



EAA CHAPTER

NUMBER 569

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

OF Lincoln Nebraska

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DECEMBER 1983 NEWSLETTER

DECEMBER MEETING: Our December meeting will be held Tuesday, December 6, 1983 at 7:30 P.M. at Lincoln Aire. We will watch the last half of *The Blue Max* and have a demonstration of Les Christiansen's new LORAN C. Because December 6th is close enough to get the Christmas spirit, it was suggested by Mary Woodruff that we all bring cookies to this meeting. Mary also suggested we bring our wives. Mark it on your calendar and don't forget this one.

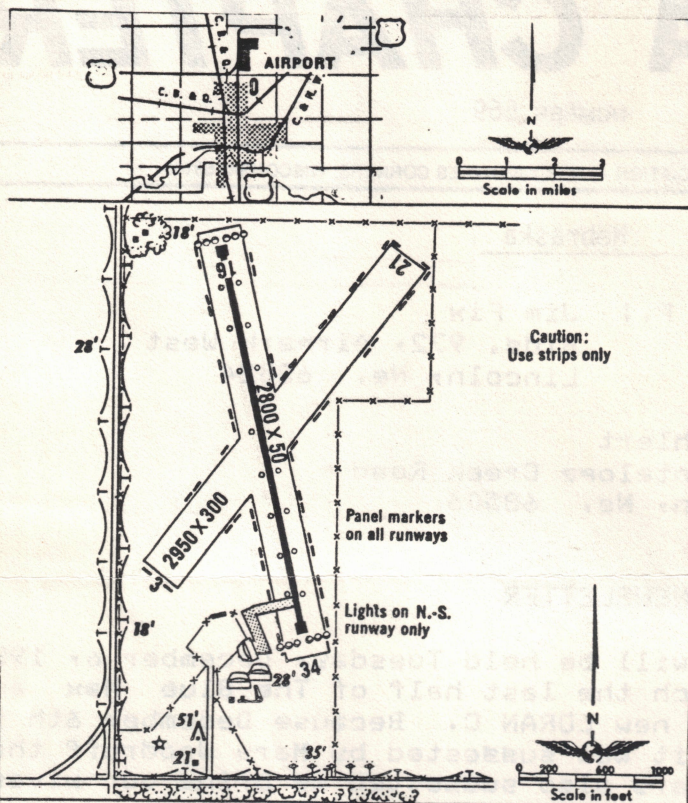
ELECTION RESULTS: At our November meeting we counted the ballots and announced the new officers for 1984. They are as follows:

President	Jim Fix
Vice Pres.	Wilbur Hansen
Sec/Treas	Jerry Muhle

Congratulations to Jim, Wilbur, and Jerry!

I want to thank those people who accepted nominations for the various positions and will say the voting was very close. I want to further say that all of you nominees would have done an excellent job and the new officers will need your support in '84. The new officers will begin their terms in January. On behalf of myself and Ted Oehlert, we want to thank you all for the support given to us by all of you the past two years. I thoroughly enjoyed serving you and met many new friends through our group. Ted and I will still be your newsletter connection as I will write it up and Ted will publish it.

Also at our November meeting we had the new 1984 EAA Sport Aviation Calendars. We will have them again at the next meeting so if you want one please give Ted \$3.00.

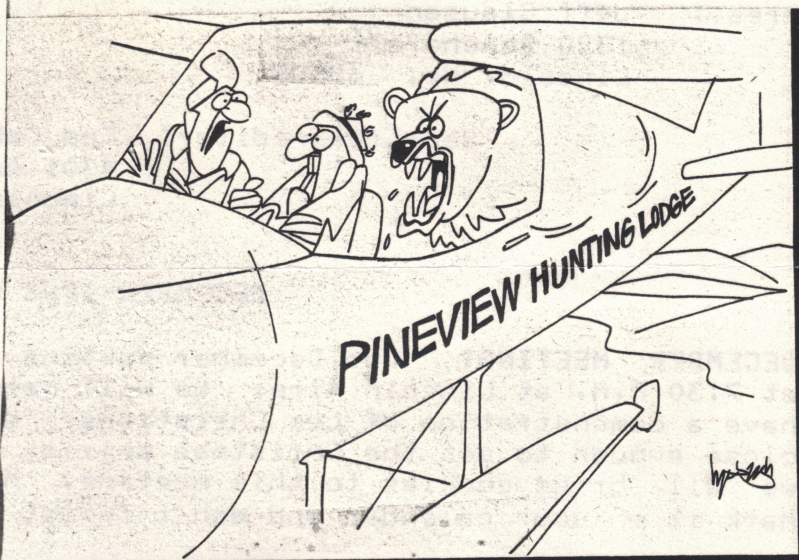


LAT. 40° LONG. 97°
 ELEV. CITY POP.
 FROM CITY: 1.8 ML. N.
 OPERATOR: Tel. 123
 MANAGER:
 RUNWAY SURFACE: Turf, Concrete
 MAINTENANCE: Mowing, snow removal
 LIGHTING: Beacon, runway, obst.
 STORAGE: Hangar, Tiedown
 RADIO: Unicom 122.8
 REPAIRS: Major: Yes Minor: Yes

FUEL: 80, 100 oct.
 ATTENDED: Daytime
 WEATHER SERVICE: Tel. FAA
 REST ROOM FACILITIES: Modern
 OVERNIGHT: 2 blocks from airport
 MEALS: 2 blocks from airport
 TRANSPORTATION: Courtesy car, taxi
 REMARKS:
 USE STRIPS ONLY; Charter service
 and flight instruction available.

Revised 6-1-61

MYSTERY AIRPORT: This months mystery airport is depicted here as it looked in 1962. Contrary to what the managers name would imply, he does not hibernate during the winter. Answer on last page



"I guess I only wounded him..."

The cartoon is for all you hunters in the group. By the way, when I was the local airport kid back in my home town of Ainsworth, a situation like this actually happened. A colorful character whom I'll call Wild Bill, shot a coyote from a J-3 on skis. He landed and hastily laid the coyote in the front seat and took off in a hurry as he was trespassing on this ranchers property. As Wild Bill described it, he saw this rancher racing like H___ toward him and he just sunned the J-3 to take off. Because of the skis, the ole Cub was slow to accelerate and before he got airborne, the slightly dazed coyote came to life. Wild Bill said about then he could see the rancher had a rifle and was going to shoot at him and he couldn't maneuver the Cub because the coyote was between the stick and the seat trying to chew his way out of the Cub. Wild Bill pulled the stick back with both hands and the coyote was howling like there was a full moon and the rancher saw the Cub coming at him head on and hit the snow heels over elbows. Wild Bill in the mean time manages a zoom climb and just clears the ranchers pickup. At about 200 feet Wild Bill regains control and opens the side door of the Cub and out goes the not so wiley coyote. Wild Bill said after being shot and dropped out of an airplane, the coyote was pretty dead after it was all over.

Most of us would've just flown off into the sunset and chocked it up to experience but not Wild Bill. You see, Wild Bill was kind of a cowboy and cowboys being what they are have this thing about being beat. Wild Bill felt defeated as when he landed, all he had to show for his efforts was a few spent shot gun shells and a Cub with a torn up front seat and torn fabric. To top it off, Wild Bill said he circled around after his little escapade and there was the rancher loading Wild Bill's coyote into the back of his pickup with this big grin on his face and his middle finger high in the air. Wild Bill wasn't about to give up and let a sleeping dog lie. The very next morning Wild Bill had him top off the Cub while he loads his shotgun. I prop the Cub and off goes Wild Bill to settle the score with his friend the rancher. About 3 hours pass and no sign of my friend Wild Bill. I'm getting pretty concerned about this time and decide I ought to jump in my little Cessna 140 and go look for him. I no sooner got my plane out of the hangar when up drives this pickup and out jumps Wild Bill. Wild Bill borrowed the pick up from another rancher and he wants to know if we have any J-3 Cub props laying around. I asked why and Wild Bill tells me he went back to the same place he was the day before to set himself a coyote and reverse for coming back empty handed except for a torn up front seat. Anyway Wild Bill sets into the story. He flies around the ranch looking for coyotes and sure enough, spots one far enough away from the ranchers house as to avoid any confrontation. Wild Bill sets about 50 feet off the deck and blasts away at the coyote. He missed on the first pass and as he circled around to make another pass he not only saw the coyote but also his buddy the rancher. Wild Bill said he figured he had enough time to shoot the coyote, land, load the coyote, and take off again. The rancher was going as fast as he could but was still a good 3 to 4 miles away. Wild Bill lined up for the second shot and the coyote instead of running away from the Cub, ducked under it. Wild Bill with the utmost concentration followed the coyote with the sights on his shotgun just about where he wanted them and pulled the trigger. The Cub immediately started to vibrate violently with the engine about ready to shake itself out of the mounts. Wild Bill managed to kill the engine by shutting off the mass and the vibration stopped. So did the prop and Wild Bill could plainly see that he blew the tip off his prop with that last shot and missed the coyote to boot. Wild Bill knew he was going down and he was close to the property line dividing his rancher friends property with that of an adjoining ranch. Finally Wild Bill had some good luck. He saw the fence that divided the 2 ranches and promptly and without much choice, plunked down rather hastily escaping his rancher friend who was hot on his trail. Wild Bill had to hike 5 miles across the snow covered sandhills to borrow the pickup. He was fuming mad after landing without shooting the coyote and instead shooting his prop off and as he trundled off to get help, he turned one last time to look at the Cub and there was the coyote standing on the hill wagging his tail and not far away was his rancher friend on his side of the fence standing on the roof of his pickup with this big grin on his face and his middle finger high in the air.

I'll have more about Wild Bill in later newsletters.

With winter weather fast approaching, don't forget to winterize your airplane. Get rid of your 50 wt. oil and go to a thinner grade. Also remember on some airplanes that there are winterization plates that need to be installed below a certain temperature to keep the engine running warm. Of course you should know enough by now to remove all ice and snow and frost before flying. Every winter somebody ends up bending an airplane or worse yet, themselves because they attempt to take off with ice, frost, and/or snow still clinging to the airplane. Bone up on proper pre-heating of your airplane. Above all, watch the weather closely and get a good briefing from Flight Service.

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>>>>> FOR SALE <<<<<

George Kanck's KR-2 was damaged in a freak storm on September 19th and because he is busy in college, hasn't the time to fix it. Therefore, it's for sale. Call George for details.

Harry Flint has a Lyc. 150 H.P. engine for sale that he overhauled and will make someone a good power plant for a homebuilt. Talk to Harry for the particulars.

Rollie Woodruff has his Curtis Wright Jr. (better known to most of us as the green pickle) up for sale. See Rollie at the meetings.

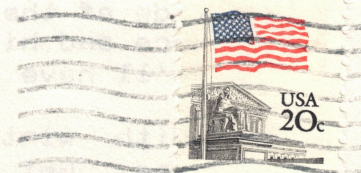
Jeff Clausen has for sale the following items; one set of wheel pants for a Cessna 140-170 etc., a complete instrument panel out of a homebuilt including altimeter, airspeed, compass, rate of climb, engine gauges, turn and bank, etc. All kinds of propellers, certified and experimental, and one Continental A-65 H.P. engine. Contact me or Jim Stephens for info.

Stits Playboy, 125 H.P., new fabric. Asking \$5200. Contact Mark Pearson at 656-3026.

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This months mystery airport is York, Nebraska. Everyone attend the next meeting and please bring your wives and cookies. We'll get the chance to meet our new officers and hear their views on certain issues. See everyone there.

Jeff Clausen



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