



Chapter 569

NEWSLETTER

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MEETING — APRIL 4, 1995

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

TIME: 7:30 P.M.

PROGRAM: To be announced at meeting. Could be a good time to watch some of those videos you have. Bring them along.

PRESIDENT'S LETTER

The Airport Authority Forum is over and our straw poll selected Phyllis Chambers for the four year term and Ed Raines for the six year term. It was an informative evening with six of the eight candidates present to explain their position on general aviation. We received a write-up in the Lincoln Star the following morning and a mention on the radio. Please campaign hard for these candidates. If you need some yard signs or info, call me. Remember the primary is April 4th.

I received a flyer from the national office offering books and videos at outstanding prices. I'll bring the flyer to the next couple of meetings so you can order. Ask me about it.

As was announced at the Duncan tour meeting, we have obtained space in the Gateway Mall for a display on May 27th and 28th. This is a great opportunity to spread the word on EAA and promote our Chapter. We plan to also promote the Boy Scout Aviation Explorer Post and the Young Eagle Program. We'll need lots of help so please sign up. I'm watching the

EXPERIMENTAL AIRCRAFT ASSOCIATION

WITTMAN AIRFIELD, OSHKOSH, WI 54903-3084 • PHONE 414/424-4800 • FAX 414/424-4828

weather report on Wednesday night and it doesn't sound too good for our first fly-in picnic on Saturday. If we have to cancel, we will probably shoot for the 9th of April. We're trying to put together plans for another fly-in at York with the new EAA Chapter there. This will probably be in May.

-- Roger Aspegren

MINUTES OF MARCH MEETING

Held at Duncan Aviation, Lincoln, Nebraska. President Aspegren opened the meeting at 7:15 p.m.

Guests were Harry Johnston, Willy Cruz, Denny Daniels and Mark Turner. Doug Hill and Carol Swigart invited the Aviation Explorers and we had eight there.

Mark Lucey gave the Treasurer's Report. Steve Lukehart gave a report on the Comprehensive County Plan. Doug Hill gave a report on the first meeting of the Explorer Post. A motion was brought up that the Explorers be made honorary members of the Chapter by Steve Lukehart and Don Shoemaker seconded it. The motion was passed.

Old business: The upcoming picnic to be held March 25th at 1:00 p.m. We need help cleaning up the place.

New business: The EAA B-17 Tour is scheduled for the fall. Talked about the Airport Authority election and we decided to invite the candidates to speak at our next meeting which will be held March 21st at 7:30 p.m. at the Cobbler Inn. Roger talked about the Gateway Mall Show on May 27th & 28th.

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Any Bajc from Duncan Aviation took over the meeting at 8:00 p.m. He showed us a short video and then gave us a tour of Duncan. The tour ended at approximately 9:30 p.m.

New Members are:

Keith Benda, Wayne Fisher, and Harry Johnston. If I've missed anyone, please let me know.

-- Mark Lucey, Secretary

NEBRASKA AVIATION HALL OF FAME

Aviation has played an important role in Nebraska history, helping tie our people together in an ever-shrinking world. The Nebraska Aviation Hall of Fame commemorates the achievements of four Nebraskans who have made extraordinary contributions to Nebraska aviation history and its development, in ceremonies held on January 27, 1995 at the Old Mill Holiday Inn in Omaha. Those receiving the honor were: Robert L. Carlisle, General Curtis E. LeMay, John Loisel and Frank E. Sorenson. For more information contact Ed Clark at (402) 471-2371.

-- PIREPS

COMING PLANE STUFF

March 27 - AOPA Aviation Tactical Weather Workshop. 7:00 p.m. SCC, Rm B-7 8800 O St Lincoln

March 28 - AOPA Aviation Tactical Weather Workshop. 7:00 p.m. Millard South Cafeteria, 14905 Q St, Omaha

March 31 - Flying Conestogas Airport Banquet, Speaker Duane Cole, Beatrice Airport. More info contact 402 223-5349

CONGRATULATIONS

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

Shawn Williams, Private Pilot
Kim Bater, Private Pilot
Christopher Stokes, ATP
Ronald Smith, Multi-Engine
Gregory Whisler, Multi-Engine

The following story ran in the Lincoln Star March 22nd.

LOCAL CHAPTER OF AIRCRAFT GROUP ENDORSES CHAMBERS, RAINES FOR AIRPORT AUTHORITY.

The Lincoln chapter of the Experimental Aircraft Association Tuesday endorsed licensed pilots Phyllis Chambers and Edward P. Raines for the contested seats on the Lincoln Airport Authority. Chambers, 44, and Raines, 41, were selected by EAA members at the end of a candidate forum held by the organization Tuesday night. Both Chambers and Raines are EAA members.

"I'm a business person, so I'm interested in business development of the airport," Chambers said in remarks to the members.

She said the commercial component of the airport was important but so is the general aviation portion of the facility.

"Federal grants are the biggest source of revenue for the airport," she said. "They come because we have both commercial and general aviation."

Chambers is former president of the Cornhusker Better Business Bureau and a former stockbroker with Piper Jaffray.

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In his remarks, Raines said Airport Authority should encourage more general aviation opportunities at the airport. "I don't think the board is anti-general aviation," he said. "We just don't have a representative." Raines said he believed recent FAA mandates to enhance airport security were being interpreted too strictly at the Lincoln airport.

He said the new security system encumbered employees who work in general aviation and would discourage non-commercial flyers from using the facility. Raines, 6515 Leesburg St., is a cardiovascular and thoracic surgeon and also holds a law degree.

If elected, Chambers would serve a four-year term and Raines a six-year term.

Other candidates at the forum were: Steve Meyers, 35, owner of Meyers Electric and a sports promotion service; John Hoppe Jr., 48, president of Hoppe Inc., a real estate company; and Fred Eiche, 83, a retired insurance executive.

Eiche, who got his first pilots license in 1929, has been a member of the authority for 34 years.

Candidate Ed Bowes, 49, did not attend, but a videotape of his response to EAA candidate questions was played at the forum.

The EAA is a national organization with more than 150,000 members that attempts to foster an interest in flying and recreational aviation. The Lincoln chapter has 63 members.

-- Butch Mabin

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569 WANT ADS

WANTED:

I'm looking for a used airspeed indicator and mechanical engine oil temp gauge for my project. Call Terry at 438-2261 eves.

If you need something or want to sell something, put it in the Want Ads. 438-2261 eves

BOY SCOUT AVIATION EXPLORER POST 569

Following is a roster of the members of Explorer Post 569.

Jason Castro
Nick Cooper
Gabe Jacobs
Michaela Jacobs
Levi Nelson
Paul Sanderson
Jason Schrock
Joe Tindle

Thanks to the hard work of Doug Hill and Carol Swigart, this will be a very interesting year for the Explorers. Keep up the good work Doug and Carol, you're both important assets to general aviation & Chapter 569.

The following Book Review was sent to the editor by member Wallace C. Peterson, 4549 South Street, Lincoln. Thanks Wally!

RUDDER, STICK and THROTTLE:
Research and Reminiscences on Flying in Nebraska (Omaha, NE, Making History, 1994), \$25

This book is a "must read" for every pilot in Nebraska. But even for readers with only a mild interest in fliers and

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flying, Robert Adwers's low key history and reminiscences about flying in Nebraska--especially in Omaha and Lincoln--will be rewarding.

From his childhood and teen-age years in the 1920s until now, Robert Adwers--who now lives in Elkhorn--has been a keen observer of and active participant in Nebraska flying, especially in the formative decades of the '20s and '30s.

In a flying career spanning more than six decades, he has flown nearly every kind of airplane imaginable, from OX-5 powered taildraggers with no brakes and a tail skid to modern jets.

Like many other boys, Adwers built model airplanes while in grammar school, dreaming always of flying someday in a "real" airplane. The chance came in the spring of 1929 when he was 14. After he and a buddy cleaned a hanger and washed an airplane, Bob Steele, chief pilot and owner of Steele field in northeast Omaha took the boys for their first ride. Adwers was hooked, more than ever determined to be a pilot. Adwers' account of his first flight at Steele field brought back vivid and pleasant memories for this reviewer. Steele "field" was really a cowpasture airport on land belonging to Spangard's dairyfarm, a short three blocks from the Florence Boulevard house in which I grew up during the 1920s in Omaha. A huge power plant now occupies the land where Adwers and I spent many hours "hanging out," watching the planes takeoff and land, but never meeting each other.

The first flight ever recorded in Omaha antedates the Wright brothers, but it was a balloon,

not an airplane. On July 27, 1900, "Professor" Sam Murphy--most early balloonists called themselves "professor"--flew his hot air balloon, taking off from Ak-Sar-Ben carnival grounds and landing near the Union Pacific Missouri River bridge, just east of the Metz brewery.

What about the airplane? The first "aeroplane" flight in Nebraska took place in Omaha on July 23, 1910 from a field near 45th and Military Avenue with the renowned Glen Curtiss at the controls of his "Hudson Flyer." After a flight of more than a mile-and-a-half to the west that took him over Krug Park, gusty winds forced Curtiss to return and land in a wheat field where Benson High now stands.

Omahans hot to see Glen Curtiss make Nebraska's first airplane flight because of the bitter rivalry that then existed between Curtiss and the Wright brothers. The Wrights were scheduled to fly at the Nebraska State Fair in September, when Curtiss learned of this, he gladly accepted an offer to fly in July at an aviation meeting organized by the Aero Club of Nebraska. As Adwers said, for Curtiss "to beat the Wrights was worth anything."

Although the only airplanes now being built in Nebraska are "homebuilts," this was not always true. Undoubtedly everyone who has passed through Lincoln's air terminal is aware of the red Arrow Sport, hanging from the ceiling. The Arrow Sport along with the Lincoln Standard--another well-known biplane from the 1920s--was built by the Lincoln Standard Aircraft Company, located at

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24th and O streets, and organized by Ray Page in the early 1920s.

The most famous alumnus of the flying school Page operated in conjunction with his factory--the flying field was between Van Dorn and High street, west of 20th--was Charles Lindberg, who paid Page \$500 in April, 1922 to learn how to fly. Lindberg was an apt pupil, but when it came time to solo he didn't have the \$500 damage deposit for the plane. Lindberg did solo the next year, but only after he had bought a used Curtiss "Jenny," in which he barnstormed for the next two years across the plains states.

Who built the first airplane in Nebraska? This honor goes to Otto, Gus, and Charles Baysdorfer, whose parents moved to Omaha from Davenport, Iowa in the summer of 1887. Mechanically adept, the brothers in 1898 gave Omaha the first automobile built in Nebraska--dubbed the "Ottomobile"--followed by a 52 foot long, motor driven airship that made its first flight on August 7, 1907. The airship, named the Comet after Halley's Comet, flew successfully at many midwestern sites until it was wrecked at the Minnesota State Fair in September, 1909. The Baysdorfer airplane came next. Their plane, which Adwers calls the Red Tailed Hawk (it had no official name), was built in 1910 from homedrawn plans based upon a picture of the Wright Brother's new Army Flyer, which Gus Baysdorfer saw in a newspaper while waiting in a barbershop for a haircut! Construction started in January, and on November 21 the plane, after being taken to a field north of

Waterloo, flew successfully. From 1910 to the summer of 1916, when the Hawk was demolished while making an aerial film for a New York movie company, Charles Baysdorfer flew the plane as part of a barnstorming group known as "Moisnat's Aviators." These are only a sample of the many fascinating stories about Nebraska pilots and Nebraska aviation found in this book. Who was Omaha's "Ace" from World War I? Who buzzed Omaha's Farnam street from 16th to the Blackstone Hotel in a B-17 bomber during World War II? How did Offut Airbase get its name? How did the second, world-famous Pulitzer Race happen to be held in Omaha? When did the first air mail flight land in Nebraska? Who

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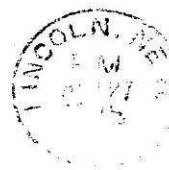
was the Pilot? What do we really know about Charles "Speed" Holman's fatal crash at the 1931 Omaha Air Races? For answers to these questions and many more, read Robert Adwers' book.

--Wallace Peterson

GATEWAY MALL - MAY 27,28
Please sign up to help

RENEW QUICK

Thanks to all of you who have sent your renewal applications in. Without YOU, the Chapter can't exist. For those of you who haven't taken the time to do it yet, PLEASE RENEW QUICK. To date, we have about 10% of our members who haven't. If you need an application, give me a call.



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