

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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NOVEMBER 1984 NEWSLETTER

NOVEMBER MEETING: Please note that there is a **MEETING DATE CHANGE** for the November meetings. The November meetings for EAA Chapter 569, Lincoln Nebraska, will be held **Tuesday November 13, 1984, 7:30 P.M.** at Lincoln Aire. This change is being made from the first to the second Tuesday so that everyone has an opportunity to vote on Tuesday the 6th. Please mark this change to November 13, on your calendar.

Attention Ladies!

Are you your husband's or your friend's co-pilot or navigator when you go flying? Do you know what to do (except panic) if for some reason the pilot becomes unable to handle the plane?

Come to the next EAA meeting and we will discuss forming an EAA Auxiliary. Would you like to learn what to do if you were forced to pilot the plane? This of course can't be learned in one easy lesson. We have an instructor who is willing to give us the essentials in case of such an emergency, if this is your wish. The class would probably last most of the winter months.

Mary Garner

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> Jeff's Column <

I'm writing the following item to test the waters out there to see if I am in fact the only crazy person on the interstate. How many of you travel the highways in our state on occasion? At least 95% of you I bet. How many of you day dream as you're crawling along at 55 mph?

Well, I travel often and on those painfully boring trips along the interstate, especially from Lincoln to Kearney, I find myself day dreaming. All of a sudden my 77 Plymouth is transformed into a P-51. The speedometer transforms into an airspeed indicator, the clock into an altimeter, air conditioning into an oxygen system, windshield wipers become my radar, and I use an imaginary trigger on the gear shift lever for my machine guns.

I'm flying along in the lead position escorting United Van Lines and Consolidated Freightways - er, ah, that's B-17's and B-24's on their way

to Germany so that they can drop their bombs and return home safely. I even have a CB radio that becomes my VHF com. and on occasion will call my big brothers and ask them if they have spotted any bandits and if so what mile marker, excuse me, altitude they were spotted. I am a very good fighter jock. I maneuver my Plymouth, whoops, P-51 in and out of very tight formations of B-17's and B-24's looking for bandits so they don't bother my friends in the heavy iron. Once in a while, I will glimpse a very fast secret weapon type bomber with MONFORT written on the side. Even my P-51 can't catch him.

Because the trip to Kearney follows the Platte River, there are a lot of migratory water fowl this time of year. All those formations of thousands of ducks and geese take on a new meaning. They are German aircraft heading for London to drop their bombs. The ducks are JU-88's and the geese are Heinkel III's. I keep a close watch on them in case they decide to come out of the sun and blind side me.

All is going well on this mission and no bandits have been spotted by my big brothers. I turn on my radar unit as it is beginning to sprinkle. Lo and behold, a Mercedes Benz passes on my left. Mercedes are Focke Wulf 190's and VW's are Messerschmidt 109's in my mind. I flick the stick left and do a few imaginary loops and rolls and ends up on the Focke Wulf 190's tail. I got him in my sights and squeeze off a few rounds. Smoke comes pouring out of the Focke Wulf, actually this Mercedes is a diesel, then imaginary flames and pieces are flying everywhere. The pilot bails out of course because no one gets hurt in my dog fights.

That's #1 today and since I'm feeling so good I shoot an approach into a friendly airfield called McDonald's and grab a cup of coffee to keep me alert and awake as these missions begin too early in the morning for me.

I open full throttle on my P-51 and am soon off on my mission again. I settle in and pretty soon a Porsche goes by. These are the relatively rare Messerschmidt 262 jet fighters. I love shooting these down. Off to my right I see a small lake and it becomes the Pacific Ocean. I'm in a completely different theater of operation now. I'm fighting the Japs in the South Pacific and my Plymouth takes on the shape of a Corsair. I'm a very busy boy and almost melt my guns because I'm blasting so many Datsuns, Hondas, Mazdas, and Toyotas. I've got more victories than the Red Baron himself and I'm not even to Grand Island yet!

Pretty soon there's a pause in the activity and I'm enjoying watching the large formations of ducks and geese excuse again, Heinkles and Junkers, flying along the Platte. To my surprise, as I take a glance in my rear view, I see a Kamakaze coming at me very fast with his cannons firing. Actually it's a state trooper with his red lights on. I have had it. I'm getting shot down because I wasn't protecting my tail or listening to my radio. Lucky for me the Kamakaze was after an 18 wheeler, sorry, an aircraft carrier and shot right on by me but not before I got off a few rounds in his butt. I grabbed my mike and proceeded to warn my friends that a bandit was spotted at mile marker 227, that's altitude 22,700 for us.

And so it went that I arrived at my destination safely and made a good landing even though I had a few bullet holes in my machine. On the return trip home, I'm Charles Lindbergh trying to keep the Spirit of Lincoln, I mean St. Louis, on an even keel and the hardest part of all trying to stay awake.

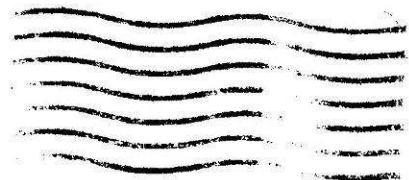
Jeff Clausen

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GET THE WORD:

1. AIR SPEED - True air speed, plus 20% when talking to other pilots.
2. BAIL-OUT - Getting the water out of the fuselage after a heavy rain.

3. BARREL ROLL - Unloading the beer for the hangar party.
4. CARBURETOR ICE - Phrase used when reporting a forced landing caused by running out of fuel.
5. CLEAR - Warning shouted one second after you hit the starter.
6. CONTACT - Friend who can get you aircraft parts at wholesale.
7. DOWN-WIND - Takeoff by a non-conformist pilot.
8. DOPE - Pilot making a downwind takeoff.
9. ELEVATION - Condition brought on by severe updrafts.
10. FIN - Price of three aircraft bolts.
11. FINAL APPROACH - Asking the waitress at the airport cafe, for the fifth time, to fly to Las Vegas with you.
12. FLIGHT PLAN - Scheme to get away from the house to go flying.
13. FLYER - Advertisement from aircraft parts house offering a special on Curtiss Robin tail skids, while they last.
14. GROUND SPEED - Elapsed time driving from home to the airport.
15. GROSS WEIGHT - Maximum permissible takeoff weight plus two suitcases, 10 cans of oil, four rifles, four sleeping bags and a box of groceries.
16. GEAR - Things that keep the propeller going around when you are on the ground.
17. HANGAR - Home for anything that flies, mostly birds.
18. IFR - Affliction of pilots who get vertigo when they watch where they are going.
19. JUNKERS - Elderly airplanes not even the AAA could make airworthy.
20. KILOMETERS - A scale printed on charts to further confuse pilots who already have trouble with knots.
21. LAZY-EIGHT - The airport operator, his four mechanics and three ramp attendants.
22. MOTOR - Word used By Englishmen and student pilots when referring to engines.
23. NOSE WHEEL - Preferred by pilots who used to have tail wheels.
24. OVERHAUL - Uniform worn by all pilots.
25. PITCH - Story you give your wife about needing an airplane in your business.



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