



Chapter 569 NEWSLETTER

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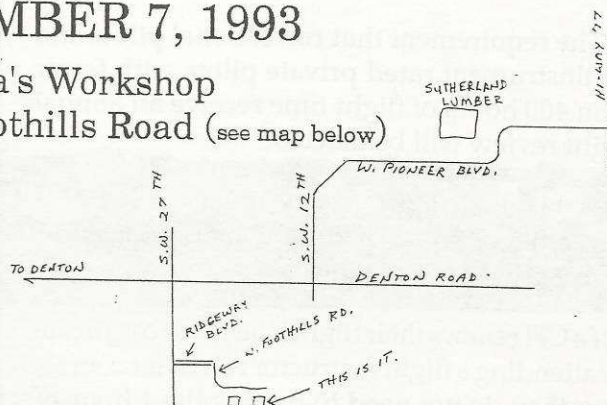
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SEPTEMBER 7, 1993

LOCATION:

Ray Supalla's Workshop
2201 W. Foothills Road (see map below)



TIME:

7:30 PM

PROGRAM:

Ray will show us his Glasair project.

I understand we will be asked to participate by helping put on the wings. Don't wear a suit! Ray says goodies will be available for those that help. Bring a lawn chair.

BUSINESS:

A business meeting will be held. Also the latest acquisition of the Chapter, a Croix painting system will be shown.

SHORT TRIPS AROUND THE PATCH

- * The Chapter 80 fly-in and family cook-out at Wahoo will be at 2pm on September 19th. Mark your calendars now. They are inviting our Chapter, the Soaring Club, the Ultralight Club, and others who may be interested. Hot dogs and Hamburgers will be served. Tickets will be available for sale soon. Sign up now!
- * Don't forget to get your Eagle Flight Kits from Ken Mueller.
- * Ideas for meetings, picnics or newsletter items are always welcome. Be a participating member. You'll have more fun and will help make the club a better group.

- * Norfolk EAA Chapter #918 reported in their newsletter that they will have a B-17 there on Sept. 13th. Contact them for more info.

KEN DAHLE

Ken Dahle passed away on August 15th. Our sympathy goes out to his wife and family. Ken was a first class individual and a great contributor to our Chapter. We will miss him.

The funeral was held on Wednesday, the 18th. Our Chapter sent flowers. Bud Erickson and Ken Baughman were two of the pall bearers.

EXPERIMENTAL AIRCRAFT ASSOCIATION

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

ANNUAL AND BIENNIAL FLIGHT REVIEW REQUIREMENTS

by Larry Craig, Accident Prevention Program Manager,
Lincoln FSDO

If you attended any safety meetings that I spoke at during the past year, you will probably remember that I mentioned the FAA was considering some changes to FAR Part 61 as regards the AFR and BFR. The final rule is out and effective August 31, 1993, will be changed to reflect:

a. The requirement that recreational pilots and noninstrument rated private pilots with fewer than 400 hours of flight time receive an annual flight review will be deleted.

b. A biennial flight review must consist of a minimum of 1 hour of ground instruction and 1 hour of flight instruction.

c. If a CFI renews their flight instructor certificate by attending a flight instructor refresher course, then they do not need to receive the 1 hour of ground instruction when they accomplish a BFR.

d. The completion of a phase of the Pilot Proficiency Award (WINGS) Program will continue to count as a BFR.

e. Glider pilots may substitute a minimum of three instructional flights in a glider, each of which includes a 360-degree turn, in lieu of the 1 hour of flight instruction.

Advisory Circular 61-98A, Currency and Additional Qualification Requirements for Certificated Pilots, contains excellent information on conducting biennial flight reviews, instrument competency checks, and transitioning to other makes and models of aircraft. Give me a call, 402-437-5485, if you want a copy of this AC.

SHOEMAKER IN PIRIPS

Don Shoemaker was featured with his Camair 480 Navion in the Department of Aeronautics publication, PIREPS. In case you don't get this newsletter, ask Don for a copy, he probably has a few dozen.

COMPREHENSIVE PLAN

I don't know how many of you noticed but on page 62 of the proposed Lincoln City/County Comprehensive Plan under Airports and Airfields they say the following:

"Smaller airports and airfields in other parts of the county are shown on Figure 20. For planning purposes, the distinction between an airport and an airfield is the number of planes using the facility. 'Airfields' are limited to single family airfields and are limited to use by the residents of a single family home to not more than one plane. All other air facilities, including single family airfields which accommodate guest planes or house more than one plane are 'airports'.

Airports which are located in close proximity to homes, schools, hospitals or other areas sensitive to noise, are discouraged. New airports might be appropriate if adequate space separates the facility and the approach zones of the facility, from noise sensitive plan uses such as homes, schools or hospitals."

After the ordeal we went through with Eagles Nest I can't help but be suspicious of this wording and their intentions. Are they trying to eliminate usable single family airfields? Is a single family airfield usable when you can not have more than one plane, or cannot invite a flying buddy to come over and land? Do you know the definition of an "airport" in the zoning laws? It says an airport must be owned by a municipality. I think we need a committee to look into this and voice our opinion before its too late. I think we have a planning department right now that would like nothing better than to eliminate all general aviation from the county, at least anything under a King Air. Nobody is going to fight for our rights if we don't.

*Watch your thoughts; they become words.
Watch your words; they become actions.
Watch your actions; they become habits.
Watch your habits; they become character.
Watch your character; it becomes your destiny.*

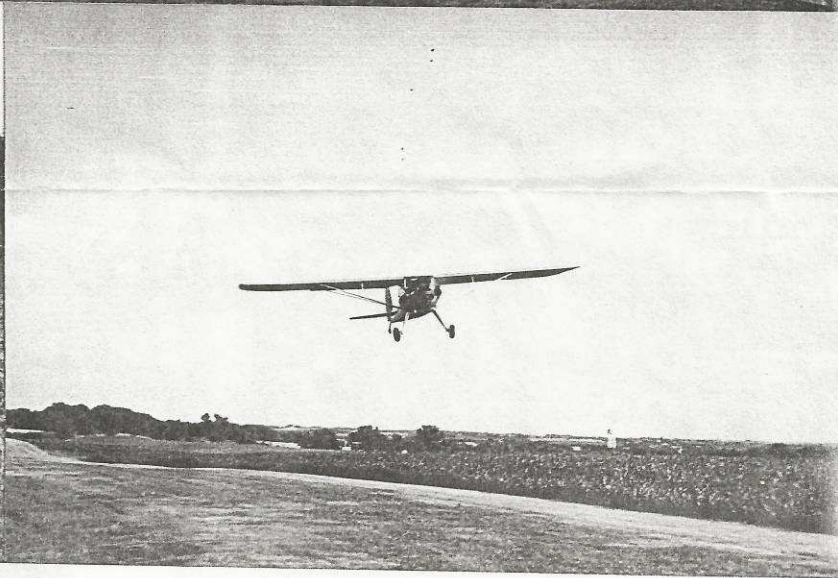
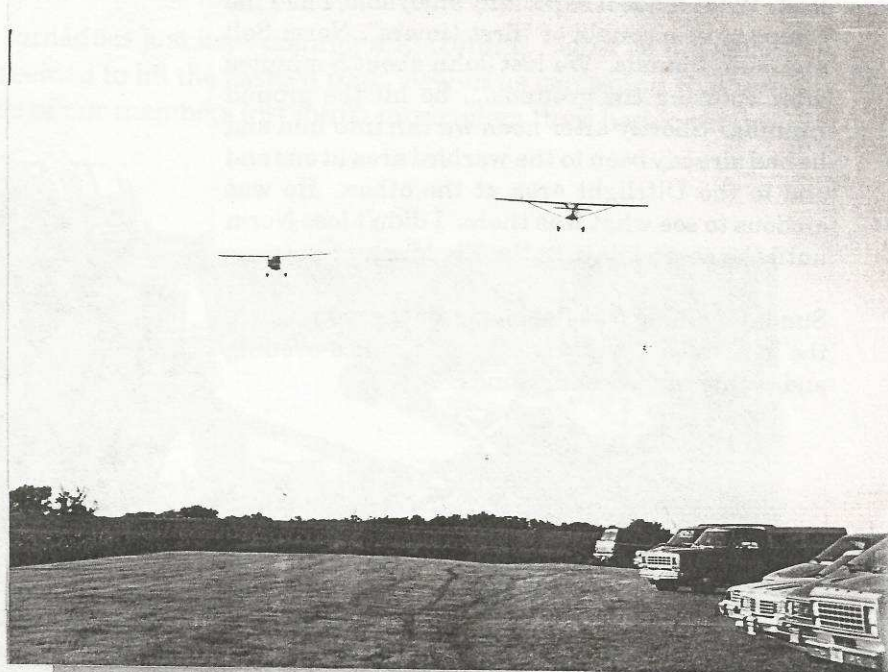
FRANK OUTLAW

JULY PICNIC A SUCCESS

Unlike our June picnic when we were not able to fly due to the weather, our attempt in July worked out great. It was a beautiful evening with just a slight breeze. What makes this so incredible was the fact that we probably only had 5 or 6 nice days in July and we managed to hit the best one.

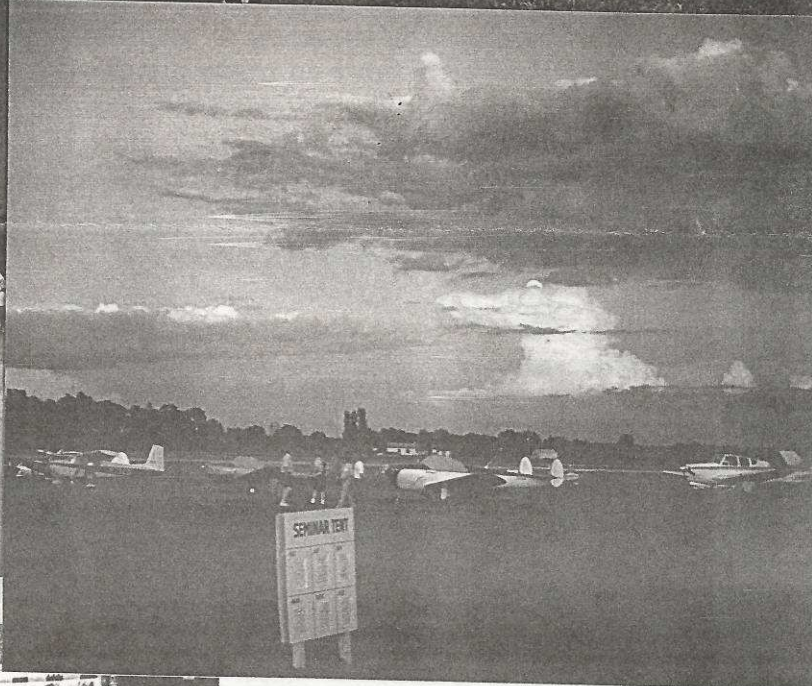
Ken Mueller invited us to his home near Hickman where he has a nice little grass strip and a hangar we all envied. Thanks a lot Ken for sharing this with us. Everyone brought a covered dish and Ken and his friends cooked the hamburgers for about 50 people.

A nice little Luscombe was provided by Jeff Clausen, Wilber Hansen and Steve Green. Our host, Ken, also provided a 1946 Aeronca Chief II AC. They gave rides to the boy scouts and any other big kids that wanted one. It was a great time.



I have made the trip to Oshkosh almost every year since 1980, and this trip was as enjoyable as the first. What made it especially enjoyable, I had the company of a couple of "first timers", Norm Sell and John Bounds. We lost John about 5 minutes after entering the grounds.... he hit the ground running. Shortly after noon we ran into him and he had already been to the warbird area at one end and to the Ultralight area at the other. He was anxious to see what was there. I didn't lose Norm until the second day, in the Fly Mart.

Sunday evening was the picnic for the members of the local EAA Chapters. We had a nice evening and plenty of food and friends.



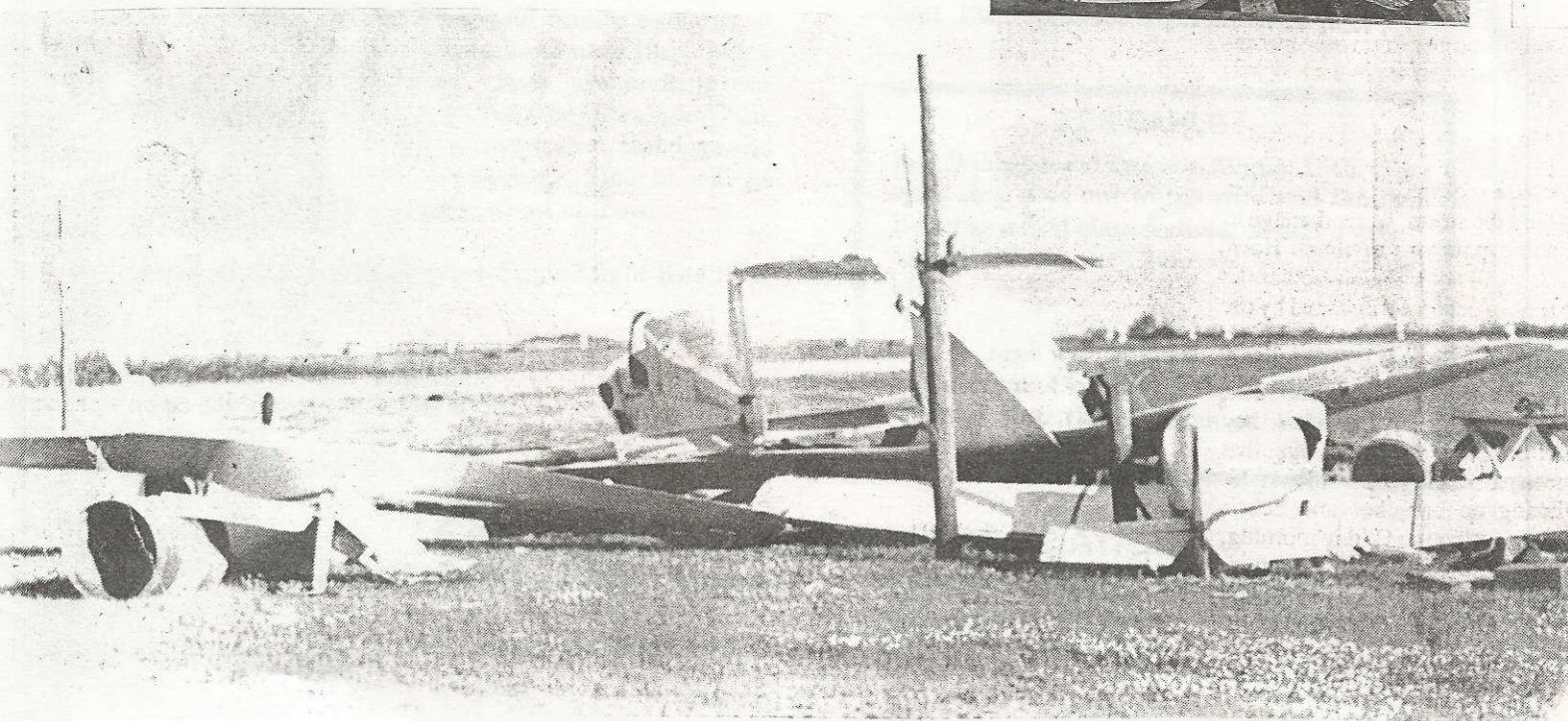
SUMMERTIME RAMPAGE

What a July! Wind, rain, floods and tornadoes just kept coming and coming. Most of the state received some damage but the bulk of it seemed to hit the eastern part. Few of us can report that we did not at least lose a tree or two, but three of our members lost much more when their hangar at the Seward airport was destroyed.

The picture at the right shows Ken Dahle's KR-2 on the left, and on the top, his original design which he recently finished and flew for the first time. The plane in the back is Bud Erickson's modified Teeni Two, and Kenton Baughman's KR-2 is laying upside down under the pile.

Ken Dahle's KR-2 and his other plane have been moved to his garage at the Milford exit. Bud's plane was moved to his farm near Pickrell and Kenton Baughman's KR-2 was moved to Ray Supalla's hangar at Crete.

No one had insurance on the hangar or the planes. Since Ken's passing, it is uncertain what will happen to his airplanes. Bud said he has no plans to rebuild the Teeni Two, but if he gets the funds he would like to start another project. Kenton had his KR-2 all set to make the trip to Oshkosh this year. He says it will probably be another three years now.



CALENDAR

- Aug. 29—EAA #918 Pancake Fly-in 7:00 A.M.—10:30 A.M. Karl Stefan Memorial Airport, for more information contact Jim Rosacker (402) 675-1302—Norfolk, Nebraska.
- Aug. 29—The Annual Wahoo Airport flight breakfast, for more information call Jim @ J-D Aircraft (402) 443-3803.
- Sept. 17-19—The 1993 Nebraska Antique Airplane Association Fly-in for more information call Jan Davis (308) 381-2383 or Dave Fritz (308) 962-7679—Arapahoe, Nebraska.
- Sept. 19—Hartington Hog Days Flight Breakfast 7:00 A.M.-NOON. Pilots eat free, all proceeds go to local charity—Hartington, Nebraska.
- Sept. 21-24—Trans-Nebraska Balloon Race, North Platte, Hastings, Seward.
- Oct. 10—Camp Atlanta Remembered—Fly-in Breakfast 6:30 A.M.-NOON, for more information call Vicki Houlfield (308) 995-4956—Holdrege, Nebraska.



Gall Foldo/Lincoln Star
Paul Wood with road sign.

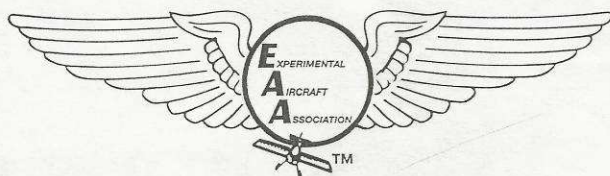
Canada's long-lost road sign is finally headed for home

A Canadian road sign stolen 54 years ago is on its way back home...

Paul Wood of Lincoln is returning the ornate marker for The King's Highway, Highway 2 in Ontario, Canada. Outdated, it will now hang on a wall of honor in a soon-to-be-built Ministry of Transportation building in St. Catharines in Ontario.

Wood, 60, inherited the marker after his mother died two years ago. In January he appealed to readers of the Toronto Star newspaper to find an appropriate home for the purloined sign, which he said he felt obligated to return to its rightful owners. An unnamed relative took the marker as a souvenir during a family trip to see the Dionne Quintuplets when Wood was 6 years old.

The published plea drew about 100 letters and calls from people who wanted to purchase or provide a home for the 12-by-19-inch white porcelain sign. Wood eventually delegated the chore of finding an appropriate placement to a Canadian organization called Last Wish. He's even making good on his promise to pay the postage.



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