

EAA CHAPTER

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

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SEPTEMBER 1982 NEWSLETTER

SEPTEMBER MEETING: The September meeting of EAA Chapter 569, Lincoln, Ne. will be held on Tuesday, September 7, 1982 at 7:30 P.M. at Lincoln Aire. Business at the Sept. meetings will include a discussion of an open house to be sponsored by the Lincoln Area Pilots Association, among others, at the Lincoln Muni Airport on Sunday Sept. 19, 1982. I have no time or place just yet as they won't know until after I've written this letter so I'll get all the info in time for our meetings. Please bring any pictures and information you may have collected at Oshkosh this year to our Sept. meetings.

SEWARD PICNIC AND FLY-IN: Let me fill you in on whats happened during the picnic in case some of you missed the July picnic in Seward and didn't make Oshkosh.

Finally!! We picked a day when the sun decided to shine and the wind didn't even blow for our 2nd annual Seward picnic. You wouldn't have guessed you were in Nebraska except that the temperature was in the lower 90's. We experienced a very good turnout from our chapter plus a good number of people from Hastings and a few from Omaha. Many comments were made about how good the food was and what a good time everyone had. If you have some pictures of the fly-in at Seward, could you please donate a couple of them to our chapter scrap book. Thank you.

I feel everyone deserves to be mentioned and thanked for working to set the picnic to be the success that it was but everyone there took part so thanks to all of you. Ken Dahle told me not to mention his name when writing about the hospitality he showed us by arranging for us the use of the Seward Airport plus giving out mugs and other gifts to EAA members but I feel Ken deserves to be pointed out for his outstanding contribution to our chapter. Thanks Ken!

A little about our contests at Seward. The winner of the spot landing contest was Lowell Satterlee in the Satterlee/Sheehan Ercoupe. Beck Hale came in second in his Teenie Two. Rollie Woodruff came in 1st in the sponge drop and Beck Hale and Jim Stephens tied for 2nd. Best antique went to Ernie Stephens from the Hastings chapter for his Aeronca Chief. Best homebuilt went to Ken Dahle for his KR-2. There were numerous aircraft at the fly-in including an extremely rare motorized slider flown and owned by James Berck of the Hastings chapter and I apologize for forgetting the name of it but if you saw it and it's 60 foot wing span, you know the one I'm talking about. From Kansas came Dennis Brown flying THE original Mead Adventurer which is one of only 2 or 3 flying. Dennis plans to enter the Oshkosh 500 this year so root for him.

One last bit regarding our Seward picnic. I want to thank all the Hastings and Omaha people who were able to come down and join us. We

appreciated having you.

AUGUST MEETING IN OSHKOSH: Our August meeting was held in Oshkosh again and was very well attended. We had Kentucky fried yard bird plus the rest of the goodies that goes with it. Many 569 members as well as Chapter 80 members made it an enjoyable get together.

A little about Oshkosh. First of all; if you ever plan to sit in an Ercoupe for 4 and a half hours on an X-C, buy some of Harlo's Temper Foam. Second, if you ever plan to camp out at Oshkosh, you better a) learn to swim, b) wear a life vest or c) have friends who are staying at the dorm, or d) all of the above. Third, when leaving OSH and you planned to depart say on Wed., but the sun is shining on Tue. and you're strictly VFR, GO FOR IT Tuesday or you'll never see the sun again.

Aside from all of the above mentioned inconveniences, everyone I talked to had a very good time. I'll try to highlight some of the many interesting aircraft and happenings. By the way, I am writing the next few pages from an altitude of 31,000 feet on a Delta Airlines Boeing 737 on my way to Gulfport, Miss. Not that this has anything to do with flying around in an experimental or Ruddle Jumper as I would much rather do, but it is probably the first newsletter ever written while airborne. Big deal, I know. Anyway the first big happening I witnessed was the first night that we arrived. I looked out the window of my room in Gruenhagen Hall and watched the Blackhawk Commons cafeteria burn down. They did some fast changes and managed to open up another cafeteria before the big rush and you could still flounder yourself during breakfast and dinner.

Goodness gracious did they ever have a lot of neat airplanes this year. On the homebuilt scene, Glassair has a new tri-cycle retractable gear design that goes like H. There was an impressive array of RV-3's of which Jim Stephens' was one of them. One RV-3 colored maroon had something like 11 coats of lacquer and shined like a new dime. Nice looking but I'd hate to try and touch up a scratch on it. There are more and more VeriEzes and LonsEzes each year and there were bunches of them this year looking like a squadron of fighters out of Star Wars. Another group of homebuilts that seem to grow in increasing numbers each year are the T-18's. I hope Harlo and Jim had time to look at some of them. I saw one of them with a 200 Hp. turbocharged Lyc. on it. An impressive lot of Soneries were on hand also. One of the oddest looking aircraft was Burt Rutans' Grizzley which was pulling the second oddest looking aircraft, a slider called the Solitaire. That was quite a sight. I only saw one Duke Delta this year so hopefully Terry Holsclaw will hurry and get his done so he can show it off soon.

It appears that many of the older designs that use your smaller engines are making a come back. The one that comes to mind is Steve Wittman's own design, the "Tailwind". I also saw a number of Pieterools, Baby Aces, Flybabys, and many other older designs that weren't there last year in as many numbers.

Never have I seen so many Cessna 140's and 120's. There must have been almost 75-100 of them. One of the nicest ones just happened to belong to Jerry Adams of Omaha who was my wing man on the trip to and from Oshkosh. If your wife and/or kids start nagging about never having anything to do, buy yourself a Cessna 140 that hasn't been painted and tell them to go polish. That'll keep them busy full time. There were hundreds of classic-antique aircraft. It almost seemed like any airplane ever built was there. I even saw an old Trojan and a Temco Buckaroo (tandem place Swift) that was Temco's bid on a trainer for the Air Force. The Air Force really missed out on that one. I guess they figured it didn't cost enough and the tail dragger configuration would eat too many student's lunches. What a shame. Parked in front of the Ercoupe I flew was an old Bellanca Cruise Air. It had a 150 Hp. Franklin engine and it will out run anything built today with comparable Hp. In fact in talking with many owners of various classics and giving them a good going over myself, it seems to me like Cessna and Piper ought to go back to making airplanes the way they used to. I sure don't mean to hurt anyone's feelings here as I have many friends

who own Cessna's and Piper's newer aircraft and I have owned a couple of Cessna 150's myself. I guess when you get right down to it who cares as long as it flies!

Leaving the world of reality where through a lot of blood, sweat, tears, and money, one can almost save enough to purchase a classic type Luscombe, T-1-Facer, Cessna 140, Champ, etc. etc., you walk north of the classics and homebuilts and enter the world of fantasy where upon looking at your reflection in the mirror like finish of a 4 bladed prop of a P-51 Mustang, all you can do is dream on, especially when they want 250,000 bones for just one of those suckers. I still have a vision of finding myself looking at a P-51 still brand new in the crates in some old guys garage or barn and he gives me \$25 just to get rid of it so his wife can park her car in the garage!

Anyhow, there were around fifteen P-51's, 2 P-38's, one P-47, a Corsair F4U, a Wildcat and/or a Hellcat (I can't keep those 2 straight, if you know the difference please educate me at our next meeting), a Gruman Avenger TBF?, Bearcats, 2 or 3 Hawker Seaferys, one Junkers JU 52 named Iron Annie, 2 P-40's, 2 B-17's, one B-24, 2 or 3 B-25's, a B-29, an ME-109, an ME-208, a Russian YAK, a whole tribe of T-6's and SNJ-5's, plus many primary trainers such as the PT-13, 17, 19, 22, 23, 24, and T-34 and T-28's. Just to make it simple, there was a lot of heavy metal there!

NASA had an interesting display booth this year with all kinds of neat stuff. I guess I took it for granted that NASA was only into the "Buck Rogers" aspect of flight but they had films on how they conducted spin tests on a Piper Arrow and a Yankee, things we little guys can get interested in. They also flew around in the oblique wing Jet where the wing pivots about the center. I didn't totally understand its concept but it was different to say the least.

Without doubt, the biggest increase in activity was the ultralights. They have many new designs and come in all different shapes and sizes. The CGS Hawk really was impressive by its' quickness and maneuverability. The Kolb (looks like a Breezy) went from a twin engine to a single pusher type. I believe it was a Rally that is now available as a two seater. I could go on and on but if you really need to get some expert advice, talk to Rollie and he can answer most questions about ultralights.

I just can't end this without telling you that Lincoln's own Doc Carrothers put on one mean airshow at Oshkosh in his new airplane called Tricky Business. If you haven't seen him perform yet, you're really missing a show!

CONGRATULATIONS! As you may or may not recall, we elected Mary Woodruff to be nominated for a major achievement award to be awarded by EAA headquarters. Headquarters took hundreds of these nominations and selected only 4 or 5 for winners of a Major Achievement Award plaque. Well, you guessed it. Our own Mary Woodruff was a recipient of the special and honorable presentation. Mary was especially deserving of this award for her contributions not only for work at the main registration tent at Oshkosh each year, but for the many favors and hours she has put in for our own chapter. If Mary is reading this, would you please bring your plaque to "Show and Tell" at our next meeting? We are all very proud of you!

Congrats! to Jerry and Bob Muhle on their new purchase of a 1975 Cessna Skyhawk. They keep it at Pestors' and its the dark brown and white one with radios up the wazoo. Dick Adams flew Jerry and Bob up to Ottawa, Ill. in his 172 and they flew formation home.

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Fly-in at TEA, S.D. Aug 29th, Sunday
" " " Concordia, Kansas Sept. 5th, Sunday
" " " Akron, Iowa Sept. 12th, Sunday

For those of you who don't know it yet, Jim Stephens and myself are in the airplane salvage business. We currently have a nice 135 Hp. Tri-Pacer that needs only tail feathers and wings to fly. We have also aquired a 1980 Piper Tomahawk. Both planes are wind damaged and engines are in good shape. One engine is a Lyc 0290 D 2 135 Hp. with 720 hrs. SMOH. One is a Lyc 0235L2A with 60 hrs. TT since brand new. We have radios, flight instruments, switches, fuses, electrical items, you name it. If you need something let us know, and if we don't have it, we can get it. We plan to sell airplanes in the near future also!

* * * * DID YOU KNOW * * * *

That good Judgement comes from experience. Experience comes from poor Judgement.

That the same beer you drink in Lincoln tastes so much better in Oshkosh

That just a little over 5% of the entire general aviation fleet in the United States was at Oshkosh.

That if you get your license in an Ercoupe you aren't restricted from flying an airplane with rudder pedals.

That Cessna quit making the C-152 since March because of lagging sales and are actually dismantling many unsold 152's for parts. Was Aero is buying up the engines off of them. Cessna will begin production again when the market improves. Who in their right mind would spend 28 to 30 thousand for a new one of those anyway?

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That about does it for now. I'll see everyone at the meeting Tuesday September 7th at Lincoln Aire.

Jeff Clausen