

Chapter 569

NEWSLETTER

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OCTOBER 5, 1993

LOCATION: Cobbler Inn
at Shoemaker's Truck Stop

TIME: 7:30 PM

PROGRAM: No formal program. Bring your videos, pictures or items to show.
Oshkosh stuff or anything else you have.

SHORT TRIPS AROUND THE PATCH

- * Ray Supalla had lots of help last month putting his Glasair fuselage onto his wings. The job got done and he now has them bolted together and the nose wheel fitted. Looking like a real airplane!
- * Ideas for meetings, picnics or newsletter items are always welcome. Be a participating member. You'll have more fun and will help make the club a better group.
- * At the last meeting a unanimous vote was made to again sponsor the Explorers Post #569 for another year. Doug Hill agreed to continue as their EAA advisor.

Friendship is like a bank account. You can't continue to draw on it without making deposits.

A sectional map will tell us everything we want to know except how to fold it up again.

EXPERIMENTAL AIRCRAFT ASSOCIATION

WITTMAN AIRFIELD, OSHKOSH, WI 54903-3086 - PHONE 414-426-4800 - FAX 414-426-4828

JEFF CLAUSEN IN THE NEWS

On September 17th, the Lincoln Star printed an excellent story, "Home is Where the Hangar is" which featured one of our members, Jeff Clausen. Jeff lives at Sky Ranch Acres and has a grass runway in his back yard. To make things even better, he has his 1946 Luscombe in his house.

Stories like this can certainly be beneficial to sport aviation's image. Maybe someone reading this story was inspired to check out the joys of flight. I'll bring the article to the next meeting for those who did not get a chance to see it.

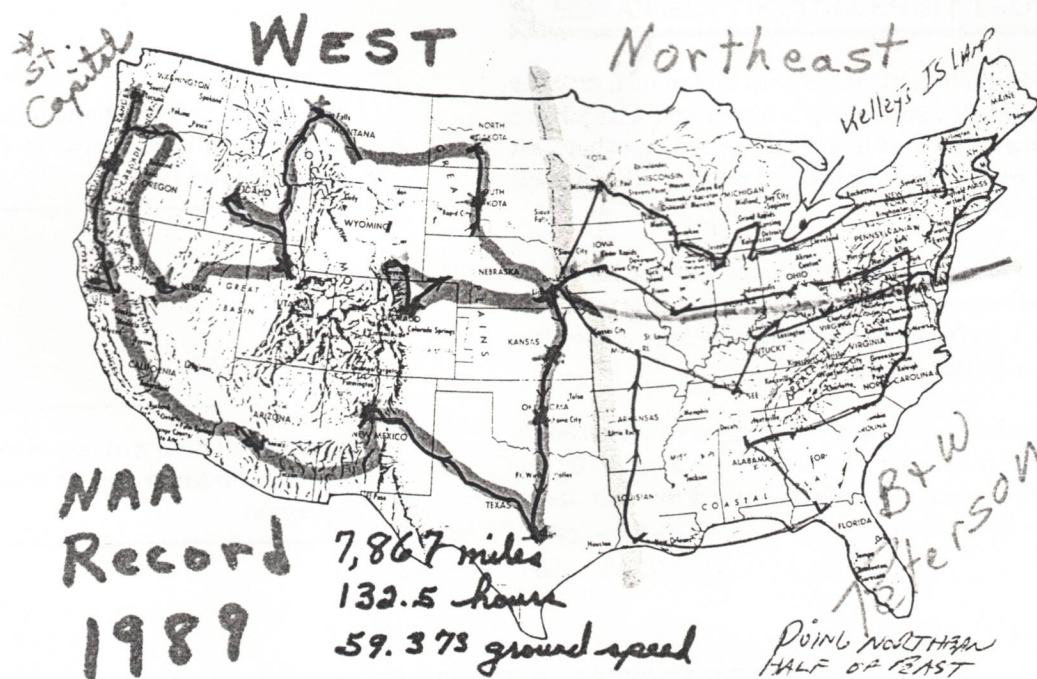
WAHOO PICNIC

On Sunday, September 19th, Chapter 80 from Omaha hosted a picnic at the Wahoo airport. Even though the weather was a little skunky several people flew in. The food was excellent and the company grand.

Those who did not attend missed the public unveiling of the Jim Fix Special. This little pedal plane pitted made quite an impression with everyone, especially the younger set, and you wouldn't believe the neat engine sounds Jim was able to achieve with a couple of metal flaps like we used to put on our bicycle spokes. This little biplane also sports full instrumentation and, what else, but a propeller. Check the pitch on that prop, Jim. I don't think its quite right.

THE ADVENTURE CONTINUES

On September 9th I received this post card from Wally and Bonnie Peterson. They are continuing their air adventure in their 1946 J-3 Cub, visiting all the capitals in the continental United States. As you probably know, they finished the western half in 1989. On September 6th they were at Kelley's Island, Ohio on their way to Albany, NY. Hopefully I can get more information for the next newsletter.



AirLifeLine

If you want to experience the very real satisfaction associated with your skills as an aviator, use those skills to help someone less fortunate than yourself. AirLifeLine gives you the opportunity to help others and in return, receive a warm fuzzy feeling for your service. As a prominent citizen once said "This is the payment you make for the air you breathe."

AirLifeLine is not an air ambulance service. Passengers are ambulatory and are generally traveling for pre-operation testing or post-operation follow up. The medical problems have stressed their finances.

Perhaps AirLifeLine flights benefit the pilots much more than the passengers you fly. This is the flight you dreamed about when you first learned to fly. When you thought that someday you would be able to help humanity through your knowledge and skill in flying an airplane. You might not be rescuing someone from a burning building, or out of the path of a speeding train, but you can leap over tall buildings and fly them to needed medical facilities in far-away places.

Admit it, we all dream of being "the good guy" at some time in our life. You can be the "good guy" and still be modest about it through your service as a member & participant in AirLifeLine.

Currently over 750 pilots are members of this organization and AirLifeLine has flown over 7000 missions throughout the United States since its organization.

The pilot requirements are:

- Current private or commercial license

- Current medical certificate

- 200 hours as pilot-in-command

- Liability insurance coverage

A love of flying and a desire to help those less fortunate than yourself.

If you have a love of flying, and want an excuse to go flying without feeling guilty for indulging yourself in your favorite past time, please give some thought to joining AirLifeLine. Most pilots really consider it as a personal benefit, and felt that they are the fortunate ones, being able to go flying more often, and keeping your flying skills sharp and current.

Sure, it costs a few bucks! But no one ever told you that flying was a cheap form of entertainment! And Uncle Sam helps out by letting you deduct your direct flying expenses on AirLifeLine flights as donations when you file your annual income tax form.

You think maybe you are spending your money and don't get anything in return? Wait until you get a thank you note saying that your flight was the only way his wife (or child) could have managed the trip to the medical facility (even Airline transportation would have been too strenuous). Or when you receive a hug from someone who has gone through the trauma of a bone marrow transplant. Or when you receive thanks from someone who is less fortunate, and you know that this is the last time you will see them as

medical science can do no more for them.

This is the time you thank the Lord that you are one of the fortunate ones and that you are here to help others. We all appreciate the foresight of the founder, Tom Goodwin when he saw the need, the available airplanes, and first organized AirLifeLine in 1979.

Interested? Write to

AirLifeLine

1716 X Street

Sacramento, CA 95818

for pilot application information. Or, in the Midwest contact

Lavon Bohling

840 So. First Street

Hebron, NE 68370

for more information on AirLifeLine.

CALENDAR

Sept. 25—Western Nebraska Community College Flying Club Second Annual Fly-in Breakfast, 8:00 A.M.-NOON, free shuttle to CABELLA's. For more information call John Lever (308) 254-7406, Sidney Municipal Airport—Sidney, Nebraska.

Oct. 1-3—First Annual Rocky Mountain Air Fare—Denver, CO.

Oct. 2—Nebraska 99's monthly meeting 10:00 A.M. Minden Airport—Minden, Nebraska.

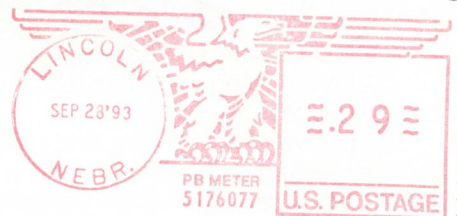
Oct. 10—Camp Atlanta Remembered—Fly-in Breakfast 6:30 A.M.-NOON, for more information call Vicki Houlfield (308) 995-4956—Holdrege, Nebraska.

Jan. 27 & 28—The second annual Nebraska Aviation Conference—Holiday Inn—Kearney, Nebraska.

1994 ANNUAL NEBRASKA AVIATION CONFERENCE

Mark your calendar. The Nebraska Aviation Council will sponsor the 2nd annual Nebraska Aviation Conference Jan. 27 & 28, 1994, at the Holiday Inn Kearney, NE. There will be guest speakers, seminars on various aviation topics, vendor displays, etc. To start the conference, a Pilot Safety Seminar will be conducted the evening of Jan. 26, 1994, 7:00 p.m., at the Holiday Inn. Check with the Nebraska Department of Aeronautics, (402) 471-2371, for further details about attending.

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