



EAA CHAPTER

Number 569

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

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MARCH 1988 NEWSLETTER

MARCH MEETING: The next meeting of EAA Chapter 569 will be held on Tuesday, March 1st at 7:30 P.M. We will meet in the meeting room at the Cobbler Inn (Shoemaker's Truck Stop, NW 48th and West "O", Lincoln). The refreshment committee for March is Duane Drahota (in charge), Bill Ferguson, Charles Ferguson, Jim Fix and Lyle Gamble. The following meeting for April, the refreshment committee members will be Richard Hanson (in charge), Ed Garner, Dale Greene, Wilbur Hanson and Terry Holsclaw.

SECRETARY'S REPORT: EAA Chapter 569 Minutes of February 1988 Meeting

President Bob Dinkel called the meeting to order. The secretary and treasurer's report for last month was approved as printed. The following members gave status reports on their projects: Jim Debus on his KR-2, Terry Holsclaw on his Dyke Delta, Doc McKinty on his Thorp T-18, and Andy Bajc on his RV-4.

Bill Hamilton and Don Shoemaker gave a report on the Southeast Nebraska Aviation Council, and they were given the authority to go ahead and draw up new zoning laws with a grandfather clause for existing airports and present it to the Lancaster County Planning Commission for them and the City of Lincoln to review.

Jim-Chambers also told about meeting recently with a Mr. Hoffman who was a Regional FAA Manager. Mr. Hoffman was not a licensed pilot and never flew himself. However, having worked in control towers and as a Regional FAA Manager, he had a lot of knowledge of what the Federal Government has in mind of accomplishing by the year 2000 which is only 12 years from now. Basically it is a program that will eliminate the private small single engine plane. He indicated that in the near future, the Lincoln Approach Control would be under the Minneapolis Approach Control. This in turn would have an effect on small airports such as Pester's.

A floor discussion was had following Jim Chambers, Bill Hamilton, and Don Shoemaker's reports on the plight of the private pilot and the part that AOPA and EAA play in it, along with EAA's requirement that all members join the National EAA. Chapter 569 will not make it mandatory that all members join

the National EAA and will leave it as a personal decision for each individual. We private pilots need all the lobbyist help we can get in Washington through the EAA and AOPA and it was voted that Chapter 569 will remain affiliated with the National EAA.

Jerold Carlson gave a report on the progress of Chapter 80 and 569 fly-in. August 27, 1988 is the date selected for the fly-in at the Wahoo Airport. A detailed report on all activities on the ground and in the air are to be made and presented to the Wahoo Airport Authority so that proper insurance coverage can be arranged.

Jim Chambers has a Baby Great Lakes about 75% completed, and due to lack of time would like a partner or co-owner to help finish the project.

Paul Wood put on a nice slide show of pictures taken in California and Oshkosh. They were of beautiful scenery and of old and new production line, home built, and military aircraft.

There were 38 in attendance.

Refreshments were served and the meeting was closed at 10:15 P.M.

Chapter 569 mourns the passing of member Dan Babcock who passed away February 18, 1988. He had the flu which triggered other problems that became acute. Chapter 569 sent flowers in his memory.

TREASURER'S REPORT

Balance Brought Forward		715.93 •
Expense		
New Checks	7.43	<u>7.43</u>
		708.50
Income		
Dues Paid	165.00	
Calendar	15.00	
Sales Raffle	11.50	
Refreshment Kitty	<u>12.58</u>	
	204.08	<u>204.08</u>
Check Book Balance		912.58
2/4/88 Certificate of Deposit		<u>1095.65</u>
Chapter 569 Net Worth		2008.23

Submitted by Dick Miller

More from Paul . . .

To those of you who after the last meeting inspected the mechanical part from the Japanese Naval combat plane crashed on Guadalcanal in 1943 by Shirley Tebo's late husband Ted, who served there as a Sea-Bee, we have a translation of the Japanese inscription from Bennet Martin Library;

GENERATOR/CIRCUIT(TENOR?)
ADJUST INDICATOR/EXTENSION

Mostly personal, mostly good old days.

Sometime, before or after my home-made cotton muslin, 60 foot high hot air balloon adventures, I met the young owner of a highway service station whose name was Tommy Dutton. I remember his name because he saved the lives of an older couple whose burning car erupted near his business, by dragging them out of the enflamed sedan, and having done so, I went to work to see that he was awarded the Carnegie Medal of heroism. If I recall rightly, cash came with the medal too, but I could never understand his cool attitude towards me for my efforts in his behalf. Perhaps heroes don't appreciate meddlers. This same man had been a test jumper for the Navy at China Lake, California and had custom made his harness and chutes for test work, which I purchased for \$10 complete with O.D. carrying bag.

In Oklahoma in the early fifties, sky-diving was unknown, and being attracted by the romance of planes and parachutes, I set out to make my first (virgin?) jump. I watched carefully as Tom stretched the canopy out over his greasy garage floor and expertly packed it for me. "I can do this," I thought.

Insurance tort law was rare in those days, and I got a ride to 3,000 feet AGL in an Aeronca Champ, with the door off. Sickened by fuel fumes from the leaky tank gas cap, I was grateful to leave, and without boots or helmet made an amateurish free fall to an opening that left me with riser burns and thigh "strawberries", from the shock. My descent under the orange and white 28 foot canopy was glorious, and I could see cars on the road below me pull over to witness the event (Oklahoma was dull even then). I "slipped" to avoid a crash through a hangar roof, then again to miss a taxi-way, to finally impact the turf. The crowd that descended upon me, with harness attached, included; a man who gleefully dove into the canopy and rolled around with abandon, a youngster who asked me "who jumped?", and several who asked where the plane crashed.

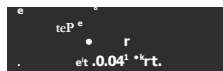
Part Scrooge, part Scot that I am, I would save \$5 and repack the main 'chute myself, simple job that it seemed to be. Little did I realize the skill involved that Tom Dutton made look so simple. Which leads me up to the pictures that follow of the miraculous double 'chute jumper snagged to the biplane.

The second jump, with self-packed main 'chute was the classic malfunction which jumpers call a "Mae west." The defectively packed canopy deployed, but half of the canopy turned wrong side out with friction of nylon to nylon actually fusing the fabric, stuck in the shape of a mammoth brassiere which gave me a descent speed similar to that of a Steinway. I at last pulled the 24 foot reserve 'chute, and after some anxious, heart stopping moments, deployed perfectly. The result looked like the parachutes in the photographs that follow. I landed buttocks down, in a soft wheat field infected with rust, which covered me with red dust. Subsequent jumps were dangerous, but less dramatic.

Paul Wood

> > > FOR SALE < < <

For Sale: Benson B8-M Gyrocopter and most parts for three units. Includes 3 rotor heads, 2 sets rotor blades, and complete running engine and spare parts. The asking price for everything is \$3,000. If interested, contact Floyd Olson at (402)423-3338.



Parachutist Chionni and the disabled plane from which he has just jumped at Fr6jorgues near Montpellier, France, glide to earth early in 1963. Chionni's dorsal chute became entangled with the plane's tail assembly when the craft unexpectedly began to fall. By opening a second parachute, Chionni was able to guide himself, the plane and its pilot, Christian de la Beaume, to a safe landing. ("Paris Match" from Pictorial Parade)



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