



EAA CHAPTER

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

OF Lincoln Nebraska

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APRIL 1984 NEWSLETTER

APRIL MEETING: Our next meetings will be held Tuesday April 3, 1984 7:30 P.M. at Lincoln Aire. Read on for details about the program.

THE PRESIDENT SEZ: As I'm writing this, I'm looking out my office window at a disgustingly pure white world, wishing for some of that good old February weather to return. Cabin fever has had a grip on me ever since I saw the first flocks of geese about 2 months ago. But then things could always be worse, I could be like that poor robin out there standing in snow up to his ---, trying to find a worm.

Our April 3rd meeting will be held at Lincoln Aire at 7:30 P.M. Dr. Dwight Snyder will speak to us about health and flying. Recently I read of a plane crash in which all four occupants were killed. The pilot became incapacitated and the three non-aviation passengers panicked. We always carefully preflight our airplanes before every flight. I wonder if Doc can tell us how we might be able to preflight ourselves. Surely there must be some signs or clues that warn us of an oncoming critical health problem. Get your questions ready for Doc.

The State Director of Aeronautics, Mr. John Auer will be our speaker for the May meeting. He will tell us about the important role that the Department of Aeronautics plays in General Aviation. John told me that there are several significant things taking shape that will affect us, and by meeting time he should have some answers for us.

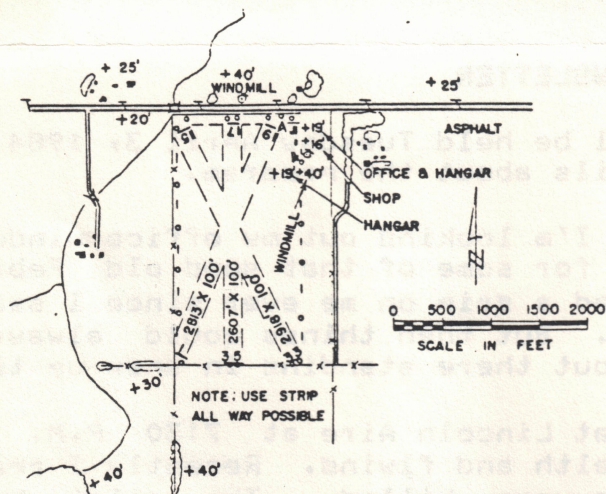
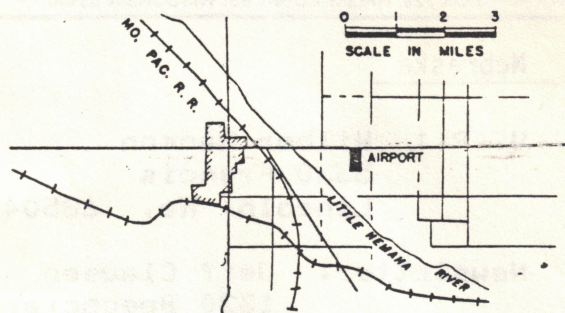
How about a good old picnic sometime in May? Give this some thought concerning a date and location and we'll discuss it at the next meetings. Hopefully by then the weather will be such that we can enjoy the great outdoors.

I want to thank you wonderful ladies that came and added glamour to our last meeting. The snacks were delicious, maybe I can con you ladies into preparing a little something to bring to future meetings. Our special thanks to you Mary, for always being there and seeing that we have refreshments at break time. Mary said please come back, she appreciated your help and enjoyed not being so outnumbered.

For those who have not paid your dues by next month, this will be the last newsletter you will receive. Please pay Jerry, we don't want to lose you. Don't miss out on all of the activities that we are planning for the year. We will be making a new roster of current members right after the April meetings.

Jim Fix

Mystery Airport: This one is still operating but the picture shown here dates back to around 1956. Note the service underlined under the remarks column. A good airport for Duane Drahota to practice touch and go's in the Ercoupe.



LAT. 40° LONG. 95°
 ELEV. CITY POP. 3422
 FROM CITY: 2.7 MI. E.
 OPERATOR: City
 MANAGER: Hubert Humphrey
 RUNWAY SURFACE: Turf
 MAINTENANCE: Mowing, snow removal blade and roller.
 LIGHTING: Beacon, electric lantern (prior request)
 STORAGE: Tie-down:
 REPAIRS: Major: Yes Minor: Yes

FUEL: 80 oct.
 ATTENDED: Daytime
 WEATHER SERVICE: Tel Jackson 0677
 USWB Omaha
 REST ROOM FACILITIES: Not modern
 OVERNIGHT: None at airport
 MEALS: None at airport
 TRANSPORTATION: Taxi and car
 REMARKS:
Ambulance Service, Aircraft Sales.
 Charter service and flight instruction available. Excellent fishing available in the Nemaha and Missouri Rivers with hunting available nearby.



"I said next to the Standard Oil hanger, you idiot!"

Remember Wild Bill and the wingless Champ? Well after about 9 months of hard work the Champ was finally done in Bahama Blue and Insignia White. We christened it the "Blue Goose". Every nut, bolt, clevis pin, washer, cotter pin, cable and screw was new. We even hand varnished the wooden floor boards, put in all new glass, new tires, new interior, and a brand new prop. We tore the engine down and replaced pistons, rings, valves, springs, rocker arms, guides, cam, ground the crank and chromed the cylinders. It was one pretty airplane and almost like new. I can guarantee you it cost more than when it was new by about 3 times. Wild Bill had to sell his newest pick up truck to pay for the rebuild.

A very important event took place during the nine months the Champ was being rebuilt. Seems like Wild Bill found himself a girlfriend. Exactly 2 weeks after he picked up the Blue Goose, he decided to fly over and pick up his girlfriend and impress her with his neat little Champ. He figured on landing in the girls front yard, which was about 1,500 feet long, and hopping right out on her door step. It would've been a good plan. There was a slight hump in the 1,500 foot strip where Wild Bill was going to land and you couldn't quite see what was on the other side. Wild Bill said he flew over and it looked good so he came on in for the landing. He touched down perfectly on this 1,500 foot field and rolled up and over the slight hump when the Champ came to a very sudden and abrupt stop with the tail still in the air and the prop all bent up. Wild Bill cursed a bunch and got out of the Champ to see that he had straddled a big rock that was about a foot high and five feet around. It was eroded down so it was flat on top and the grass was hiding it. It was the only rock within a 200 mile radius and Wild Bill hit it square on, couldn't have hit any squarer if he'd tried.

We drove out to see the damage after Wild Bill called us on the phone. It looked very odd. As you approached from the north, you could see the Goose with it's tail up about the height it would be in a normal takeoff attitude, only it was frozen there as if you were looking at a picture of the goose on takeoff.

The landing gear was wedged around the rock. It bent the gears enough so that they had to be taken off, straightened and recovered. The prop was unrepairable and the engine needed a new crankshaft plus some other parts.

As I think back on it this story isn't particularly funny, only that it happened to Wild Bill. He didn't even win the fancy of his new found girlfriend.

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By now you have all probably read or have seen on TV the news about the former basketball star and his boss who were killed in a "small single engine aircraft". It's very tragic especially when it didn't have to happen. Maybe something can be learned from this so that it won't happen to one of us. What I'm about to ramble on about has been said over and over again but I feel it may be beneficial to look at it again as we will soon be approaching some good flying weather.

First and foremost remember this bit of philosophy and never forget it.

**90 percent of all the pilots killed
by trying to press on into bad weather
are buried on clear days.**

Sounds easy enough to remember but all of us are prone to that psychological phenomena known as "get home-itis". It interferes with our better judgement hence, flying 5 or 6 hundred miles in the middle of the night into deteriorating weather when you're VFR rated. I'm not against flying at night. It's probably the best time to fly as long as you have good weather. You don't need to be told about the unpredictable and unforecast weather we experience in Nebraska, especially in the spring. Ask yourself just how possible it is to fly 600 miles or more without experiencing some kind of weather. During daylight hours you can see what lies ahead and what kind of visibility you have. At night you don't know. You're at the mercy of the FSS or the Air Traffic Control Centers for information along your route. Low clouds and low visibility are hard to detect on radar and unless you get a pilot report you may be the first to penetrate this unforecast scud even though the FSS and Center tell you it is still VFR along your route.

But we all know this can happen so what do we do to eliminate these kinds of accidents? First of all the airplane doesn't know if it's night, day, sunny, or cloudy, nor does it care. It can fly through anything as long as it's in one piece and has fuel. The decision of course rests with the pilot. Ask yourself these questions. Am I capable of flying at night cross country? I don't mean just touch and go's, I mean an honest to goodness point A to point B cross country! If you are, then you take it with a grain of salt when the FSS man says it's VFR all across your route. He is probably 100% correct in telling you this at this very hour. What about 1 or 2 hours from now? While you're flying along, you best be talking every so often to Flight Watch on 122.0 and to Center for a continued update on the weather conditions not only in front of you at your intended destination but also behind and to either side of you. You do this so that if weather conditions take an unforecast turn for the worse along your route, you can safely make it to an alternate. Always have an alternate and if the weather changes on you, you can simply go to your alternate without going through that white knuckle feeling. I recommend turning for the alternate before you get into trouble i.e. I'll just poke my nose out here a bit further and if it gets any worse, I'll do the old 180 degree turn back to safety. What happens is that after making the 180 turn it's closed in behind you also. Why risk pushing it especially at night? If you were on top of the weather picture you should know enough not to even poke your nose in for a look. You have an airport behind you and maybe one or two to either side of you so simply land and wait it out and you'll live to fly another day. You'll also avoid making the rest of us read about the "small single engine airplane crash". The headlines make it sound like if you would've only been flying a large multi-engine airplane instead of the small single engine, it wouldn't have happened.

I could go on and on and most of you probably figure I already have. My main point in all of this is to make you aware of your abilities and not to exceed them. Besides, we have a hard time getting good EAA members and we sure don't want to lose anybody to a senseless accident.

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REMEMBER SATURDAY MARCH 31, 8:00 P.M. - - - - -

Movie - The Magnificent Men and Their Flying Machines
Where - Sheldon Art Gallery Theater on the University of Nebraska,
Lincoln campus
Cost - Only \$2.00 per person

It's a good fun movie and will help us sponsor this years fly-in at Seward. If you haven't seen this movie, you're in for a treat. If you have seen it, you're in for a treat. Bring your wife or girlfriend or both plus your kids or your neighbors kids or whoever you want, just don't miss it! Thank you!

Mystery Airport is Auburn Municipal Airport, Auburn, Nebraska.

Jeff Clausen

> > REAL PILOTS < <

Real Pilots -

1. Never read the pilot's operating handbook.
2. Never preflight their aircraft.
3. Don't bother with weight and balance.
4. Don't check the weather.
5. Don't file flight plans: "We'll do it in the air."
6. Never wear instrument hoods: "It spoils my scan."
7. Never go around.
8. Never go around thunderstorms.
9. Never go around anything.
10. Ignore overspeeds, overtemps and overboosts.
11. Don't memorize emergency procedures.
12. Don't bother to carry current charts.
13. Never wear seat belts or shoulder harnesses.
14. Don't carry a usable flashlight at night.
15. Don't believe in TCA's and all the ATC folderol.
16. Don't bother to look at the missed approach procedure.
17. Don't bother to look out for other traffic: "We're in radar contact, aren't we?"

Famous Last Words by Real Pilots -

1. "If it will fit in the airplane, the airplane will carry it."
2. "It's probably just the sause."
3. "Just throw it in the back."
4. "We can make it if we just (pick one):
 - a. lean it out a little more."
 - b. reduce power to maximum endurance."
 - c. lower the flaps a little."
 - d. set down in ground effect."
5. "Why check the weather, we're going anyway, aren't we?"
6. "A little booze helps me to relax."
7. "I've got the approach charts memorized."
8. "What do you mean, we need an alternate?"

Real pilots always have nicknames like Ace, Dusty, Sky or Bis (Anything).

THERE AREN'T MANY OF US AROUND ANYMORE.



"The clouds are green because they're trees."