



EAA CHAPTER

Number 569

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

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JUNE 1988 NEWSLETTER

JUNE MEETING: The next meeting of EAA Chapter 569 will be held on Tuesday, June 7th, 1988 at 7:30 P.M. We will meet in the meeting room at the Cobbler Inn (Shoemaker's Truck Stop, NW 48th and West "O", Lincoln). The program for the evening will be Lieutenant Kelly Noler of the Nebraska Air Guard. He will talk about and show a tape of a practice dog fight involving F-4 aircraft.

The June refreshment committee will be Ken Kiene (in charge), Eldon Kreimer, Ed Krula, Wayne Martin, and Harlo McKinty. The refreshment committee for the July meeting will be Terry Majewski (in charge), Dick Miller, Bill Mueller, Ted Oehlert, and Floyd Olson.

SECRETARY'S REPORT:

The last meeting of EAA Chapter 569 was called to order on May 3rd, 1988 at 7:40 P.M.

The Secretary-Treasurer's report as printed in the May newsletter was approved as printed. The motion was made by Ed Garner and seconded by Jeff Clausen.

Jeff Clausen reported that the County Commissioners approved the County Zoning articles as drawn up by the Southeast Nebraska Aviation Council Committee members (Don Shoemaker, Jeff Clausen, Bill Hamilton and Jim Chambers). Anyone anticipating building a private airport should contact the council for information.

There was general discussion regarding 88-2 and other items.

The business meeting was adjourned at 8:20

After refreshments, Mr. C Rukow from the FAA gave a talk about the proper current procedure to have a homebuilt inspected by the FAA for airworthiness certification.

TRESASURER'S REPORT:

Balance Brought Forward		1039.85
Expense	0.00	
Income		
Dues	30.00	
Raffle	10.00	
Refreshment Kitty	7.10	
Calendar Sales	66.00	
	113.10	113.10
Checkbook Balance		1152.95

Submitted by Dick Miller

More from Paul

In addition to the mnemonics or acronyms used by pilots to remember things to do before take-offs and landings (Fo Mo Co = fuel - mixture rich - carb heat, for landings; CIGAR = controls, _____, gages, altimeter, run-up, for pre-take-off; and ARROW, for what, I forget, can anyone help me on that one?), there are some dillies for various automobiles; PONTIAC = poor old ninny thinks it's a Cadillac, FIAT = fix it again Tony; FORD = first on race day, foolish Okies really dig it, fix or repair daily, found on the road dead; BENZ = built by ex-nazi zealots; to name a few. Let's try a few for various aircraft; CESSNA = Clyde (Cessna) either screwed (up) or saw no alternative; BEECH = better employ extra crash ehlements; RUTAN = rain (really) upsets the altimeter needle; PIPER; = purchase insurance (or) pay for extra repairs; BONANZA = braver orthopedists never attempt nutty zooming around; KR = kobbled (up) rocket; DYKE (Delta) = didn't you know (about) (a)erodynamics?; CAMAIR(S)= climb(s) and maintains altitude in rare situations; CUB = climbs under bugs; BEDE = better employ (better) design engineers; RV One = rolls (out) vertically once (in a while).

SUPPERMEN OF FLIGHT

The Airline pilot leaps tall buildings in a single bound, is more powerful than a 747, is faster than a speeding bullet, walks on water, and gives policy to God.

The Multi-engine Pilot leaps short buildings in a single bound, is more powerful than a 707, and is just as fast as a speeding bullet, walks on water if it is calm, and talks to God.

The Instrument Pilot leaps short buildings with a running start and favorable wind conditions. He is almost as powerful as a Lear Jet and faster than a speeding bullet, walks on water of an indoor pool, and talks to God if special request is approved.

The Commercial Pilot barely clears a quonset hut, loses tug-of-war with

Twin engine aircraft, can fire a speeding bullet, swims well, and is occasionally addressed by God.

The Private Pilot makes high marks when trying to leap buildings, is run over by Piper Arrows, and sometimes handles an airplane without inflicting self injury, can dogpaddle in water, and talks to animals.

The Soloed Student Pilot runs into buildings, recognizes a Cessna 172 two out of three times, is issued a parachute, can stay afloat if properly instructed, and talks to water.

The Non Solo Student Pilot falls over door sills when trying to enter buildings, says "Look at the airplane", wets himself with a water pistol and mumbles to himself.

The FAA Examiner lifts buildings and walks under them, kicks airplanes out of the hangars, catches speeding bullets in his teeth and chews them, and freezes water with a single glance. THE FAA EXAMINER IS GOD.

I spoke with one of the members of our EAA Chapter, without whose ongoing, hands-on help, the club would surely have been "belly up" years ago. Our topic, the "dirty words" that the great body of our membership avoid, skip over, ignore, or pretend that they will go away by themselves. What "dirty words?" The ones we all know, but prefer to put back in our pre-conscious, namely, "Carry your share of the load." How long has it been since you raised your hand to serve on a committee, and then actually did some of the work on it? A great many strident voices with strong opinions attend meetings and never raise their hand except to insert a brownie to their lips. Can it be that the mirror on the wall tells you, "Hey, it's the fourth Tuesday again, let's check out the meeting and watch our timing so that our hand stays down when it's time to serve." Without being overly critical, when's the last time you called long distance to confirm dates and location for events that your committee needs information on? For that matter, when's the last time you sat through that long, awkward silence when volunteers were requested by President Bob Dinkle, without moving a muscle?

It's time that select group of people who sit through these silences, rigid, to look inwardly and say to themselves, "I guess it's my turn; the same crew of people having been carrying the load without my help for all of these years without even a free dinner for their expenses and other efforts that keep the club interesting and enjoyable."

Rebuttles encouraged.

Paul Wood