

January, 2012  
Volume 37, Issue 1  
[www.eaa569.org](http://www.eaa569.org)

# EAA Chapter 569 Newsletter

Lincoln, NE



## EAA 569 Contact Information

### President

Thomas D. Johnson  
402-519-3252  
[td\\_johnson@tbarine.com](mailto:td_johnson@tbarine.com)  
808 W South St.  
Juniata, NE 68955

### Vice President

Cristi Higgins  
H: 402-798-0230  
[higginschristi@msn.com](mailto:higginschristi@msn.com)  
P.O. Box 68  
Cortland, NE 68331

### Secretary

Doug Elting  
H: 402-423-3916  
W: 877-445-6311  
[nelting@neb.rr.com](mailto:nelting@neb.rr.com)  
5701 So Coddington Ave  
Lincoln, NE 68523

### Treasurer

Matt Olson  
3841 NW Michael  
Lincoln, NE 68524  
210-748-0637  
[matt0@ozu.es](mailto:matt0@ozu.es)

### Tech Counselors

Erick Corbridge  
402-499-1039  
[Corbe99@Yahoo.com](mailto:Corbe99@Yahoo.com)

Tom Henry  
H: 402-791-2116  
W: 402-479-1540  
[TomHenry3@aol.com](mailto:TomHenry3@aol.com)

### Newsletter and Web Editor

Doug Volkmer  
H: 402-483-1108  
[rv7doug@gmail.com](mailto:rv7doug@gmail.com)  
3720 Stockwell Circle  
Lincoln, NE 68506



## Meeting Announcement

**Date:** Tuesday, January 10<sup>th</sup>  
(please note, this is the 2<sup>nd</sup> Tuesday)  
**Time:** 7:30pm

**Program:** Chapter 569? Which way are we going?

**Place:** Duncan Aviation Engine Shop  
5000 NW 44<sup>th</sup> St – Lincoln, NE

## President's Message Thomas D. Johnson



Season's Greetings from your new President. I want to thank those members who came to the November meeting and put me in this position. For those members who did not come and vote - this is what you get!?

A big Thank You to Cristi Higgins and all those that helped put together the Christmas Party. That was a great turnout. I only wish more of these members would come to our monthly meetings. And a big Thank You to all that donated door prizes. My daughter Angela was very happy to get a picture by Doug Prange.

Which way is this EAA #569 bus going? That is what we will talk about at the January 10th, 2012 meeting. Hopefully after that meeting we will have a better roadmap of which way the

Members want to go?

Some of the things we shall talk about at the January meeting are: What evening of the month works best for you to have our meetings on? Finding our own building for Chapter meetings and member's projects. Starting a building fund. Becoming a not for profit organization. Getting new members to join our EAA Chapter. Getting more youth interested and involved in what we do, and much more. Bring your list of ideas, as this is what our program will be about at the January 10th, 2012 meeting.

What is on your 2012 Bucket List that involves aviation? Make a list over this holiday season and plan on sharing your 2012 "Aviation Bucket List" with us as we go through introductions at the January 10th, 2012 meeting. Feel free to bring an aviation minded friend, or better yet, an aviation motivated youth.

I hope everyone had a Merry Christmas and will have a Great New Year. God Bless America.

### Books added to the ToolBox

The generous donation of books from Chuck and Judy Oden have been added to the Chapter website. You can view them in the Chapter Toolbox portion of the website and check them out in the same fashion.

## Book Review – *Runway Dust*

Our friend, Marty Santic, who edits the excellent Chapter 75 Newsletter, forwarded an email from a fellow who was looking for people to review a new book. I replied and author Charles “Ron” Furden sent me a prepublication copy of *Runway Dust*.

The book is the memoir of a teenager who went out to his local airport and found a job as a ramp rat to finance his dream of learning to fly.

All that was private aviation at small airports in the 1950s is found on the pages of this fine work.

The book will be published sometime in 2012. I certainly recommend it to anyone who remembers, or wants to know about, the Piper Cub era.

My letter to Ron is below.

Dennis Crispin

11/11/11

### SOME THOUGHTS ON *RUNWAY DUST*

Three times I pushed a J-3 out of the hanger for my first flying lesson. Three times the flight was canceled for some mechanical problem or scheduling conflict. Then the worst of the Nebraska winter came in and for weeks it was too cold to go flying in a Cub. When the weather moderated a bit,

the two flying club trainers were fully booked by students trying to finish their private licenses before the new regulations (requiring instrument time) took effect.

Finally, I had a plane and instructor scheduled, but he suggested that it would be a waste of time to start in a Piper Cub. He took me to the shop where the final details were being done to a complete rebuild of a Cessna 140. There was new fabric on the wings, new paint, new tires, new upholstery, a fully rebuilt engine and – most important – a full panel of gyro instruments and a VOR navcom.

The instructor explained that the new regulations for the private pilot’s license required that some instrument time be integrated into the private pilot training syllabus. Thus the loyal old Piper J-3 Cubs were now obsolete for training and being replaced by the fully equipped Cessna.

One week later I became the first student started in the new program at the University Flying Club and at Lincoln Aviation.

So I missed the Piper Cub era, but only by days!

With the new format, flight training changed overnight. It was just a little more concentration on serious airmanship, just a little less flying for the exhilarating fun of it. We sat side by side with our instructors where they could scream in our ear at our aeronautical misdeeds. We pulled the starter cable to fire up and

never did learn the art of hand propping. We made radio calls when we entered and left the pattern. Cross country flights were still planned by drawing wind triangles, but flown with the precision of the omnirange. Stops at tower controlled airports were included in student trips, just for practice. The spring gear on the Cessna required a much more exacting touch on landing to avoid the dreaded bounce. The paved runways now received more training time than the parallel sod strips. A year later, the 140 was replaced with a new Piper Colt and most of us never flew a tail dragger again. We cringed when the instructor reached behind the seat for the hood to start a session on instruments.

I left for a couple years for the service and when I returned, the small airport on the edge of town had been closed. The GA activity moved to the new airport that was built adjoining the Air Force Base. We now shared airspace and runways with airliners, heavy bombers and military transports. A control tower monitored our every move. There were two DC-3s and a Turboprop Gulfstream on the field. The FBO on the other end of the ramp was a dealer for helicopters, sophisticated twins and the new Learjet.

Then suddenly private aviation became a very big business. The flying club transitioned from Colts and TriPacers to Cherokees and Arrows. The FBO’s training and rental fleet numbered fifteen aircraft. The shop was doing a

*(continued on page 3)*

*(continued from 2)*

booming business on high performance singles and twins. On the ramp, even more fuel was sold to transit aircraft than to the sizeable local fleet.

The easy pilot's lounge comradery of the old days was gone. A rainy day no longer featured hanger flying sessions, but instead the professional pilots updating their Jep binders and the students ground schooling for their next written exam. The flight instructors now wore neckties on the days that they were to take out a charter. The line guys were issued uniforms.

The Cubs, Champs and Taylorcrafts just disappeared as if they had evaporated in the summer sun. A few were left to rot in the weeds behind the hanger, thought to not be worth the price of a fabric recover and an engine major overhaul. Some moved on to western Nebraska where the ranchers used them to hunt coyotes and check fences. A quarter century later they would become very valuable collectors' items.

I have rambled on way too long here, but all this is to explain just how much I enjoyed *Runway Dust*. I thoroughly loved my early aeronautical training and consider it one of my great life experiences. But something deep down inside me acknowledges that I missed something very fine by not starting my aviation adventures just a bit earlier. Fifty years later, I still haven't flown, or even had a ride in, a Piper Cub.

*Runway Dust* is one of those books that you start reading and then discover that you have missed bedtime by hours. I don't know how it will be received by non pilots, but anyone who has ever learned to fly will appreciate every paragraph and find that it triggers dozens of wonderful memories.

Author Charles "Ron" Furden possesses an excellent memory for detail and a writing style that puts the reader right into the back seat of his beloved Cub. This view of aviation is one that could only have been told by someone who was there and experienced it personally. You will share the smells, the sounds, the thrills, the adventure, the challenge and the rewards of aviation in the fifties. You will get to know the wonderful people that inhabited a small, gravel strip airport in Idaho. You will smile at the admissions of teenage misjudgments and your heart will be touched at the emotions recalled when a friend was lost in a crop spraying tragedy.

But Ron's book isn't really about airplanes. It is much more the story of the people that became friends, mentors and influences for a lifetime.

I can only find the smallest details to question. I never before heard anyone refer to the "yoke" as a "steering wheel". Ron mentions that the Cessna 140 was a later development of the 120. If memory serves me correctly, both aircraft were introduced at the same time. The 120 was the basic model and the 140 was the deluxe version that

added a sensitive altimeter, electrical system, starter, lights and the option of a radio. The only structural differences in the aircraft were that the 140 had flaps and the rear quarter windows. A few years later the Cessna 140A sported an all metal wing. When you see a 120 today, it always has all the electrical goodies and often the rear windows. I assume that they are aftermarket additions.

I was surprised that Ron says that he checked out in the Cessna 140 with only one short duel session. As I recall, the pilots in the flying club that learned on the J-3 were a bit afraid of the 140 and its tendency to bounce on landing.

*Runway Dust* is a great read. I predict that it will become a favorite of anyone who was lucky enough to have experienced the Piper Cub era and to anyone who wishes that they had been there.

Dennis Crispin

### **Thank You from Charlotte**

Thank you to the EAA family for your cards, calls and donations to Roger's memorials. You know that this organization was a treasured group of individuals that Roger loved being with. Flying was his first love and I think talking about flying must have been second!! Roger made a difference in many lives, and hopefully in yours. Thank you for all you did for him to help make his days happier.

Charlotte Aspegren

## Christmas Party 2011



The Knoll's was again the setting for the Chapter 569 Christmas party. Cristi Higgins did an excellent job of putting this all together. President Erick Corbridge began the evening by welcoming the audience of 70 plus. Bob Chambers then followed with a very nice aviation themed invocation.

The Conchords, a barber shop quartet provided the evening's entertainment.

Yvonne Shoemaker, Joyce Sell and Charlotte Aspegren were each given an award for their dedicated service to the monthly breakfast. These awards were well-deserved and long overdue. Thank you ladies for all that you have done.

Cristi Higgins was the recipient of the Spark Plug Award for 2011. Cristi has embraced the Chapter since joining in 2008. She is a member of the breakfast club, serves as a Young Eagles Coordinator and is our current Vice President.

Thanks to all who donated the door prizes which were given away at the end of the evening.

## 2012 Dues are Due

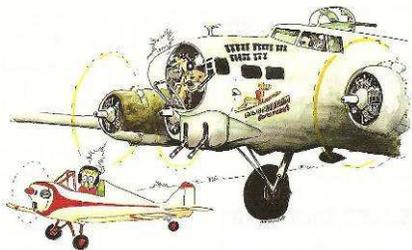
By Doug Volkmer

Happy New Year! A new year also means it's time to pay your Chapter dues. The amount remains at \$20.

Whether you are a new member or renewing your membership we are encouraging members to go to the Chapter website ([www.eaa569.org](http://www.eaa569.org)) and fill out the online form. To get to the form, select Members on the Chapter website home page and follow the instructions on the page. After submitting your form, you will be instructed on where to mail your \$20.

For those members who prefer to fill out the paper form, we have included a copy of the form on the last page of this newsletter.

Again, whether you are a new member or renewing your membership we ask that you fill out the form.



“Lincoln Ground, this is ‘Overcast’, request permission to test guns!”

## Classifieds

### Get your Big Red gear!



Chapter 569 member Doug Prange is selling 1<sup>st</sup> N Ten tee shirts like the one pictured above. They are available in black or red, with sizes ranging from S, M, L, XL and XXL. Price is \$15 each (\$16.50 for the XXL). Mention Chapter 569 and Doug will give \$5 back to the Chapter. If you are interested, contact Doug at [doug@prangephoto.com](mailto:doug@prangephoto.com). Be sure to check out Doug's aerial photography at [www.prangephoto.com](http://www.prangephoto.com).

### FOR RENT

Nice Cessna 152 available for rent out of LNK. \$85/hr includes all fuel and oil...you provide the fun! Complete checklist and radio script always handy. No instructor charge for rental checkout. Call John Cox 402 239-3953

### FOR SALE

#### 1996 Van's RV-6 (reduced)



ARV-6 with 185 HP Titan engine (210 smoh by Nevada Engines)), TT 820. New Sterba prop, King KY96 com, Apollo SL60 GPS-com & Apollo 360 moving map, Narco AT50 Txp mode C, RST-504 audio panel, electric flaps, manual pitch and aileron trim. Strobe, nav, taxi & landing lights. Digital Tach & Hobbs. New altimeter, oil temp, tires, brakes and seats. Built by an AP. Great short field performer and fast cross country plane. Bought last December and flown 120 hours since but have decided to go Sport Pilot. Based in Seward, NE. 402 643-3464 or Cell 402 540 5679. Asking \$ 52K obo. • Contact Charles H. Krutz, Owner - located Seward, NE • Telephone: 402.540.5679 . 402.643. 3464

#### 1978 Piper Tomahawk



PA-38-112 2216 TTAF&E  
Very Clean, new August, 2011 Annual  
All AD's Current. \$18,500 obo

More Pictures at <http://tbarjne.com>

Email Tom at:  
[td\\_johnson@tbarjne.com](mailto:td_johnson@tbarjne.com)

## Events

**York Airport (JYR)**, EAA Chapter 1055 Fly-in breakfast on the 1<sup>st</sup> Saturday of every month. 0800-1000. Free will donation.  
**Crete Airport (CEK)**, EAA Chapter 569 Fly-in breakfast on the 3<sup>rd</sup> Saturday of every month. 0800-1000.

**EAA Chapter 569 Membership / Renewal Form**  
**Include your \$20 check made out to EAA Chapter 569**  
Mail it to: Matt Olson, 3641 NW Michael, Lincoln, NE 68524

\_\_\_\_\_  
Name

\_\_\_\_\_  
Spouse

\_\_\_\_\_  
Address

\_\_\_\_\_  
City

\_\_\_\_\_  
State

\_\_\_\_\_  
Zip

\_\_\_\_\_  
Home phone

\_\_\_\_\_  
Work Phone

\_\_\_\_\_  
Email Address

\_\_\_\_\_  
EAA Number

\_\_\_\_\_  
Date You Joined Chapter 569

\_\_\_\_\_  
Newsletter via email ?

\_\_\_\_\_  
Aircraft Owned

John Cox  
2279 County Road 2425  
DeWitt, Nebraska 68541-2518

