



Chapter 569

NEWSLETTER

PRESIDENT	VICE PRESIDENT	SEC/TREASURER	EDITOR
Roger Aspegren	Rick Cooper	Mark Lucey	Terry Carlson
Rt 1, Box 42D	6941 Crooked Crk CT	6024 Francis	5524 NW Fairway
Denton, NE 68339	Lincoln, 68516	Lincoln, 68505	Lincoln, 68521
(402)797-5825	(402)423-6212	(402)466-7665	(402)438-2261

MEETING - May 2, 1995

LOCATION: Cobbler Inn, Shoemaker's Truckstop, West O St

TIME: 7:30 P.M.

PROGRAM: Don Neill and John Marsh, both members of the Lincoln SkyKnights will provide a program on RC Models. Don will bring his homebuilt 5-cylinder Radial Engine and John will have an RC demonstrator.

PRESIDENT'S LETTER

Believe it or not, about 12 people showed up for the Fly-In Picnic on April 9th. We cooked some hamburgers and huddled around the potbellied stove. Of course the nasty weather turned it into a Drive-In hangar party, but we had a good time. Some of us didn't leave until 9pm. If we keep trying we'll have a good day yet. In fact, the York Chapter has invited us out on May 6th for a Fly-In Picnic so put that date on your calendar. Let's be neighborly and have a good turnout.

The Airport Authority campaign is going well for our endorsed candidates, Phyllis Chambers and Ed Raines, however we need your help to push them over the top. If you can put up a sign or need handout literature, call me. Whether you live in Lincoln or use the airport has no consequence, we need your help to elect these candidates. Because of their commitment to general aviation, they are vital to help general aviation grow in this area. You will be affected. If Connie Dawson or John Hoppe, Jr are elected, we will see "more of the same." This may appear to be OK for

EXPERIMENTAL AIRCRAFT ASSOCIATION

Wittman Airfield, Oshkosh, WI 54903-3086
Phone 414/426-4800 * Fax 414/426-4828

the city taxpayers who do not know the role general aviation plays in their future, but we know that we cannot have "more of the same." Talk to all your friends and encourage them to vote on May 2nd.

I only have 3 people signed up to help at the Gateway Mall. PLEASE sign up at the next meeting or call me. We have 17 hours of display time to cover.

--Roger

BOOK AND VIDEO SALES

At the April 4th meeting, Roger handed out copies of a price list for books and videos made available to Chapter members by EAA Headquarters. Some of you indicated you wanted to make a purchase. Please have your order to Roger at the May 2nd meeting or shortly thereafter. The order must be in soon after that. For those of you who haven't checked it out, it is a super deal. It appears to be below wholesale! Please let Roger know if you want one.

SPECIAL NOTICE

What: PHILLIPS 66 Fuel Support for the Young Eagles Program. PHILLIPS 66 will offer \$1 (one dollar) credit for every gallon of AVGAS (ONLY) sold to pilots for use in the Young Eagles Program.

Who: Participating pilots who are EAA members or part of an aviation organization authorized by EAA to participate.

When: May 20 through July 16, 1995.

Where: Only PHILLIPS 66

FBO Dealers in the USA.

HOW: Purchase by PHILLIPS 66 Company credit card only.

Why: PHILLIPS 66 believes in the future of aviation and wishes to offer support of the EAA Aviation Foundation's Young Eagles Program through this generous offer because of the outstanding reputation of EAA. Participating pilots are "on their honor" to uphold the spirit of the program.

Any Questions concerning the program should be directed to: Susie Wetherington at (800)243-6603, Ext.4.

MAY 6TH FLY-IN

York EAA Chapter 1055 will host a fly-in at 1:00 p.m. Saturday May 6th. BURGERS furnished. If you plan to attend, please indicate so by the May 2nd meeting (or shortly thereafter) so that Roger can get a head count to the 1055 officers. Fly-in details will be available at the meeting. See you then.

NEW ROSTER COMING

Roger and Terry are in the process of having a new Chapter Membership Roster printed. If any of the information about you listed in the 1994 Roster has changed, please let one of them know so corrections are made. Thanks for your timely help!

PILOT GLOSSARY

PILOTAGE - Over 16.

FAR - Opposite of near.

VP Has Sun'nFun

Vice President Rick Cooper attended the annual Sun'nFun Fly-In at Lakeland, Florida. He reports they had lots of sun, and lots of fun. Weather was excellent. Young Eagles info he gathered includes, Young Eagle participating pilots must be National members of EAA, must have a minimum of 100,000 liability insurance, and each Young Eagles flight must begin with an aircraft pre-flight inspection with the Young Eagles. Chapter 569 Young Eagles Day may be rescheduled from June 10 to June 3. We'll keep you informed. Thanks Rick.

FIRE-FLY (or) Uh-Oh!!

April 4, 1995, 9:45 P.M.

Look!, up in the sky, it's a shooting star, NO, it's Halley's Comet, NO, it's a giant Roman Candle! I couldn't believe my eyes. There, in the northern sky, directly north of LNK, was the most spectacular sight I have seen in many years.

I was on my way home from our Chapter 569 meeting, rolling east down I-80 just south of the Lincoln airport. It was a beautiful night and clear as a bell. As usual, I can't ever drive past an airport without straining my neck and eyes to catch any action that might be going on. No matter how old I get, the "thrill" is still there when I see an airplane taking off or landing. Know what I mean?

As I was gazing at the well lit runways, something moving east

to west in the northern sky caught my eye. When I first looked at it, I thought "Wow, that's the Best shooting star I've ever seen". It was a large very bright ball of fire, with a lonnggg tail behind it. I immediately changed my mind on the shooting star idea, and thought "Double-Wow, that's the Only real comet I've ever seen! It must be Halley's Comet, but I hadn't read anything about it going to appear". I began to think it looked just like a giant Roman Candle that was being pulled behind an airplane. As I continued down I-80 toward my exit, the Airport Exchange, my mind went ballistic. This "thing" changed directions on me. Yes, it made a turn just like the airline captain on TV who forgot the Columbian Coffee. This ball of fire started making a spiraling descent. Again, I couldn't believe my eyes. I finally realized that I must be watching an airliner on fire, about to crash! There was what looked to be at least a mile of fire behind it. As I exited I-80 onto NW 12th St, heading north toward my home in the Highlands, the aircraft continued making the spiral descent. I pulled onto the side of the road when I got far enough out of the lighted area by all the motels and restaurants. I continued to watch. Just guessing, I would say the plane was at about 30,000 AGL when I first sighted it. It continued to lose altitude directly north of LNK, and I was sure of two things at the time. Either it was going to crash and burn, or the pilot was attempting to make an emergency landing at LNK. I hoped with all my heart that the latter was the case. My

"ring side seat" was about a half mile east of the north end of the airport runway. I sat there, hoping he would make it. The ball of fire continued to spiral down, and the minutes were very long for me. I couldn't imagine what it must have been like for the pilot, crew and passengers.

Then, as the plane was way out north somewhere over Valparaiso and lining up for the Lincoln runway, the fire disappeared. I thought to myself, oh-no, they're gone. Then, I saw the landing lights come on, strobes blinking, and I sighed a great relief. The plane continued coming toward the airport. By this time, the runway was crawling with all types of emergency vehicles, red lights flashing, and I'm sure many people like me hoping they would make a safe landing. I continued to watch as it approached. Suddenly, it dawned on me that this was a HUGE aircraft. It was dark enough that I couldn't really make it out as it landed, but I knew it must be a Boeing 747. As it touched down on the runway, I, and many others I'm sure, gave thanks to the almighty that the pilot and crew knew what they were doing. I quickly drove home, told Judy to "come quick, we have to go to the airport to see what kind of plane this was". I told her the story as we drove there. When we got there, I couldn't see a 747 anywhere. There was a 727 and a 737, both too small to be it, sitting on the east ramp at the passenger terminal. We looked over on the west side, where the Air National Guard park their KC135 Strato tankers, and there were lots of red lighted vehicles moving.

We then drove way over to the west side of the runway. By this time, Judy was bound to find out where it was, because I'm sure she thought I was nuts. When we got to the west ramp, there it was. The Guard vehicles were escorting it along, and they parked it north of the KC135's. It looked like a very large aircraft, but it was dark enough not to be able to tell exactly what it was. We finally drove home.

Next morning, on my way to work, there across on the west ramp sat the **LARGEST** airplane in the United States Air Force, a Lockheed C-5A Galaxy. This giant transport/freighter has four 41,000 lb. thrust turbofan engines. With a wingspan of 223 feet and 248 feet from its nose to tail, it's impressive. Apparently, two of the planes four engines caught on fire during the night flight. Luckily for many people, both in the aircraft and on the ground, the proficiency of the pilot and crew showed through. Somehow, unknown to me, the fires either burned themselves out, were put out by on-board extinguishers, or were blown out by the pilots spiral descent. Whatever the case may be, this crew should be acknowledged for their efforts. The plane sat on the ramp for repairs for two weeks. It is gone now, but I'll never forget that night in April, when I saw that Fire-Fly.

--Terry Carlson

COMING PLANE STUFF

April 30 - Wahoo Air Race,
Wahoo Airport

April 30 - Fly-in, Nebr City

- May 5,6 - Chapter 80 Aerobatic Playday, Seward
- May 6 - Chapter 1055 Fly-in, York
- May 20 - Tulip Fest Fly-in, Orange City, IA
- May 21 - Chapter 24 Fly-in, Wichita, KS
- May 27,28 Chapter 569 Mall Show, Gateway Mall, Lincoln

Young Eagles

Effective March 27, Steve Buss, EAA #317080, assumed the position of the Executive Director of the Young Eagles Program at the National level.

If you are interested in being a participating pilot for the Young Eagles program, please contact Roger, Rick or Mark for the necessary information. Forms must be completed prior to the Young Eagles Day event. Thanks.

CHAPTER COMMITTEE CHAIRMEN

PROGRAM - Kenton Baughman

GOVERNMENT - Steve Lukehart

LIBRARIAN - Mark Turner

MEMBERSHIP -

Thanks to these fellows for volunteering to head up the committees. We're still in need of a Membership Committee Chairman, in case any of you other members are interested.

LICENSES KAPUT

ON February 15, US Representatives Bart Stupak and Jack Fields introduced House Resolution 963 to amend the Communications Act of 1934 in order to permit recreational radio operations without radio licenses. This Resolution would also remove similar restrictions for recreational boaters. This law would do away with the requirement of radio station licenses in most general aviation aircraft eliminating the current \$115.00 fee.

But, for this proposed law to even be voted on, you must call or write your local US Representative and ask him to co-sponsor this Resolution and vote for its passage. If you do not act on this opportunity now, you will have no one to blame for the high cost of radio licenses but yourself. You do not need to write anything long or involved, even a quick phone call to your Representatives local office will be of tremendous help. Tell your Representative that you are a voter and ask for his or her aid in supporting H.R. 963 Licensing of Aviation, Maritime, and Personal Radio Service by Rule. Explain to them that you currently do not receive any service from the FCC for the required \$115.00 fee and that the license requirement is not in the best interest of the public or the user. Also, the removal of the licensing requirement will save money at the FCC by freeing them from the unnecessary work of licensing hundreds of thousands of general aviation aircraft and small boats. After contacting your Representative, call at least

one friend that is a pilot or a boat owner and ask him or her to do the same. Every US Representative should receive at least ten calls on this issue. This is just one more step in ensuring the continuation of sport aviation. PLEASE HELP!

CONGRATULATIONS

Our congratulations go to these Lincolmites for the following milestones they have reached.

Robert George - Private Pilot
Roland Pinto - Private Pilot
Jeffrey Solich - Commercial
Scott Orr - Instrument
Kent Leonard - Instructor, ME

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

Jerold Carlson
2545 North 60th St
Lincoln, NE 68507

PAN AM USERS

The Lexington and Seward Pan Am weather computers have been removed and are no longer available for use at these two locations.

--PIREPS

WEDDING BELLS

Member Les Christiansen has announced his approaching marriage to Dorothy Hooper. The wedding will be held at 4:00 p.m., June 3, 1995, at the Second Baptist Church, 525 North 58, Lincoln. Chapter members are invited. Les and Dorothy are planning a honeymoon trip to Alaska. Our congratulations to this couple, and we wish them the best of luck.

