

Chapter 569 NEWSLETTER

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October 4, 1994

LOCATION: COBBLER INN
at Shoemaker's
Truck Stop

TIME: 7:30 PM

PROGRAM:

Our speaker will be Paul Muhle. He will tell us about his experiences while building his Grand Champion, Acro Sport II. For those of you who have not seen this airplane, it is a work of art.

Richland man flies high in his plane he built himself

COLUMBUS (AP) — To Paul Muhle, there are few things that compare with piloting a plane and soaring into peaceful skies.

"It's the sensation that nobody can touch you up there," he said. "Your problems go away. It's the sensation of freedom that you can't get on the ground."

But the Richland man says getting off the ground is half the fun.

Muhle, 36, flies a 1,035-pound Arco II aerobatic sportplane that he built from scratch.

Construction consumed most of Muhle's free time and garage space from 1986-92. Muhle, who runs Muhle Construction Co. with his brother, Kurt, estimates spending more than 4,000 hours poring over plane parts.

It was worth it, he said.

Last month, Muhle's plane took home grand champion honors at the Experimental Aircraft Association competition in Oshkosh, Wis. More than 740 airplanes in several categories competed for awards based on craftsmanship and appearance.

"That's the main event of all homebuilts," he said. "It's like the Olympics."

His red flying machine, trimmed in yellow, black and white, was an eye-catcher for judges.

Muhle grabbed the reserve champion award last year, but said he had no idea his plane would be considered best of its class this year.

"When I was building it, I never dreamed (about awards). In fact I never even looked at it," Muhle said. "It was beyond my expectations."

Muhle's interest in airplanes goes back to his childhood. He said he remembers attending air shows with his father, Duayne, in the 1960s.

Muhle got his pilot's license in 1980, and by the mid-1980s he got the itch to build his own plane. He said his wife, Sandy, enjoys flying and was very supportive of the project.

Sandy said she has great confidence in her husband, whom she calls "just plane nuts."

"I feel safer flying with him than I do on the airlines," she said.

EXPERIMENTAL AIRCRAFT ASSOCIATION

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

LAST MONTH'S MEETING

Steve Lukehart, chairman of the county's airport task force, gave us a report on their progress. The going has been slow due to the difficulty in reaching an agreement as to the definition of a Family Airfield. So far they have come up with the following:

Definition: Family Airfield

An area of land or water designated as an airfield, the use of which is restricted to the owners or members of the owner's family, or to an individual lessee or members of the lessee's family. More than one family may jointly use a family airfield in the manner provided in this section, so long as each family owns or is leasing a buildable parcel which lies directly adjacent to the airfield. The use of a family airfield may include an occasional guest or visitor. Commercial use is prohibited.

- Intent:
1. Family Airfield to be permitted use in "AG" zoning
 2. Family Airfield to be conditional use in "AGR" zoning
 3. Family Airfield in "R" zoning to be special use
 4. "Family Airfield" to replace both single & proposed multi language (2.112)

Everyone is encouraged to provide input to this group. You may call Steve with any comments. Also, if you would like to attend a meeting, call Steve for dates and times.

Our program last month was presented by Mr. Vince Goeres from the Nebraska Historical Society. He showed a number of slides depicting the early days of aviation in Lincoln. It certainly was a shame that we didn't continue the growth of aviation manufacturing and instruction which was so dominant here before world war II, but come to think of it, we are creating history now. Its not too late!

KITFOX FLY-IN

What could I do to top my European adventure this Summer? Well, I don't know if it topped it but attending the KitFox Fly-in at Nampa Idaho September 9th through the 12th was high on the list. I decided to go so that I could get some last minute instructions and ideas in order to finish my project. My goal at this point is to fly my own KitFox to the Fly-In next Fall.

Eighteen KitFoxes either flew in or were trailered in, Model IIs, Model IIIs, Model IVs and one or two Vixens. Skystar also had their Model V demonstrator busy giving rides. A Vixen with a Subaru modification engine was creating quite a stir. It was beautiful and flew great. We'll see more of these.

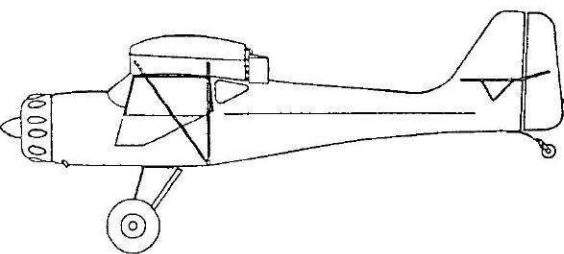
One afternoon we were visited by a couple of Avid aircraft from their factory just down the road. Later that day we saw the KitFox Speedster headed their way to return the visit. Luckily none of these birds carried any weapons. I did hear a rumor that the Speedster may have had a few leftover flour bombs from the afternoon contests.

Since this is where Dan Denney has his hangar where he is building his all new Thunder Mustang, a 3/4 scale P-51, - I was able to see the plans and the initial composite fuselage and wings, fuselage mockup, and the Falconer engine. This engine is designed to be a 1000 hp powerplant which will put this airplane into the racing class. It is expected to reach speeds exceeding 400 mph. What a toy! If you have an



Oct. 14, 1947

U.S. Force captain Chuck Yeager flies the Bell XS-1 to Mach 1.06, breaking what was thought to be the "sound barrier."



Have you ever wondered how they get those banners up in the air behind an airplane. Come out to Shoemaker's next Saturday during the game and watch. Last Saturday they picked up 4 banners from Shoemaker's and flew them around the stadium. One was a marriage proposal.

RM AIR FAIR '94

Saturday and Sunday, October 1-2, 1994 is the date for the 2nd ANNUAL ROCKY MOUNTAIN AIR FAIR. It will be held at Currigan Exhibition Hall in the Colorado Convention Center Complex in Denver, Colorado. Currigan is located on 14th Street between Champa and Stout Streets.

Organized by the Rocky Mountain Aviation & Aerospace Association, this important event will attract an estimated 30,000 aviation consumers. It will offer an exceptional opportunity for the aviation and aerospace community to display products and services and to gain visibility with the general public.

The event is patterned after the highly successful AIR FAIR held in 1993. It is regional in scope for the geographic area extending from Wyoming to New Mexico and from Utah to Nebraska and Kansas.

Like the event last year, scheduled activities include an Exhibit Area with an estimated 150 aviation related exhibits, dozens of free seminars and technical sessions, nationally recognized speakers, workshops for teachers designed to bring aviation education into the classroom, and a repeat of last year's highly acclaimed Fantasy of Flight program for children. Introduced as a new feature this year is a job forum in which participants can visit with exhibitors on career and job opportunities in aviation.

Aviation safety, aviation education, and activities which actively promote the economic health of aviation in the region will continue as a principal emphasis of the AIR FAIR.

Activities of the AIR FAIR will open at 8:00 a.m. and end at 5:00 p.m. on both Saturday, October 1, 1994 and Sunday, October 2, 1994. Admission to the public is free.

TECH COUNSELOR ADVICE

From Technical Counselor William Hesse of Pasadena, TX

I have used a lot of epoxies over the years but I've never found one like this. Its use's are almost unlimited; you can file it, drill it and fasten material together, to name just a few. Most auto parts stores carry it; if not, you can order it from: J.B. Weld Company, P.O. Box 483, Sulphur Springs, TX 75482, Tel 903/885-7696.

From Technical Counselor Lowell Ridge of Sparks, NV

Lowell found a great cleaner for plexiglass canopies, it is called CRT Screen Care from Boise Western Corporation, P.O. Box 7701, Boise, ID 83707, Tel 208/343-1903 or 800/821-1594. It comes in an 18 oz. spray can and is about \$4.65/can.

October 22, 1938

Lieutenant Colonel Mario Pezzi reaches 56,046 feet in a Caproni CA 161 biplane at Montecelio, Italy, setting an altitude record for piston-engine aircraft that still stands.

CALENDAR

Sept. 30-Oct. 2—Nebraska Air Tour—Valentine, Nebraska.
Oct. 2—Nebraska 99's monthly meeting 1:30 P.M. 3125 Kucera Drive—Lincoln, Nebraska.
Oct. 8&9—Confederate Air Force AIRSHOW 94!!! Midland, Texas.
Oct. 16—NFF&R Fly-In for the Airport Operator of the Year—Grand Island, Nebraska.
Oct. 19-22—39th Annual AOPA Convention—Palm Springs, California.
Oct. 23—Nebraska Antique Airplane Association Hangar Fly-in—Grand Island, Nebraska.
Nov. 5—Nebraska 99's monthly meeting 10:30 A.M. 1931 Parkview Drive—Fremont, Nebraska.
Dec. 3—NFF&R ANNUAL Christmas Party—Shademann's plan.
Dec. 3—Nebraska 99's Holiday Party 5:00 P.M.—511 South 54th Street, Lincoln, Nebraska.
Dec. 11—Nebraska Antique Association Christmas Party—Grand Island, Nebraska.
Jan. 26-28—The Third Annual Nebraska Aviation Symposium. Old Mill Holiday Inn—Omaha, Nebraska—for more information contact Sandi Decker 402-729-5390.
Feb. 10-12—NFF&R 50th Annual Convention—North Platte, Nebraska.

AVIATION SYMPOSIUM

The Nebraska Aviation Council is having the Third Annual Nebraska Aviation Symposium January 26-28, 1995 at the Old Mill Holiday Inn in Omaha. At this time the Aviation Council is soliciting vendors interested in a booth at the convention. If your organization would like more information you may contact Sandi Decker, P.O. Box 187, Fairbury, Nebraska 68352 or phone (402) 729-5390.



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