



EAA CHAPTER

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

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NOVEMBER 1982 NEWSLETTER

DECEMBER MEETING: Time - 7:30 P.M.
Date - Tuesday December 7, 1982
Place - Lincoln Aire, LNK Municipal Airport

This meeting will be our Christmas party and bring your wife, girl friend, mistress, or who ever night. It's nice to pay tribute to the ladies of Chapter 569 as they do a lot to keep us going. Please encourage your wives to attend. We will show some films and just mingle and get to know everybody. Could I please ask you to bring 2 dozen cookies as this will add to the Christ-spirit as well as sustain the bachelors in our group for an evening.

We will also sell the remaining calendars so if you ordered one, please bring \$2.75. Also at this meeting I will ask for volunteers to help out on Saturday January 8th with the movie our chapter will show at Sheldon Art Gallery. We will need ticket takers and a number of people to help out. What movie? The Magnificent Men and Their Flying Machines. Where? At the Sheldon Art Gallery on the University of Nebraska Lincoln Campus. When? Saturday evening January 8th at 8:00 P.M. How much? A mere \$2.00 a ticket for a good family type movie with lots of flying and much humor. What for? To make our chapter a little money so we can one day buy us an aircraft for a chapter project plus to help us out with financing the state wide EAA Fly-In next summer. How much will we make? $294 \text{ seats} \times \$2.00 = \$588.00$ - \$100 film rental = \$488.00, - \$114.00 theater rental = \$374.00, - \$25.00 for shipping film = \$349.00, - \$49.00 other incidentals = \$300.00. \$300.00 will be a big boost to our account balance. Keep in mind that this is only if we sell all the tickets so please be prepared to try and sell 5 or so tickets to friends, family, and neighbors. It will definitely be an enjoyable evening for \$2.00. Not only this but you can get even with all those neighborhood kids who have sold you magazines, candy bars, cookies, etc. by knocking on their doors and selling them tickets to our movie.

I will fill you in on all the details at the December meeting. Please sell the 5 tickets enclosed in the news letter.

NOVEMBER MEETING: Our November meeting proved to be one of the best times we've had all year. Along with Chapter 80 of Omaha we were allowed to sit in the cockpits of many of the aircraft at the Offutt Air Force Base Museum. Chapter 80 officers deserve a lot of credit for their efforts to get us in the aircraft. Thanks also to Don Shoemaker who hauled 9 or so of our members up with him in an Aerobus. Don's Aerobus doesn't cruise all that fast but it will haul whatever you put in it and it slow flies beautifully. It does an amazing job considering

it is just a single engine machine.

Many of our members got to do a whole bunch of reminiscing about the flying they did in WW II. Bill Sheehan was flying missions in the B-17 while Ed Garner was teaching cadets in the B-25. Don Shoemaker had many interesting tales about the B-36 and Jim Fix got to step back in time when he worked on the B-52 some years ago. Rollie Woodruff also traveled back to his youthful years when he was a nose gunner in a B-24.

One of the biggest dinosaurs we all got to sit in was the C-133. It was a cargo plane with 4 turbo prop engines. You could hold a barn dance in the cockpit area alone. The cargo area could swallow a couple of semi trailers. I think our Chapter ought to rent it and fly to Oshkosh next year.

After looking at and flying missions in all those airplanes, our Chapter along with Chapter 80 had Pizza at God Fathers in Omaha and generally sat around and shot the breeze. It was very enjoyable.

ELECTION '82: After counting the ballots that were distributed at the meeting in Omaha, it looks like we're stuck with the same clowns as last year. I don't know if that's a vote of confidence or voter apathy. In all seriousness Ted, Jim, and I were very happy to have worked and played with such a good bunch of people in '82 and are very pleased and looking forward to be serving you again in 1983. I would greatly appreciate any comments and or suggestions you might have in regards to things we can or might do to improve our meetings and make things more interesting for you. If you feel there are areas we are slack in and can offer some constructive criticism, please put these down also. These comments are important in order to better serve all of you. Please write all comments you may have on the sheet enclosed on the back page of this newsletter and bring them with you to the December meeting or if you're unable to attend, please send them in the mail to any one of us at the address by our names on the front of the newsletter. Thank you all very much, Ted, Jim, & Jeff.

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I have checked the libraries and have seen with my own eyes the very latest issue of Sport Aviation so they are definitely here!

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One other item, the FAA has conducted their own tests and have found that the size of the spinner on the Cessna 150 has no appreciable cooling effect when burning car gas. This means if you own a C-150 and want to burn car gas, you need not go out and buy a pointed spinner to comply with the STC. In fact the FAA has said you can burn car gas in the C-150 no matter if the airplane has a spinner or not. Those boys are really getting bold up there in the FAA headquarters. Probably the first decision they've made all year. At least they're trying which is appreciated by some of us.

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I was thumbing through some old newspapers the other day and they contained some articles about airplane accidents and incidents that got me thinking. Because you and I fly, we are familiar with terminology and are able to sort out fact from fiction. Consider the guy next door who knows nothing about flying other than all the wisdom you've passed on to him indicating how safe and fun flying is. Your neighbor, Joe Blow, opens the paper and on the front page is a picture of an airplane accident. The headlines read "Light Aircraft runs into Airliner". The picture shows the small Cessna 150 scattered all over the place and the Boeing 747 with the Cessna's landing gear stuck in its nose as it sits on the ramp of the airport after making an emergency landing. Your neighbor sees you out in the yard raking leaves and stops over to talk to you about that accident in the paper.

First of all Joe Blow reads that the Cessna 150 was operating out of an uncontrolled air field. Think about it for a second. Uncontrolled airport! Joe Blow sees an airport with a beehive of activity and nobody is in control. Why the paper said the Cessna 150 didn't even have a radio and many of those other airplanes flying out of that uncontrolled airport don't have radios either. Old Joe sees all those uncontrolled aircraft without radios crashing into each other or worse yet, running over airliners and then crashing into schools and orphanages. The paper goes on to say that the airliner was on an approach to a controlled airport.

What really bothers me is that even at "controlled" airports with control towers and air traffic controllers, who is actually controlling the airplane? I have as yet to fly over to Lincoln Municipal and put my hands in my lap and let the controller land the airplane for me. The pilot is the controller of that airplane at all times. The controllers are simply to pass on information to the pilots who do all of the controlling.

Another thing that bothers me is the way the papers blow up the fact that the airplane that crashed didn't have a radio! The airplane made an emergency landing in a pasture due to a minor mechanical failure and no damage was done. The papers are quick to let everyone know the small airplane wasn't on a flight plan nor did it even have a radio. Joe Blow believes if the guy would have had a radio, he could have contacted a controller and the controller would have probably got him to the airport. The papers make it sound like if that airplane would have had a radio, the engine wouldn't have quit in the first place.

Probably the thing that bothers me the most is the way the papers and the FAA highlight the fact that the little airplane involved in the accident didn't have a flight plan! The Boeing 747 blew a tire and ran off the side of the runway and completely demolished a Cessna 150 that was taxiing for take-off. Officials from the FAA indicated the Cessna didn't have a flight plan! Joe Blow figures it has got to be the Cessna's fault because there was no flight plan. No plan of flight! The pilot must have had no idea where he was going as he didn't have a flight plan.

It's a beautiful fall day and you decide to take the airplane out for a flight around the area and enjoy the scenery. You're a nice guy and decide to ask Joe Blow to ride along. You are surprised when Joe says no way is he going to ride in an airplane with no radio, out of an uncontrolled airfield, and with no flight plan. It makes a guy wonder if Joe Blow, the papers, and the FAA ever heard of Charles Lindbergh.

WHAT'S HAPPENING: On October 31st I saw one of the saddest moments in the life of one of the nation's best aerobatic pilots. I saw Doc Carrothers lose his 2 best friends in a hangar fire. I'm talking about his new monoplane "Tricky Business" and his familiar Pitts. Both aircraft were badly damaged in the fire. Very fortunately Doc wasn't hurt. Doc has plans to rebuild his monoplane and have it flying again by spring. Knowing Doc, and the energy and drive he has, he'll be a familiar sight in the skies around Lincoln again and doing airshows next summer.

I hope to see everyone at the December meeting. Thank you.

Jeff Clausen