



EAA CHAPTER

NUMBER 569

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

OF Lincoln Nebraska

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MAY 1985 NEWSLETTER

* FROM THE PRESIDENT *

MAY MEETING: The next meeting of EAA Chapter 569 will be held on Tuesday, May 7th at 7:30 P.M. in the Duncan Aviation lunch room. Dale Greene, one of our Chapter Designee's will give us a presentation on fiberglass. Dale has spent several years working with this material and he has picked up many tips through experience that he will share with us.

The refreshment committee for this meeting is Jack Hoenig (in charge), Randy Hewitt, Terry Holsclaw, Janice Jackson, and Mike Jiskra.

Many of you have commented to me about how nice it is to have use of the Duncan Aviation lunch room for our meetings, and now even the PA system. The person who makes it all possible is Harry Barr. The next time you see him, you might tell him "thank you" for the very excellent accommodations.

The time has arrived for volunteers to accept some of the responsibilities for the various tasks at the Seward Fly-in on June 22nd and 23rd. It takes a lot of work to make a function like this a success. Duane will be asking for help with the contests, judging, trophies, etc. I need someone to help me with the communications. We also need at least 3 ladies to help with the Sunday breakfast ticket sales. It you're able to help, give your name to Duane. Don't be afraid to get involved, believe me, we all have a lot of fun. This is an excellent opportunity for you to become acquainted with fellow EAA chapter members from all over the state. If your schedule is such that you cannot become involved in chapter activities, you can still give your support to the club in other ways. We can always use door prizes to give out at future meetings, or you can write an article for the newsletter. Our club will be only as good as you're willing to make it. Don't pass the buck, we need ideas and support from everyone. It's up to you. You don't have to feel like you're left out.

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AV-Ploys by Paul Wood

I have this on good authority that the term "Buddy Prop" refers to the practice of starting your airplane at tie-down by positioning another plane of equal or greater punch directly in front, oriented with the tail of the starter aircraft in front of you. The drill works this way; in position, the front aircraft cranks up and turns up high RPM's. The ensuing breeze or hurricane (depending on power available) starts your powerplant/propeller windmilling and, voila, you get started. Obviously, this would be risking damage to your aircraft from blowing rocks, dirt, grit, and other items torn loose from the tundra. Perhaps the procedure only is considered as an emergency/last resort situation.

AV-Gags;

The terse, laconic FAA "incident" report went as follows; "The heavy jet transport engine flame out condition arose from metal fatigue induced by random vibrations in the drain/overflow equalizer valving devices at the aft section of the passenger restroom system. The malfunction and accompanying flow of semi-solids from the above source, entered the primary compressor area of the port engine, causing the ensuing destruct vibration of impeller blades, or as summary, the human fecal matter hitting the fan. End of report."

I noticed a beautiful, if unusually textured, leather-like upholstery job on an ancient Beechcraft at Oshkosh a while back. I asked the owner, who did the restoration, about the covering on the seats, and received the following reply; "Yes, this is seat covering of genuine un-born nauga. I found a guide down in upper-lower Ecuador that taught me how to hunt naugas as a game animal, while flying endangered Ecuadorian functionaries out of make-shift runways in the mountains of the rebel held areas. Some of the locals had never seen a wheel, until they saw it on the nose of my airplane. One of them demonstrated how to get unborn naugahyde; the trick is to snare them alive, and select the ones that are pregnant, turning the others loose. You take miles of hemp (I prefer piano wire), and wrap around and around the pregnant nauga. The rest is just waiting until the natural process happens. You don't want to mess with the mama nauga again, because they have a nasty temper, and a memory like an elephant. I know, because I can show you scars on my back side to prove it." So if any of you fellows would like to hunt something a little out of the ordinary, just look this guy up, it sounds like a real challenge.

Sweet young thing to "sky-king" pilot as she looked out of the aircraft window towards the ground, "Gee, those people look just like ants."
His reply, "They are ants, we're still on the ground."

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Jeff's Column

Summer has officially begun. The first fly-in of the year was held on Sunday April 22nd at Nebraska City. Many EAA's from Lincoln were present and Jim Stephens walked away with the best homebuilt award. It's an annual occurrence for Jim. Since there was so much competition with 100 or so airplanes there, the Ercoupe stayed home this year.

If you have a list or get a flyer with this years fly-ins concerning date, time, place etc. give it to Jim Fix or me and we'll get it in the newsletter. At least once during the year, I think it would be fun to all join up in a mass formation and fly somewhere, either a fly-in or maybe on a nice Sunday morning, a breakfast flight to the Flying V in Utica. If anyone is interested, contact me. I would also like to get a group together for a flying fishing trip to say lake Okaboji or Spencer lake; somewhere close and handy and make a week end out of it. If you have any ideas on the subject, let me know.

Since spring is upon us, the weather is unpredictable. At least that is what the weathermen say. I say the weather in the spring is always predictable, it's usually the s__s and you can count on it. At any rate, be careful of the quick building storms and sudden down pours. On Friday, April 19th, a storm blew through Lincoln with gusts clocked at around 70 MPH. That's cruise speed on a J-3. During violent weather like this, I've seen airplanes literally flying in their tie downs. One could see daylight under all three wheels. Good way to get cheap flying time! If you own an airplane and it sets out or in an open hangar, be sure it's firmly tied down or it may just leave without you.

On Sunday, April 14th, the movie The Aviator was shown for us at the Joyo Theater. Many members were in attendance and it was a fair movie. I don't mean to sound like a movie critic but why can't somebody make a real, nothing but flying movie and leave out the 2 bit romances. At least the flying scenes of the Stearman was worth the price of admission.

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FOR SALE - One Jeannies' Teenie II (JT-II). 75% complete. Good workmanship. Forged VW crank and other parts included. Asking \$1,000.00. Rick Krutz. See Dale Greene for details.

FOR SALE - Cont. 65 HP engine with mags, Everything except carb. Some new parts and cylinders have been honed and have new pistons, rings, valves, etc. See Jim Stephens or Jeff Clausen.

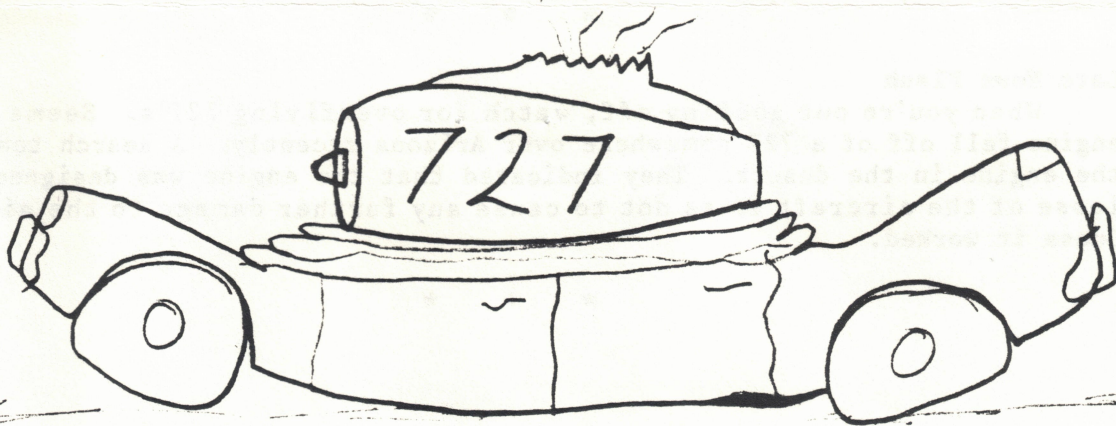
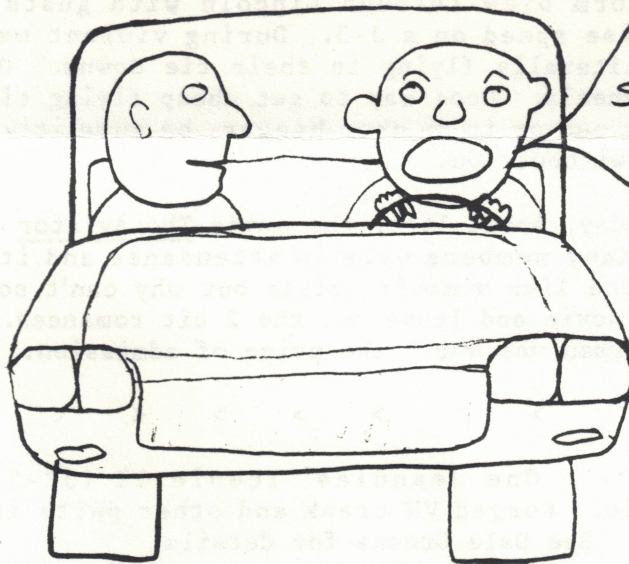
FOR SALE - Stits Playboy. 125 HP Lyc engine, 500 hrs. total time. Newer fabric and Imron paint. Easy ground handler. Very well built. Cheap - \$4,750.00 Mark Pearson, 656-3026, Plymouth, Ne.

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Late News Flash

When you're out goofing off, watch for overflying 727's. Seems like an engine fell off of a 727 somewhere over Arizona recently. A search team found the engine in the desert. They indicated that the engine was designed to rip loose of the aircraft so as not to cause any further damage to the airframe. Guess it worked.

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885 So. 46th Street
Lincoln, Nb 68510
April 12, 1985

Dear Jeff,

Very early in the preparations for World War II, we were desperately short of airplanes even for training. As a result, many private planes, even Cubs, Cessna 120's., etc were confiscated and pressed into service. There was the same scarcity of pilots. Anyone who had even ridden in an airplane without getting sick, was made post haste into a fighter pilot.

The story is told of one man who already had his private ticket. The air corps of course grabbed him immediately. He apparently had no taste for fighting air battles, so even though he flew the plane fairly well in the air, continued to bungle it as he made a landing. He even faked it so well that his instructor would have to take over and make a go around.

Somehow the instructor in visiting with the rest of the trainees found that this was faked. He told the others that he would take the stick out of the co-pilots place and throw it overboard, therefore forcing the student to make a landing. Somehow the student also found out about the instructor's plans and took along an extra stick.

They made one attempt at landing and the trainee bungled it. On the second pass, the instructor held up the stick for him to see it, and calmly tossed it overboard. You can imagine his surprise when the trainee mimicked him and held up his stick and calmly dropped it overboard.

To make a long story short, they both lost in what they were trying to prove. The instructor then bailed out and indicated that the trainee should do the same. The instructor was punished for doing something silly. The trainee had to go ahead and land the plane which was what he was attempting to avoid.

It seems sometimes both parties can lose.

Sincerely,


LESTER H. CHRISTENSEN
Cessna 3040 November