



EAA CHAPTER

Number 569

• A LOCAL CHAPTER OF THE EXPERIMENTAL AIRCRAFT ASSOCIATION - BOX 229, HALES CORNERS, WISCONSIN 53130 •

Lincoln, Nebraska

Pres.: Bob Dinkel
6317 Deerwood Drive
Lincoln, Ne. 68516
Phone 423-4103

V. P.: Clayton Champoux
840 W. Stockwell
Lincoln, Ne. 68522
Phone 423-3798

Sec-Treas: Dick Miller
3118 South 42nd St.
Lincoln, Ne. 68506
Phone 488-6123

Editor: Ted Oehlert
12571 Wittstruck Road
Bennet, Ne. 68317
Phone 782-8039

JULY 1988 NEWSLETTER

JULY MEETING/PICNIC: Please note there is a TIME, PLACE AND DATE CHANGE from our regular meeting time and place! Please note that there will be no meeting the first Tuesday, July 5. The next meeting (picnic) of EAA Chapter 569 will be held on Sunday July 10, 1988 at Pestors T Hangars, 112th and Holdrege Streets, Lincoln. Plan to arrive around 4:00 P.M. and to eat at 5:00 P.M. This will be a club and family picnic so bring a "Pot Luck" dish to pass, your own plates, cups, silver ware and a card table and folding chair if you have one. We plan to roll a plane out of a T hangar and set up a table for the food. "The Club" is furnishing soft drinks.

Remember that it is summer and insects are out so you may want to bring along your insect repellent. "Avon Skin So Soft" does a good job for me and its fragrance and price are to my liking.

Also be sure and council with the younger generation and little kids that the airplanes are to be looked at only, and must not be climbed in, or on as there are planes there that do not belong to our club members and our club does not want to have any damage done, or hear of any complaints.

Minutes of June 7, 1988 Meeting

Our members came drifting in late, as a result our meeting was called to order late (7:50 P.M.) by our Vice President Clay Champoux. Our President, Bob Dinkel was out of town.

Our guest, Lt. Kelly Noler, Lt. Mark Severson and his wife Sgt. Robin Severson attended our meeting and Lt. Noler and Lt. Severson played a tape of radio and intercom communication during combat practice maneuvers. They both gave an interesting talk of their experiences, demonstrated a "G Suit" and told of the effects of the "G Suit" in pull outs of maneuvers in the F-4. We had a very informative question and answer session as well.

We welcomed new members Steve Green of Av-Pac and Wayne Belts who will

head up the maintenance department at the Seward Airport in the near future, or as soon as the new maintenance hangar is built.

Jerry Carlson reported that it is impossible to obtain a writer on the insurance policy at the Wahoo Airport for our joint Chapter, 569 and 80 "Fly-in". So we are back to "square one". Any suggestions or ideas? Jerry suggested using the money that would be spent on an insurance policy for a nice dinner for the women who back up the members of Chapter 569 and their escorts.

Don Shoemaker reported on the City acceptance of airport regulations that has just been completed by the county. Jeff Clausen reported that there was no new information of 88-2 and that the report is due on June 12th.

Jim Stephens had twenty four caps made up with "EAA Chapter 569 Lincoln" printed on them which we are selling for \$4.00 each.

This year our meetings have been taken up with 88-2, the County-City zoning laws, Chapters 569 and 80 "Fly-in", it was noted that time is of the essence and Jim Fix was appointed chairman of our Christmas Party. With his knowledge of aviation and contacts we will have a good one.

Lester David made the motion to close the meeting and it was seconded at 9:00 P.M.

After refreshments we all went over to Doc McKinty's hangar to view his new T-18. It is about ready to fly except for some fine tuning such as proper adjustment of control surface degree of travel, installation of flarings etc. Due to our late start it was dark by the time we got to Doc's hangar but he had shop lights available.

After each meeting the officers try to rearrange the chairs as we find them when we go into the meeting room and try to straighten it up. We find cups half full of coffee, hot chocolate, pop cans, some of them tipped over leaving stains on Don Shoemaker's new carpet. If you don't believe it look at the carpet at our next meeting. I wonder if you do this at home and leave the same mess for your women folk to clean up. It takes very little effort for each one to take care of their refreshment trash and therefore hopefully we'll curtail messy accidents. Also how many of you have shook Don's hand and thanked him for furnishing us a very nice clean meeting room for our Chapter 569 activities? (Do you remember what it was like before we had a regular meeting place we could count on? In fairness to Don I need to mention that Don has never breathed a single word of complaint for any mess we have created, but please, let's not take advantage of the great hospitality and good nature of Don.) I think it is time for respect, consideration, and a great thank you to Don for all he has done including the phone calls to Washington on 88-2 and the Southeast Nebraska Aviation Council. Let's hear a great big applause for Don!

Dick Miller

More from Paul, (Paul Wood, not Paul Poberezny), Earlier this year, Shirley Tebo and I visited a friend at an Air Force Base out west. Knowing how interested in flying we are, he invited us to experience a ride in an tandem cockpit version of the F-14 jet fighter simulator.

We were escorted to the "Sim" building, and shown inside. The building on the base was larger than a typical one story three bedroom house. The actual cockpit/fuselage that we were to sit in took up only a small portion of that whole area. The remainder of the complex housed tall banks of electronic power supply and other equipment used to power the hydraulic systems.

My officer friend, and his two staff airmen assisted us in the climb over the cockpit edge into the "office." With Shirley in the back seat, we were given a thorough run down of the complicated controls, dials, and lights necessary to make it

"go."

Hatch down, we had the head sets on and could hear our friend at the control panel giving us taxi and take-off instructions. We could feel the rumble of the high pressure nose and main wheel tires, along with the sway of the aircraft in the turns.

We were told to listen to the beeps, indicating the required knots of airspeed for rotation(c.160 knots!), and reaching that speed, I pulled back to feel the lift-off and bang of the wheels tucking away underneath. Cleaned up, I pushed the twin throttles forward to their first detent, then slightly to the left to cut in afterburners. The whine doubled in intensity as we felt the tug and thrust of those huge fire barrels push us up, up, up and level off at 30,000 feet in a twinkling. What a fantastic ride! Suddenly, the translucent plastic canopy lost it's light, and we were plunged into a dark IFR storm, complete with lightning flashes! The turbulence was maddening, and I over-controlled, fighting to keep altitude and heading. Suddenly, we were in a screaming dive, and watching the altimeter spinning, I realized that we were flamed out and in a vicious spin. A horn went off and lights told me that the hydraulic system was out, and that the outside generator had deployed, giving some power back to the electrical system(remember the old Luscombe and Aeronca with their outside fan-bladed generator? Same idea, only automatic as a fail safe mode. The more things change, the more they stay the same, a 1930's idea on a two million dollar 1970's fighter).

After sweating another hour and twenty minutes of this trial and trauma, we were cleared to land, and given pattern headings, I only crashed twice trying to keep this touchy platform stable enough to land. Finally, on roll-out at 100 knots, we felt the right main gear tire blow out, with appropriate shuddering and stagger of the aircraft! With perspiration soaking my shirt, and a sigh of relief, I pulled the canopy lever to look out into our magic room from whence we had never left. Shirley had enjoyed the flight, but once at 90,000 feet AGL, she felt a bit light-headed. We stood again on terra firma(the more firma, the less terror), and I was presented with an official form with the date, time and

Treasurers Report June 9, 1988

Balance brought forward 1152.60

Income

Dues 75.00
Refreshments 9.65
Raffle 8.00
Hat Sales 20.00
2.65

112.65
1265.60

Expense

Refreshments

10.61
88-2

81.61
1183.99

Submitted by: Dick Miller

duration of the flight, indicating the maneuvers and number of take-offs and landings performed.

A word to the wise, if you get a ride in an F-14 or the like, don't move the stick, just push the little cone shaped button on top of the stick handle. That will move you around more than enough for normal flight. We were told that the simulator costs two million, and the actual aircraft, half of that. But then, the crash of the simulator costs nothing, saving us taxpayers a bundle with each "auger-in.".