Chapter 569 NEWSLETTER

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APRIL 6, 1993

LOCATION: Cobbler's Inn
4808 West "O"

TIME: 7:30 PM

PROGRAM: **SUPER CUB VIDEO**
The end of an old friend? Maybe, maybe not.

BUSINESS: Business meeting will follow the program

SHORT TRIPS AROUND THE PATCH

* The Chapter 80 fly-in and family cook-out at Wahoo is planned for September 19th this year. Mark your calendars now. They are inviting our Chapter, the Soaring Club, the Ultralight Club, and others who may be interested.

* Our President has ordered 100 kits for the Eagle Flight program. How about a rally or outing to really get this program going in our Chapter?

* If possible, the May program will feature the Hain and Hamer around-the-world team. More on this will be announced at the meeting.

* The June program will be "Project Night", so if you are willing to show yours let Ken Mueller know as soon as possible.

* At last report, Ken Dahle was gaining weight and doing well. Keep climbing Ken. All clouds have their tops.

Due to the limited free time that I have available to call people and look for articles for the Newsletter, I could sure use some help. Please call or send items of interest such as local events or something about yourself or another member. You may call my home at 797-5825 and leave a message on my answering machine if I'm not home. I can also be reached at 423-6767 during the day. Deadline for each Newsletter is the 20th of the month. If you have aviation items to sell we can print that too.

Roger Aspegren - Editor

EAGLES NEST UPDATE

More of the same, wait,wait wait.

A hearing is scheduled for April 14th in front of the Planning Commission. We would appreciate it if all of you that can would attend and show your support.

Those who would like to send a letter to the commissioners, they are:

Yvonne Leung, Chair
1953 "B" Street, Lincoln, NE 68502

Ann Bleed, Vice Chair
1315 N. 37th Street, Lincoln, NE 68503

Rich Bollerup
4820 S. 43rd, Lincoln, NE 68516

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Route 6, Box 4, Lincoln, NE 68522

Bruce Bailey
3200 "O" Street, Lincoln, NE 68510

Robert L. Stephens
1542 So. 1st Street, Lincoln, NE 68502

Eleanor Francke
P.O. Box 81, Walton, NE 68461

Russ Bayer
830 "L" Street, Lincoln, NE 68508

Just a general statement of support would be very helpful. Bringing back the tradition of grass roots flying to Lancaster County would be a great asset to the community.

An error is like a leak in the roof of your house - the amount of damage it can do depends on how fast you fix it.

Be careful if you stretch the truth. It may snap back.

Home is where you are loved - even by those who know all about you.

EAA AVIATION EXPLORERS POST #569

March 12 Meeting
Regularly scheduled meeting of Post #569 EAA Aviation Explorers was called to order by President Matt Gangler.

Topics of business were planning fund raising activities, summer programs and second quarter regular meeting career orientation programs.

The program schedule for the Spring quarter is as follows:

March 23 - Crash Fire and Rescue
April 13 - Commercial Airline Flight Operations
April 27 - Commercial Airline Ground Operations
May 11 - Corporate Aviation
May 25 - Emery Riddle Career Training

The membership voted to hold Summer quarter meetings once a month the third Saturday. Dates are set for June 19, July 17 and August 21. Post #569 to hold a fly-in picnic on or about one of these weekend meeting dates.

The first official fund raising event is being organized as a Saturday car wash to be held April 10. Location to be announced.

Winners for the last bi-weekly session of the Winter quarter contests were: First-Chris Johnson, Second-Matt Gangler and Third-Joe Tindle.

Total points winners for the quarterly bi-weekly session contest were: First-Matt Gangler with 61 points; and tied for Second were Chris Johnson and Joe Tindle with 53 points each. The quarterly points winners were presented with awards.

First place was a gift certificate good for one hour of duel flight instruction and a flight log book. A gift certificate good for a half hour introductory flight lesson was presented to each of the second place winners. Thanks to Dick Miller and Dale Fries for helping judge the essays.

Please support Post #569 and get your car washed April 10.

Meeting adjourned. Travis Yochum, Secretary Treasurer.

Piper Cub ends production after half a century

VERO BEACH, Fla. (NNS) — Summon the bugler. Let him blow taps. The Piper Cub is dead.

The granddaddy of all general aviation aircraft, the worldwide symbol of the small airplane for more than half a century, has fallen victim to the times.

Piper Aircraft will deliver the last 19 Cubs to Muncie Aviation of Muncie, Ind., the world's oldest Piper dealer, in June and July.

Thousands of pilots took their first flying lesson in the Piper Cub. Some of them wound up as captains of jumbo jets. Some became fighter pilots.

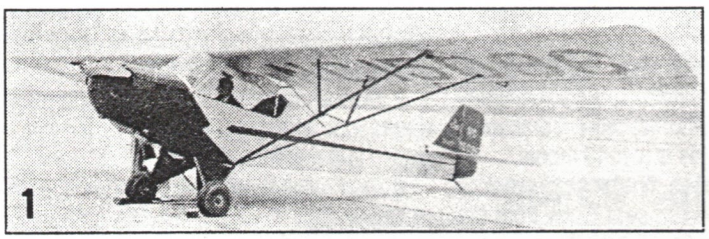
phy. In World War II it was used to direct artillery fire, for reconnaissance, as an air ambulance, to transport key personnel to remote areas. More than 6,000 were produced for the military during World War II.

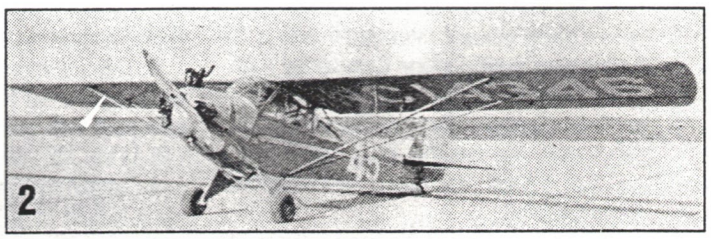
The price of the Cub, like all general aviation aircraft, soared to levels that put them beyond the reach of those who once constituted its market. A significant portion of the soaring cost resulted from a fact of life of doing business in the '90s: product liability.

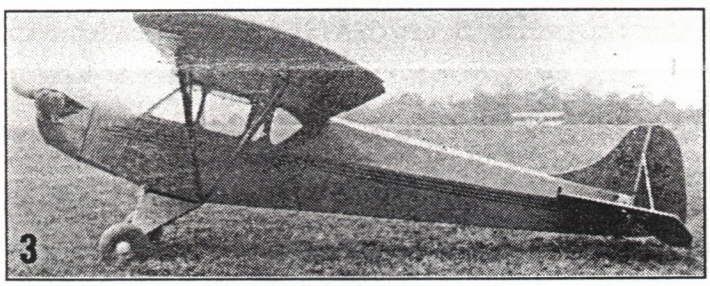
When they were introduced, the cost of a Cub was less than $2,000. Inflation boosted prices 10 to 20 times for many commodities over the past half century. The price of the Piper Cub rose 40 times. Muncie Aviation says they will sell the last of the Cubs for $69,000.

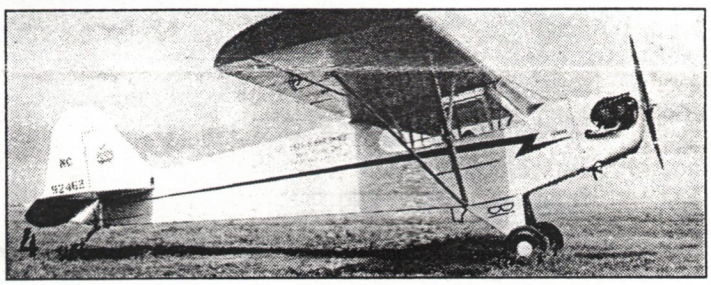
The most famous model of the Cub was the J-3, which was introduced in 1938.

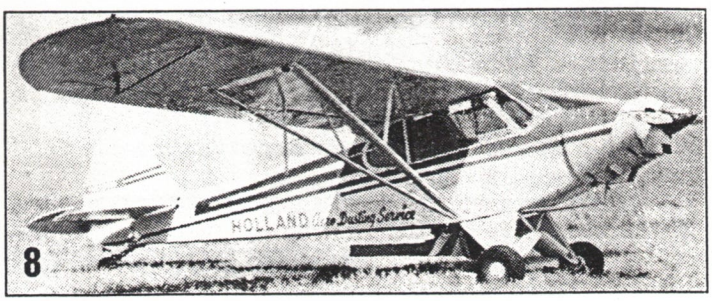
Can you guess the models and years of the Cubs shown below? See the back page for the answers.











EAA '93 CHAPTER HOUSE VOLUNTEERS

During EAA OSHKOSH '93, we are looking for some volunteers to give us a hand in the Chapter House. We would like your help in answering questions and assisting new members wanting to become more involved in EAA and the Chapter Program. This is a great opportunity to meet new friends from all over the world.

The peak hours we would need assistance are between 9:00 AM and 11:30 AM, and an hour before and after airshow time. If you want, you can spend more time and the old adage "the more the merrier," definitely applies at the Chapter House.

If you or any of your Chapter members are interested in volunteering their time in the Chapter House this year during the Convention, please contact us in the Chapter Office, at (414) 426-4876 or (414) 426-4811.

ANSWERS TO THE "CUB" PHOTOS ON PAGE 3

1. The first production Cub was the E.2, a boxy-looking parasol monoplane with a 37-horsepower single-ignition Continental A.40.

2. Dissatisfaction with the early A.40 engines resulted in the F-2 Cub with the 40-horsepower Aeromarine AR-3 radial engine and the H-2 with the similar 45-horsepower Szekeley SR-3.

3. The reworking of the boxy E-2 into the 1936 J-2 with its curved surfaces and higher rear fuselage superstructure established the final configuration of the Cub.

4. The J-3 appeared in 1937 with 37- to 40-horse Continental A.40 engines, but the majority were built with the 65-horsepower Continental A.65 as the J-3C-65. This is a 1946 model.

5. Fun in a 1947 J-3 Cub. The hinge-down door was a feature of all tandem-seat Cubs from the original E-2 through the final PA-18 Super Cub.

6. The Cub was not immune to an outsider's improvements. A private firm turned around the landing gear of the J-3 in 1948 and added a nose wheel.

7. During World War II, Piper built 253 glider adaptations of the J-3 airframe as the three-place TG-8 training glider for the US Army.

8. Final model in the Cub series was the PA-18 Super Cub. This is a PA-18A agricultural version operating on a restricted license. Note the dust dispenser under the belly.

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