



# Chapter 569

## NEWS LETTER

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### AUGUST 1990 NEWS LETTER

So many of our members were attending the EAA Convention in Oshkosh, Wisconsin, that we did not have a meeting in Lincoln in August. Since I was also going to Oshkosh, I did not put out a July News Letter -- time just got away from me before I could do both. Of course, I opted for the lesser of the two evils. As usual, we were to meet with the other clubs in Oshkosh, although I admit I did not do even that.

### MINUTES OF JULY 9th Meeting

Our July meeting was our annual picnic held at Pester Airport 112th & Holdrege. There were 47 people in attendance. The club furnished the hamburgers, buns and drink, with the members furnishing salads and desserts. There was considerable hangar-flying, and about 5 planes even put on an impromptu fly-by for the onlookers. A good time was had by all, and some even held forth until they had to use lights to drive home. Be sure to thank Jim Fix, Duane Hamilton and others who worked so hard to make it a success.

### FLIGHT BREAKFASTS, FLY-INS, AIR SHOWS, ETC.

Sept 2 ----- NFF&R Flyin -Chadron, Nebraska  
Sept 2 ----- Ottumwa Fly-In, Ottumwa, Iowa    Sept 9 ----- Hastings Flyin & breakfast, Hastings, Nebraska  
Sept 14-16 --- 10th Annual Antique Airplane Association Fly-in Gothenbereg, Nebraska.  
Sept 15 ----- Mile High Air Derby, sponsored by the 99's    For more information, contact Sandra Zeliff, 539 North Smithy Ave, Minden, Nebr.  
Sept 15-16 --- Superbatics - Topeka, Kansas  
Sept 16 ----- 12th Annual Yorkfest. Fly-in breakfast 7:00 to Noon. Free to all Fly-ins. York, Nebraska  
Sept 22 ----- Chadron airshow. Fly-in breakfast 7:00 to 11:00. Free to all fly-ins. The Peterson-Krier Airshowe will start at 1:00 - Chadron, Nebraska.  
Sept 23 ----- EAA Aviation Day at Norfolk. Fly-in breakfast from 8:00 to 2:00. Free to all fly-ins.  
Oct 7 ----- Hartington, Nebraska fly-in and breakfast. RC planes will be flying.  
Oct 14 ----- SWPC highlights of the year. Chili feed and poker run, starting at noon at York Municipal Airport, York, Nebraska  
Oct 28 ----- Nebraska Antique Association Fly-in - Fremont, Nebraska.

There may be other fly-ins of which I am not aware. If you know of any, please let me know so I can list them in the newsletter. We would like to know about those in Nebraska, and in the adjoining edge of South Dakota, Iowa, Kansas, and probably Colorado.

Don Shoemaker says, "Don't give up on the airport in southeast Lincoln. There are still several rounds to go."

#### TREASURER'S REPORT FOR SEPT 1990 MEETING

(Prepared 8-26-90)

Checking Account Balance brought forward - - - - - \$ 2,253.45

#### Income:

1990 Dues - - - - - 1 @ \$20.00 - - - - - \$ 20.00

Picnic expenses donation - - - - - 5.00

TOTAL INCOME - - - - - \$ 25.00 - - - - - \$ 25.00

\$2,278.45

#### Expenses:

News Letter Expenses - - - - - \$ 39.40

Picnic Expenses to Les Christiansen - - - 20.88

Picnic Expenses to Jim Fix - - - - - 37.80

Total Expenses - - - \$ 98.08 \$ 98.08

Checking Account Balance - - - - - -\$ 2,180.37

#### NEW MEMBERS

Robert Pribel, 2916 No 40th Street, Lincoln, Nebraska. Please add him to your membership roster and be sure to give him a royal welcom to our club.

#### OTHER ITEMS OF INTEREST:

Anyone want to own your own airfield? No, I don't mean the one in southeast Lincoln. We did receive a notice that there is an FBO for sale in East Texas. It is 80 miles east of Dallas. (At present, the FAA has not included it in the DFW TCA. However, no guaranties.) It is one mile from city water. Established maintenance facility with 3-bedroom homes and 2 bathrooms. Owner selling. If interested, contact Jim Carr, Aircraft Inspections Inc., RR2, Box 7A12, Winnsboro, Texas 75494, Phone (214)342-3063.

I know many of you are tired of hearing me yack about Commonwealth & State Security, but we do have several members who lost money in the above fiasco. Regardless of your feelings on the matter, you no doubt were, or should have been very disturbed that the California Judge allowed an apparent thief with over \$100,000 in his suitcase to be released on his own recognizance. This especially after he had admitted to the facts. I thought you might be interested in my reflections on the matter. This is a copy of a letter which I wrote to the editors of several newspapers:

"I am 73 years of age, and as a boy lived in western South Dakota. My memory

may be hazy due to age, but I recall when you caught a thief with a 'horse' in his suitcase, you hanged him on the spot, and he didn't do it again.

Now, if your brief case contains only a 'small pony,' you are considered to be stupid for not haven stolen a 'larger' one, and sent to jail until you can post 5 to 10 thousand in bail bond. On the other hand, if you were 'smart' enough to steal a 'larger horse,' you are considered to be of the Judge's calibre, and set free until such a time as you can 'steal' enough for bond. Even then, because you are so 'adroit' in your decision making, 10% of the required bond will do very nicely." If I can get the Judge's address, I plan to send him a copy.

#### A BIT ABOUT OSHKOSH

Again, Oshkosh was well attended. We arrived about 1:00 PM Wednesday. The path was not too crowded at that time, with only three ahead of us from Fisk, and one or two behind. About 4:00 to 5:00 business picked up considerably, with many planes on final. By then the parking was about half filled. By late Thursday or early Friday it had nearly reached the saturation point.

As usual, there was a very fine show, although not quite as exciting as it used to be when they did more "bombing" the runway. Of course this depicted the Battle of Briton, so maybe they were hampered by a shortage of ammunition??? I suppose perhaps insurance has more to do with it than availability of supplies.

I might mention that the "Connie" was there as well as a "B-24". They tell me the Stealth Fighter was there, but I saw only the what appeared to be the 'box' they shipped it out in, and boy was it ugly. The Russians didn't make it. I suppose they ran out of "expense" money and were waiting for Uncle Sam to bail them out.

We left Oshkosh about 8:30 Monday morning. Unfortunately, many others chose the same time, and it took one hour four minutes just to taxi out. To make it worse, they put me right in the middle of the real hot planes instead of with the other 120's and 150's. My copilot was a B-24 pilot in Italy with 49 missions to his credit. He gave me a good clue to being sure you were not being run over from the rear. Just find your shadow on the ground, and if there is another shadow approaching yours, you had best take evasive action.

To add to our excitement, we had a complete left brake failure on the way back. Lucky for us there were no runway lights and a firm sod strip on each side, as we made several excursions across the runway before we got stopped. We did have presence of mind enough to roll in full aeleron each time, and keep the wings up off of the ground. Next time, I will check the brakes while still in the air. Of course they won't slow me down appreciably up there, but at least I will know the pedal don't go completely to the floor as ours did. It turned out to be just dirt on either the the valve or the 'O' rings in the master cylinder. Want to know what I thought when this was in progress? "Maybe I should have taken out 'hull damage' insurance despite the cost!!!

Our next meeting will be September 4, 1990 at the Cobbler Inn at 7:30 PM. Larry Craig with the FAA will speak to us regarding "A Gentler, Kinder FAA."

Refreshment Committee for September meeting will be: Jeff Clausen (In charge), Rick Cooper, Art Curtiss & Ken Dahle.

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