



Chapter 569

NEWSLETTER

PRESIDENT

Roger Aspegren
Rt 1, Box 42D
Denton, NE 68339
(402)797-5825

VICE PRESIDENT

Rick Cooper
6941 Crooked Crk CT
Lincoln, NE 68516
(402)423-6212

SEC/TREASURER

Mark Lucey
6024 Francis
Lincoln, NE 68505
(402)466-7665

EDITOR

Terry Carlson
5524 NW Fairway
Lincoln, NE 68521
(402)438-2261

MEETING — TUESDAY, FEBRUARY 7, 1995

LOCATION:

CAPITOL AVIATION
at the North end of the General Aviation
buildings, Lincoln Municipal Airport

TIME:

7:00 PM

PROGRAM:

We will begin with a short business meeting. We will then split into two groups, with Group One touring Capitol's new facility, and Group Two heading over to the Lincoln Control Tower for a short tour, about one hour. Then Group Two will travel back to Capitol's facility and Group One will go over and take the tower tour.
BE SURE TO MAKE THIS ONE!

PRESIDENT'S MESSAGE

At our last monthly meeting, Larry Rhoden showed us clips of some of our member's projects and planes. Personally I am excited about this project and hope we end up with a great Chapter film which can be used to promote our club and EAA. If you have any comments or ideas to help us complete this project, please let me know.

Jim Fix announced at the last meeting that he and Jan are now "retiring" from the Christmas party committee. Why this year guys? If any of you have been just waiting for this opportunity to be in charge of the Christmas party, get your name in fast. Jim and Jan have done

an outstanding job for many years. Let's keep it going! Charlotte and I just returned from a visit to our three grandchildren (oh, a couple of daughters and son-in-law also) in Seattle. Although most of our time was spent spoiling the kids and eating crab, we also visited the Boeing Flight Museum. If you ever get in this area, be sure to see this museum. It's great.

Kent Baughman has consented to be our program chairman this year. He may be calling on some of you for help from time to time on special projects. Please try to help. We have an ambitious schedule for the coming year and he will need your help. Our February meeting will be very informative. See you the 7th.

EXPERIMENTAL AIRCRAFT ASSOCIATION

WITTMAN AIRFIELD, OSHKOSH, WI 54903-3086 • PHONE 414/424-4800 • FAX 414/424-4828

"Ed's resolution is to finish the homebuilt . . . isn't it Ed?"

1995 MEMBERSHIPS DUE

For those of you who have not renewed yet, just a reminder that you may not receive a copy of the newsletter if you don't renew soon. Our mailing list will be culled in a couple of months due to the high cost of postage. To date, twenty-six members have supported our cause by renewing. Thanks to all of you who have done so, and we look forward to a great year.

WHO'S WHO IN 569

Edward Garner, EAA #785, (did you get that number?) RR 1, Adams, NE has been flying airplanes since he was in high school. The first airplane he ever touched was a Lincoln Page in 1927 at Fonda, IA, just northwest of Ft. Dodge. He was hooked from that moment on. In 1928 he took his first flying lesson in a Waco 10. With just four hours dual under his belt, he was considered an oldtimer. Yes, believe it or not, later his fifth hour of training was SOLO in a Taylor Cub. Over the 67 years that Ed has been flying, he has proven himself an expert aviator many times.

On December 10, 1941, he rode his motorcycle to Camp Dodge near Des Moines, and was one of the first ten men sworn into the Air Force after the bombing of Pearl Harbor. Ed went to aircraft mechanic school, after which he was transferred to the Rapid City Air Base. The base wasn't quite completed yet, so he pulled a lot of KP until he spotted some brand new Harley Davidsons still in the crates waiting for shipment to other bases. He talked his CO into letting him set up those Harleys and train others to ride them, because he was tired of pulling KP. He made a name for himself as a "real biker" when it came to riding motorcycles. He

still has pictures that were taken of him during a base parade while he was standing on the seat as he passed the Command Stand.

In 1944, Ed was transferred to Amarillo, Texas for flight school. There, he received very high scores and passed with "flying" colors. From there he transferred to Tempe, Arizona for more flight study, where he received a college degree. Pretty good, considering he hadn't graduated from high school yet. After that, he did get his High School Diploma through the GED program while still in the service.

Then he went on to King City, California. There he flew Stearmans for ten weeks. It was while here that Ed decided to see how many spin turns he could do in a Stearman while by himself. One beautiful day he flew the bird to a height of about 13,000 feet, pulled the stick to his belly, kicked full rudder, and over she went. He spun it a full twenty-one turns before attempting his recover, which put him at less than 3,000 feet AGL. Whew! Then on to Tucson, Arizona for some T-6 training. After flying T-6's for some time, he transferred to LaJunta, Colorado for B-25 training. From there he came to the Lincoln Airbase, right here in Lincoln, and became a T-6 Check Pilot. He was a Check Pilot Flight Officer for combat returnees until the end of the war. Ask Ed about his famous 70-mph loop in a T-6. Airspeed at seventy, snap the stick to his belly as he gave it full throttle, he could do these all day long, and his passenger (pilot) would be hanging upside down from his seatbelt wondering, "how'd he do that at only 70 per from straight and level flight? It's amazing!"

At the end of the war, he was the proud owner of a Waco RNF. Preparing to go home, he took the rudder pedals, flight and engine controls and other important things out of the front cockpit, and then

stuffed all of his worldly belongings into it. One of his buddies saw the front cockpit packed completely full, and said "Ed, are you nuts? What about all of the controls in there? They might get jammed by all that stuff!" As Ed took off for his home town back in Iowa, he snickered to himself because he didn't tell anyone he had removed all of the controls.

While at home in Iowa after the war, Ed gave rides and lessons in his Waco RNF. He also had some fun with it. Ed says there is a secret to unwinding a roll of toilet paper when you throw it out of an airplane. He would take a friend and a few rolls up with him. "The secret is in the wrist action when you throw it overboard. You have to get it spinning!", Ed says with a smile. "Then as it falls, it will unwind and you can have a couple of hundred yards of paper to cut with your wing". On one occasion, his last one in the Waco, he had one small problem. As he dived into the paper, the prop started winding it up and pretty soon he had a giant ball of TP on his engine, "Burning"! Luckily, it burned itself out before too long without causing any permanent damage, (except to Ed's ego) and he landed safely. No more cutting TP in the Waco!!

After the war, Ed returned to the Air Force and spent thirteen more years as an aircraft mechanic all over the world. Many of those years were spent in Alaska.

Ed has flown at least one hundred different kinds of airplanes. Starting with A in the alphabet, and going through it to Z, there are only three letters he can think of that are not the first letter of an airplane name he has flown. From the tiny Aeronca C-3 to the gigantic Douglas Globemaster, Ed has been in the left seat, right seat, front seat, back seat, or only seat of more airplanes than most of

us can identify.

He was in the agricultural spraying business for many years prior to retiring. His favorite ag plane is the big Thrush, but he has owned many types, (all but a Piper of course, he told me he wouldn't fly one). In the early 60's, he was contacted by the Ag-Cat manufacturer who asked him if they could bring the number two prototype Grumman Ag-Cat spray plane out for him to use to see what he thought of it. Now, that's clout! They brought it to him!

In 1964, he started building a Meyers Little Toot biplane. He worked on it over the next twelve years, and in 1976 it flew for the first time. He made so many changes to the Toot, that he says it's a "Garner's Little Toot" now, not a Meyers. All of the spruce wing ribs and many other parts were made from a Bellanca main spar he had brought back with him from Alaska. He cut it to proper sizes himself.

He showed me no less than eighteen trophies he has received with the Toot. Several 1st Place, a Second Place, a few Greatest Distance Flown, a Best Homebuilt, a Wahoo Air Race Winner - Average Speed 145mph (Ed claims his seat-of-the-pants flying and Spray Pilot Turns helped win this one), a Best Biplane, a Best Ideas, the George Meyer Memorial Award (presented by the family of George Meyers, Meyers Little Toot designer), the Aviation Contribution Award by the Nebraska Aviation Industry, the Shabby Prop Award for Most Dings and Scratches (presented by Jim Fix Prop Shop), and no less than five Oldest Pilot Awards.

Ed Garner has lived the life of a true aviator, and I think the Experimental Aviation Association as a whole, and especially EAA Chapter 569 are very lucky to have him as a member. I'm sure Ed has some positive input about any type of flying or building that any of our

members are interested in, so ask him his opinion. You'd be getting it from the horses mouth for sure. Thanks for the interview, Ed!

WANT ADS

If you have airplane junk or goodies to sell or give away, let me know. I'll put it in the Wants Ads.

COMING PLANE STUFF

February 15-17 - The Annual Nebraska Applicators Seminar and Nebraska Aviation Trades Associations Annual Convention, at the Kearney Holiday Inn. For more information contact Soni Stone or Bill Tesar at (402) 471-2371.

March 3,4 - The Annual Nebraska Aircraft Maintenance Seminar at the Mid-Town Holiday Inn, 2503 South Locust St, Grand Island. Early registration is March 2. For more information contact Neil Vernon at (402) 471-2371.

INTERNATIONAL YOUNG EAGLES DAY

Please mark your calendars for June 10, 1995. This will be the Second Annual International Young Eagles Day. Hopefully, Chapter 569 will have a great showing for the event. We'll keep you informed.

Technical Counselor Program

Q. Who is the typical Technical Counselor?

A. From a survey done, we know that the "typical" Technical Counselor is fifty-seven years old,

February 95, Page 5

the oldest being eighty and the youngest twenty-seven. On the average, a Technical Counselor visits various aircraft some twelve to thirteen times per year, presents an occasional technical program in their local Chapter, and on occasion, sends technical information to EAA Headquarters for possible publication. Sixty-two percent of the Technical Counselors are aircraft builders, having completed 1.9 aircraft each. Seventy percent have completely restored an aircraft, and over ninety-five percent have either built an aircraft, completely restored an aircraft, or hold an A&P license.

Q. What activities must an EAA Technical Counselor perform to maintain his active Technical Counselor status?

A. Visit three aircraft per year, or provide three Chapter programs per year, or send three articles to the EAA for consideration for publication per year, or send in photographs from three different visits for publication, or any combination three of the above. They may also work as a volunteer at the Oshkosh EAA Convention in a Technical Counselor capacity at the Homebuilder's Corner, Workshop, etc. They must document this activity every other year on a Revalidation Form which is sent out in November each year to all Technical Counselors. This form must be returned to EAA Headquarters to maintain their active status in the program.

Q. Does the Technical Counselor sign log books?

A. The Technical Counselor must not sign off any log book or document indicating an official inspection or judgment of airworthiness. To do so may abridge

the authority of the Federal Aviation Administration.

Q. Can the Technical Counselor help to modify an aircraft?

A. No, their function is to ensure compliance with the plans. Any modifications to plans must be by agreement between builder and designer only.

Q. Does Chapter 569 need Technical Counselors?

A. Yes! Get your name to one of the officers if you are interested. It sounds like a very rewarding experience for everyone concerned.

PLEASE RENEW NOW

Terry Carlson
EAA Chapter 569
5524 NW Fairway Dr
Lincoln, NE 68521

Art Curtiss
1222 Beechcraft Rd.
Lincoln NE 68527

PLEASE HELP!

YOU can make a big difference in this newsletter. If you wouldn't mind, I would like to visit with you and get to know you better, and I know many others in the Chapter would too. If you wouldn't mind, I would like to do a short story on you for the newsletter. If you wouldn't mind, I would like to introduce you to all of us that may not know who you are and what you're about. You know that all of us in the Chapter have one thing in common for sure. Airplanes! We may not have one, but we love them anyway. SO, please contact me "if you wouldn't mind" helping me with all of the above. 438-2261 Thanks!

AND BEAT THE RUSH!

