



EAA CHAPTER

NUMBER...569

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

OF Lincoln Nebraska ZIP 68506

Pres.: Jeff Clausen
1320 Beechcraft
Lincoln, Ne. 68505

V. P.: Jim Fix
Blds. 972, Airpark West
Lincoln, Ne. 68524

Sec-Treas: Ted Oehlert
4301 Antelope Creek Road
Lincoln, Ne. 68506

MARCH 1982 NEWSLETTER

MARCH MEETING: This month our meetings will be held at Lincoln Aire on Tuesday March 2nd at 7:30 P.M. Our guest will be Mr. Al Milana who is an accident prevention specialist for the FAA. Al puts on an excellent program and it will definitely benefit all who attend. Please make an effort to attend and as always, bring a flying buddy with you if possible. Al's topic will deal with take off and landings plus other accidents that are common. We can all learn from others' mistakes so be sure to see this one.

Also remember to pay your dues this month. At our last meeting we voted to raise the dues from \$12.00 to \$15.00. Dues will need to be paid this month with a due date of April 6th, 1982. After April 6 you'll be dropped from the active membership list. Please pay your dues and if you can't attend in person, mail your dues to Ted Oehlert at the above address. This summer will bring an increase to our flying activities as we plan to have numerous fly in picnics and other family type get togethers. These will be on weekends so everyone can attend and get their \$15.00 worth. If you can't make our monthly meetings on Tuesday nights, please don't feel left out. This summer will bring you the opportunity to get into our various flying activities and to visit friends you haven't seen in awhile.

I have an offer to make to all members of Chapter 569. For anyone who gets a new member to join our chapter I'll personally give that member a free ride in a PA-12 Super Cruiser.

Our February meeting was a very enjoyable experience in that we got to learn about the Air and Army Guard. Thanks to officers Gary Leeder and Steve Adams of the Air Guard for the treat to look at and learn about the RF-4s. Many members also got to fly the F-4 simulator. I am happy to report that 11 of the 12 people, crashed and burned in the simulator but walked away without a scratch. The 12th guy actually landed safely.

On the other end of the ramp we had the opportunity to view the Army Guard's facility. Thanks to officers Randy Cockrum and Phil Seefeld. We all got some cockpit time in the helicopters and got answers to some of our stupid questions. I wrote letters to both the Army and Air Guard commanding officers commending our tour guides.

I overheard a couple of members talking about building a one half scale F-4 using the Jet engines out of a Lear. It would for sure be a hit at Oshkosh. It would also leave Hershey bar stripes on your Fruit of the Looms during climb out.

> > WHAT OUR MEMBERS HAVE BUILT & FLOWN < <

I want to briefly mention those members who have built homebuilt aircraft and flown them. In future newsletters I will have a detailed account of each of these homebuilts including length of time to build, problems encountered, handling characteristics, and performance etc., etc.

Ken Dahle has built and flown a swift little KR-2. He hangsars his bird at the Seward airport and we had the chance to view it last May at our picnic.

Sam Dunlap has 2 homebuilts. A Baby Ace and a Quickie. Hopefully Sam will show off his air force at one of our get togethers. Sam hangsars his birds at the Crete Airport.

Ed Garner has a splendid little biplane that he designed and calls it a Garner Toot. I understand Ed is going to put a larger engine in his craft someday. We will get the story later from Ed. Mr. Garner keeps his plane at his own strip in Panama, Nebraska.

Dr. Reinmuth, although temporarily touching up his airplane, has flown his Vari-Eze. Doc did an excellent job on this fast and beautifully finished airplane and we are all hoping to see him flying it again soon.

Jim Stephens has one of the most well known airplanes in our chapter. Jim built an RV-3 and has flown it for approximately 80 hours now. He has won numerous awards and has a paint job you can't miss. Jim hangsars his pride and joy at Pesters. This is Jim's second homebuilt. His first one was a Smith Miniplane that was recently sold to a gentleman in Oklahoma.

Rollie Woodruff has one of the oldest homebuilts in these parts. Rollie's Curtis Pusher replica has graced the sky over Lincoln for a good number of years now and we sincerely hope Rollie will do it again for us in the near future. Not only is Rollie into homebuilts but he is our chapter's expert on ultralights. Rollie is currently selling the Eagle and hopefully we will see a lot of Rollie and his flying machines this spring.

If I have missed somebody, please let me know. Thank you.

DID YOU HEAR THE ONE ABOUT . . .

There was this young, hot shot kid who called himself a bush pilot and lived in Canada. He was trying to make a name for himself and would do anything to gain recognition. One day our boy was at the local airport and a rich Indian happened by. The Indian had a bag of gold and had just bought a bunch of supplies and was looking for a pilot to fly him to his camp. There were numerous pilots in the office that day but no one wanted the trip. The Indian lived in a remote region where you had to land on the edge of a cliff and ground loop to keep from going off the other end. The Indian grunted and said, "I so find Sourdough Sam, he flew me in last year." Just as the Indian turned around to march out the door our young pilot fired up and said, "Wait! If Sam can do it, so can I." Off they flew into the north country. After about an hour they arrived over the tiny clearing and the pilot turned pale and said, "You sure this is where Sam landed last year?" "Yea" grunted the Indian. The pilot clenched his teeth, slowed the plane down, dumped flaps, opened the doors, stuck out his feet and did everything he could to slow down. They landed, rolled across the clearing and off the edge of the 300 foot canyon.

Dazed, the pilot got to his feet. The Indian smiled and paid him his money. "Good flight" the Indian grunted. "Just like last year!"

Congratulations to Dick Adamson on his recent purchase of half interest in Bob Allen's Cessna 172.

SWAP - SALE - TRADE - WANTED

Nothing new to publish since last issue. Submit your item to be included in this column.

* * * * *

Hope to see everyone in March. Remember, if you're rusty and haven't flown for some time, attend this next meeting for a refresher course on the art of taking off and landings to be presented by Al Milana of the FAA. Bring friends!!

One last item. Please use the name tags to be provided at the next meeting so we can become better acquainted. If you're like I am, I have a heck of a time remembering names. Thank you.

Jeff Clausen