



Chapter 569

NEWS LETTER

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DECEMBER NEWS LETTER

Due to the first Tuesday of the month coming on New Year's day, we have arbitrarily moved our meeting date to January 8th. It will be at 7:30 PM at The Cobbler Inn, West 48th Street & Highway #6. Our program will consist of a series of VCR tapes, one of which will show the geese raised in Canada which learned to follow the pilot before they learned to fly and then thought it reasonable and proper to continue following the ultralight plane when he had it ready to fly. If you haven't seen it, I am sure you will enjoy it.

The refreshment committee for the January meeting will be: Janice Jackson (in charge), Mike Jiskra, Eldon Kreimer, Tom Lutzi & Wayne Martin.

Larry Craig has graciously furnished us with a copy of the new Annual Flight Review Regulations:

Annual Flight Review

Section 61.56(d) of the Federal Aviation Regulations (FAR) requires recreational pilots and non-instrument rated private pilots with less than 400 hours of flight time as pilot receive a flight review annually. On November 30, 1990, an amendment delaying the effective date of section 61.56(d) of the FAR until August 31, 1991 was signed and became effective immediately, consequently, all effected pilots are not required to accomplish a flight review annually until after August 31, 1991.

As of this date, I am turning over the job of News Editor to the capable hands of Wallace Peterson and probably his wife. Please give he and his wife the fine help which you have given me, and I know we will have another fine year ahead.

I wanted to prepare a brochure outlining my accomplishments during my term as News Editor, so I worked all last night, and came up with a 35-page brochure. It sounded wonderful, even if I did write it myself, and when I read it, I almost busted my buttons with pride. Then, at my wife's suggestion, I went over it and deleted all the falsehood and political innuendo, and I was left with only one word. Since it would hardly fill one line let alone 35 pages, I will print it below for you to read:

"Nothing!"

I plan to use this as my total resume, should I ever apply for this or a similar position again. But, on second thought, it has been fun doing "NOTHING," and I wouldn't have missed it for the world. Thanks for letting me try. When the February news letter comes out, I will be in either Bolivia or Chile, South America. With a resume like this, perhaps I can get a job down there. If not there, then maybe one in Washington, unless of course you think this might make me appear to be over qualified?

MINUTES OF LAST MEETING:

The last meeting was our annual Christmas party, so there is little to report in the way of business. We did have a very good attendance. As usual, Jim Fix & Janice Jackson did an outstanding job of providing entertainment. They tell me the FIXtures & FIXettes put on an interesting performance, but I was too busy chasing both girl and airport to notice. Sorry, I missed out on both, but am happy I still retained my briefcase full of dollars. With dollars, you can always buy both.

TREASURE'S REPORT FOR JANUARY 1991 MEETING

Prepared 12/15/90

Checking Account Balance brought forward	\$2047.67
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Income:

1991 Calendars	5 @ \$5.00	\$ 25.00
50/50 drawing		\$ 16.00
Coffee Kitty	35 people	\$ 4.10
Refund Chpt 80 picnic		\$ 3.50

Total Income	\$48.60	\$48.60
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Expenses:

Les Christiansen for newsletter	\$ 44.17
Legion Club for Christmas Party	\$620.00
Insurance payment for EAA chpt. 569	\$ 45.00

Total Expenses	\$709.17	\$ 709.17
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Checking Account Balance	\$1387.10
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FOR ALL THOSE BORN BEFORE 1945 (Continued from Page 5.)

We remember when airports were cow pastures, and not TCA's or TERSA'S.

We remember when the CAA was our friend, and not like FAA - someone to fight with.

We remember when the Airport Manager welcomed us instead of putting a fence around his domain, with a "secret?" code in order to get to our airplane.

We remember when you parachuted only when a crash was inevitable.

We even remember when "Commonwealth" referred to the State of Virginia.

TREASURE'S REPORT SUMMARY FOR 1990

Prepared 12/15/90

Checking account Balance Start 1990 \$464.84

Deposits made during 1990

01-08-90	\$ 331.32
02-11-90	\$1590.82
03-27-90	\$ 67.22
04-24-90	\$ 60.80
05-22-90	\$ 60.00
07-02-90	\$ 35.30
10-01-90	\$ 100.83
10-19-90	\$ 75.95
12-17-90	\$ 48.60

Total Deposits	\$2370.84	\$2835.68
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Checks Written during 1990

Date	To Whom	What	Amount
12-20-90	Kinkos	Printing	\$ 11.71
01-06-90	Terry Majewski	Supplies	\$ 6.50
01-27-90	EAA Insurance	Insurance	\$ 25.00
02-27-90	Les Christiansen	Newsletter	\$ 12.80
04-24-90	Nebraska Aviation	Lindberg	\$ 50.00
05-22-90	EAA Headquarters	Magazines	\$180.00
06-06-90	Les Christiansen	Newsletter	\$ 70.84
07-17-90	Les Christiansen	Newsletter	\$ 39.40
08-26-90	Les Christiansen	Newsletter	\$ 20.88
08-26-90	Jim Fix	Picnic	\$ 37.80
09-04-90	Les Christiansen	Newsletter	\$ 34.04
09-04-90	Duane Hamilton	Picnic	\$ 25.00
10-01-90	EAA Chpt. 80	Calendars	\$147.60
10-02-90	Hy Vee	Coffee Sup.	\$ 3.27
10-02-90	EAA Chpt. 80	Picnic	\$ 74.57
11-03-90	Les Christiansen	Newsletter	\$ 44.17
11-11-90	Legion Club	Banquet	\$620.00
12-15-90	EAA Insurance	Insurance	\$ 45.00

Total Chapter Expenses 1990* \$1448.58

Total Chapter Funds	
12-15-90	\$1387.10

*Some 1990 Christmas Party income and expenses are not reported as of date

Terry Majewski-Treasurer EAA Chapter 569

During FSDO surveillance around the state, we are finding aircraft that are not properly registered with the FAA Aircraft Registry in Oklahoma City, Oklahoma. If you have not reviewed the Certificate of Aircraft Registration, AC Form 8050-3 for your aircraft, you may wish to do so. We have extracted information regarding aircraft registration from AC 61-23B, "Pilot's Handbook of Aeronautical Knowledge" to aid you with your review.

Certificate of Aircraft Registration Before an aircraft can be legally flown it must be registered with the FAA Aircraft Registry and have within it a Certificate of Registration issued to the owner as evidence of the registration (Fig. 2-14). An aircraft is eligible for registration only if it is not registered under the laws of any foreign country.

The Certificate of Aircraft Registration will expire when:

1. The aircraft is registered under the laws of a foreign country.
2. The registration of the aircraft is cancelled at the written request of the owner.
3. The aircraft is totally destroyed or scrapped.
4. The ownership of the aircraft is transferred.
5. The holder of the certificate loses United States citizenship.
6. Thirty days have elapsed since the death of the holder of the certificate.

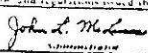

When the aircraft is destroyed, scrapped, or sold, the previous owner must notify the FAA by filling in the back of the Certificate of Aircraft Registration, and mailing it to the FAA Aircraft Registry.

When a U.S. civil aircraft is transferred to a person who is not a U.S. citizen, the U.S.-registered owner is required to remove the United States registration and nationality marks from the aircraft before the aircraft is delivered.

A Dealers Aircraft Registration Certificate is another form of registration certificate, but it is valid only for required flight tests by the manufacturer or in flights that are necessary for the sale of the aircraft by the manufacturer or a dealer. It must be removed by the dealer when the aircraft is sold.

The FAA does not issue any certificate of ownership or endorse any information with respect to ownership on a Certificate of Aircraft Registration.

NOTE: For any additional information concerning the Aircraft Registration Application or the Aircraft Bill of Sale, contact the nearest General Aviation District Office or Flight Standards District Office.

UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION CERTIFICATE OF AIRCRAFT REGISTRATION		This certificate must be in the aircraft when requested.
REGISTRATION MARKS N 12345	AIRCRAFT SERIAL NO. F-123	
MANUFACTURER AND MANUFACTURER'S DESIGNATION OF AIRCRAFT FLITMORE FT-3		
I S E U O F O ROBERT E. BARO 300 MOERKLE ST ANYTOWN, OHIO 12345		This certificate is issued for registration purposes only and is not a certificate of title. The Federal Aviation Administration does not determine rights of ownership in between private persons.
In return for the above described aircraft has been entered on the register of the Federal Aviation Administration, United States of America, in accordance with the Communications Act of 1934, and the Federal Aviation Act of 1958, and regulations thereunder.		
DATE OF ISSUE February 15, 1976	Signature 	
AC Form 8050-3 112 751		

DEPARTMENT OF TRANSPORTATION
 FEDERAL AVIATION ADMINISTRATION
 AERONAUTICAL CENTER
 P. O. BOX 75564
 OKLAHOMA CITY, OKLAHOMA 73125

OFFICIAL BUSINESS
 PENALTY FOR PRIVATE USE, \$300

TO:

ROBERT E. BARO
 300 MOERKLE ST
 ANYTOWN, OHIO
 12345

Figure 2-14. Certificate of aircraft registration.

FOR ALL THOSE BORN BEFORE 1945

WE ARE SURVIVORS!!! Consider the changes we have witnessed:

We were born before television, before penicillin, before polio shots, frozen foods, Xerox, plastic, contact lenses, Frisbees and "The Pill."

We were before radar, credit cards, split atoms, laser beams and ball-point pens; before pantyhose, dishwashers, clothes dryers, electric blankets, air conditioners, drip-dry clothes--and before man walked on the moon.

We got married first and then lived together. How quaint can you be?

In our time, closets were for clothes, not for "coming out of." Rabbits were small bunnies and were not Volkswagens. Designer jeans were scheming girls named Jean or Jeanne, and having a meaningful relationship meant getting along well with our cousins.

We thought fast food was what you ate during Lent, and Outer Space was the back of the Riviera Theatre.

We were before house-husbands, gay rights, computer dating, dual careers and commuter marriages. We were before day-care centers, group therapy and nursing homes. We never heard of FM radio, tape decks, electric typewriters, artificial hearts, word processors, yogurt, and guys wearing earrings. For us, time-sharing meant togetherness; not computers or condominiums; a "chip" meant a piece of wood; hardware meant hardware; and software wasn't even a word!

In 1940, "made in Japan" meant junk and the term "making out" referred to how you did on your exam. "McDonalds" and instant coffee were unheard of.

We hit the scene when there were 5 & 10¢ stores, where you bought things for five and ten cents. Sanders or Wilsons sold ice cream cones for a nickel or a dime. For one nickel you could ride a streetcar, make a phone call, buy a Pepsi or enough stamps to mail one letter and two postcards. You could buy a new Chevy Coupe for \$600, but who could afford one; a pity, too, because gas was 11¢ a gallon!

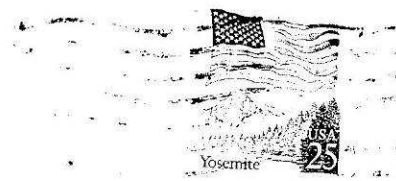
In our day, cigarette smoking was fashionable, grass was mowed, Coke was a cold drink and pot was something you cooked in. Rock music was a Grandma's lullaby and AIDS were helpers in the Principal's office.

We were certainly not before the difference between the sexes was discovered, but we were surely before the sex change; we made do with what we had. And we were the last generation that was so dumb as to think you needed a husband to have a baby!

No wonder we are so confused and there is such a generation gap today!

BUT WE SURVIVED! What better reason to celebrate?

LESTER H. CHRISTIANSEN
C/O 25th Street
LINCOLN, NE 68510



M
Jerold Carlsen
2545 No 60th Street
Lincoln, Nebraska