning Commission on the 30th of September we can only hope they see through the emotions and vote according to these facts.

### AWARD TO HAMILTON

One of our members, Bill Han ilton, was selected by the independent 1992 National Awards Jury to receive the George Washington Honor Medal for excellence in the category of Public Communications for his article entitled "Thanks America. We Needed That".

The article evolved from a fund-raising drive headed by his wife, Penny, for Operation Homecoming.

Congratulations Bill.

# EAA 569 MEMBERSHIP LIST

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# EAA VIA THE WORLD

Peter Hengst, past President and Charles "Chalkie" Stobbart, current President of EAA Chapter 322 of South Africa arrived in Oshkosh on Wednesday, July 29, 1992 after breaking an EAA record by flying Stobbart's Fairchild F24W-41A airplane 9,900 nautical miles and 125 flight hours from Johannesburg, South Africa.

The old record was 117 hours and 9,814 miles in one plane. Their 25-day adventure took them through the Sudan, Egypt, Crete, Italy, Germany, England, Iceland, Greenland and Canada. "It's the only route you can take because of the range of the plane," Peter said. "You can't cross the Big Pond because of the fuel requirements." Peter also mentioned that the two-seater plane isn't the most comfortable. The seats are fixed and there is no room to stretch.

Chalkie said the Fairchild was first manufactured in Texas around 1933, his plane was built in 1941 but hadn't been flown since 1971. He purchased it in 1985 and spent nearly four years restoring it.

MEMBER NAME			SPOUSES NAME	
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DO TOU OWN AN AIRCR	AFT? IF SO, WHAT KIND?			
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