



Chapter 569

NEWSLETTER

President
Tom Werner
421 S. 47th Street
Lincoln, NE 68510
(402) 489-9713

Vice President
Ken Mueller
5100 Rosebriar Ct
Hickman, NE 68372
(402) 792-2878

Sec/Treas
Ray Supalla
2201 W Foothills Rd
Lincoln, NE 68523
(402) 423-5297

News Ed
Wallace Petersen
4549 South St.
Lincoln, NE
68506
(402) 489-4316

JANUARY NEWS LETTER

The February meetings will be Tuesday, February 5, 1991 at 7:30 p.m. at the Cobler Inn, West 48th Street and Highway 6.

Mr. Larry Hudkins, County Commissioner and Chairman of the Lancaster County Board of Commissioners, has been invited by Chapter President Tom Werner to meet with the Chapter and discuss issues relating to private aviation and airfields in Lancaster County. Mr. Hudkins will not give a formal talk, but will meet with EAA members and exchange ideas and views with respect to the concerns of his constituents about private aviation in the County, and listen, too, to the concerns of local pilots. President Werner believes this meeting will provide an excellent opportunity for an honest and frank exchange of views, an exchange that should be beneficial to all concerned.

"I hope," Tom said, "that as many members of the Chapter as possible will come to this meeting. The subject is vital for all of us who are concerned about the future of private aviation in Lancaster County."

The refreshment committee for the February meeting will be: Richard Miller (in charge); Bill Mueller; Ken Mueller; Floyd Olson; and Jan Perin.

DON'T FORGET--Local chapter dues are due as of the first of the year. They are \$20--DON'T FORGET!

EAA "World of Flight" Calendars for 1991 are still for sale. If you have not purchased one, do so at this meeting.

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EXPERIMENTAL AIRCRAFT ASSOCIATION

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



Ken

Ray

Tom

Wally

.....And the Past



Lee

Clay

Jerry

Meeting: There were two guests at the January meeting. They were Dave Bradley with the FAA, and George Land, public power pilot. Both are from Columbus, NE.

Items of Interest

Penny Rafferty Hamilton, President of the Nebraska General Aviation Education Council, has been notified by the Kansas City office of the FAA that the Council has been selected as a Central Region winner of the FAA Administrator's "Championship" Awards for Excellence in Aviation Education. The award for sponsorship of the annual "Celebrate Lindbergh and General Aviation Art Contest," open to 2nd and 4th grade students. The 1991 project, which will be the fourth annual contest, will begin in April. Congratulations from Lincoln Chapter 569, EAA!

From AOPA Pilot, January, 1991

AOPA 'FLY-A' PROGRAMS GIVE NONPILOTS A LIFT

All too often, those individuals who wield the most influence in a community, such as business leaders, chamber of commerce officials, reporters, and citizen group leaders, are ignorant of the services and benefits provided by general aviation and often cast general aviation in a negative light. Given the pressures facing aviation, the need to educate these individuals about the positive aspects of general aviation, especially in relation to their community, has never been greater. Realizing that no one preaches better than a convert, AOPA has developed a series of "Fly-A" programs designed to take individuals, such as community leaders, reporters, and the "guy next door," flying. The purpose of these programs is to give these individuals a firsthand view of general aviation and help dispel any misperceptions they may have about flying. The programs offer individuals new to aviation a chance to view the importance of general aviation to their communities—all with a view from the cockpit. To date, thousands have participated in the various programs. If you haven't participated, please make a New Year's resolution to do so.

AOPA's current "Fly-A" programs include:

Fly-A-Leader—This program is aimed at taking influential community leaders flying. A leader is broadly defined and includes those holding elected or appointed positions in government, such as mayors, governors, and congressional leaders, and business leaders such as bankers, plant managers, and chamber of commerce officials. Pilots participating in this program are encouraged to stress the economic importance of aviation to the community and to provide a good aerial tour of the community's points of interest. A community leader who understands the importance of aviation and airports can be a powerful ally to general aviation.

Fly-A-Reporter—One of AOPA's most successful programs, this program involves taking a reporter on a familiarization flight. The program is not limited only to television reporters and can include radio, newspaper, cable television, and magazine reporters. As with all of AOPA's "Fly-A" programs, a special brochure is available that gives helpful tips on taking a reporter flying. As a result of this program, AOPA and general aviation have received very favorable coverage from reporters who have participated in the program. The good will achieved from this program has been invaluable in the efforts to promote general aviation.

Fly-A-Friend—This program has been successful in introducing aviation to thousands of participants. Unlike the other programs, it does not single out one category of individual but involves taking a friend flying. The goal is to acquaint as many people as possible with general aviation. Pilots are encouraged to take a friend or two or 10 on a short pleasure flight or a business trip. Participants are awarded with a First Flight certificate that bears the signature of the pilot in command and also includes information about general aviation. More than 30,000 First Flight certificates have already been distributed.

Fly-A-Controller—This program provides participants with an opportunity to introduce and orient the nonpilot air traffic controller, via a familiarization flight, to the world he or she speaks and listens to but never sees. By taking an air traffic controller or flight service station specialist on a general aviation flight, you will be making a large contribution to enhanced understanding and communication between pilots and controllers. Let an air traffic controller experience flight from the front seat—you'll be doing yourself a favor, as well as the controller.

For information on any of these programs, call 800/USA-AOPA. Watch for other new and exciting "Fly-A" programs, as well.

.....Shouldn't We Be Doing This?

The Stuff of Dreams.....

Fifty years ago a boy stood outside a small airport by the hour, hoping one of the pilots would notice him and ask him to wash his plane. Oh, no. he wasn't begging for a ride. He only wanted to touch one of those lovely birds. By washing it, he could touch it and dream. One day, having helped wash a plane, the pilot asked if he would like to go for a spin. He couldn't have been more correct, had he asked if the Pope wanted to go to heaven. He has been hooked on flying ever since, although it was many years before he could afford lessons necessary for a license.

Airports in the last few decades have changed. Municipal Airports such as ours is no exception. Out of necessity they now have high fences, gates and security guards. Even pilots must enter a special number to go in and fly their own plane. Free access for kids is a no, no.

I said "Airports have changed," but I should have said, "Some airports have changed," for in a few of our cities there are still some which have not changed. Yes, there are a few where wives, grandparents, and even kids, are welcome. Cities and towns blessed with one of these old-fashioned airports, are the fortunate few. Kids can still wash planes and dream, and occasionally, one of those dreams come true and a pilot asks a runny-nosed kid to fly with him.

Lincoln used to be blessed with one of these, called Arrow Airport. Unfortunately, it was located a mile or so too close to the Municipal Airport and that, coupled with economics, contributed to its demise. It was converted to a City garbage dump. There is still one small public use airport but due to its short runway, is marginal for many planes to operate from. It is now no longer economical to build and operate a "small" airport. As a result, any still existing are kept open only for personal use or because someone remembers that kid standing outside the fence with stars in his or her eyes.

Most people probably failed to notice that several pilots, out of concern for such a loss to our community and because of a love for flying, chose to honor our City by building just such an airport in the southeast part of the city. They planned to do this with their own funds, and not ask for one dime of tax money. Unfortunately, many people are not knowledgeable about present day airports and were alarmed that one was coming to their neighborhood. They somehow associated a "small" airport with low-flying airplanes, noise and danger, and felt it might lower the value of their property and interfere with their present lifestyle. They may also have felt it was being built by some rich men with "profit" as their motive. For whatever reason, they convinced the County Commissioners that it should not be built.

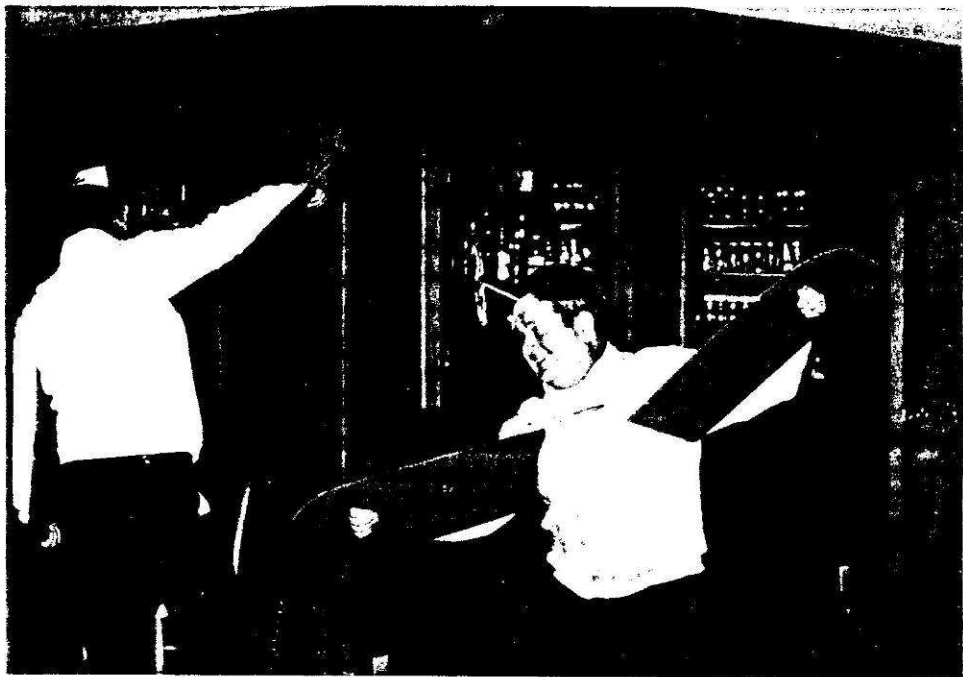
What a loss to Lincoln and the surrounding community. What a loss to our nation, which right now is facing an acute shortage of qualified pilots for our commercial airplanes. What a loss to Lincoln in that it would have increased the tax base thereby providing more tax revenue for our City and County. What a loss to the community should a medical crisis arise and an immediate air evacuation need be made. Even more so, what a loss to that boy standing dreaming in your yard or mine as a plane flies over, but has no one to help him realize that dream.

Lester H Christiansen

From the Christmas Party.....



Handing Out the "Big Ones".....



.....It Looks Like a Downwind Landing!

Minutes of the January 7, 1991 Meeting

Newly installed President Tom Werner called the meeting to order at 7:30 PM. Minutes from the previous meeting and the treasurers report were approved as printed in the December newsletter. The contributions of the 1990 officers were gratefully acknowledged and certificates of appreciation from the national office were presented to Clay Champoux, Terry Majewski, Les Christiansen and Jerold Carlson. Appreciation was also expressed to Jim Fix and Janice Jackson for the excellent Christmas party. Their outstanding work on the 1990 party netted them a unanimous invitation to orchestrate a similar party at the Legion Club in 1991.

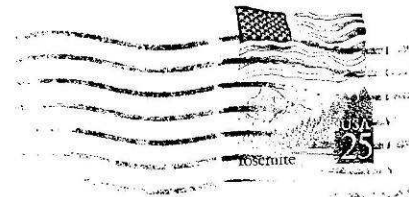
The major item of business was a report on the Bennet area airport from Don Shoemaker, followed by a discussion of how to most effectively participate in the related airport task force organized by Lancaster County. Considerable concern was expressed concerning the lack of objective and knowledgeable representation on the task force. Bonnie Peterson and Clay Champoux were appointed to investigate Club options for a more effective voice in County airport planning. It was also decided that County Commissioner Larry Hutkins should be invited to discuss the matter with us at a regular club meeting in the near future.

The program for the evening was a very enjoyable video of the life and times of geese and ultralights.

Meeting adjourned at 9:15 PM.

Ray Supalla, Secretary

Wallace C. Peterson
Economics Dept. U N L
Lincoln, Nebraska 68583



Jerold Carlson
2545 No 60th St.
Lincoln, Ne 68507