



# EAA Chapter 569

## NEWSLETTER

November 1996

# President's Message

by Roger Aspegren

First of all I would like to congratulate our new officers for 1997; Doug Hill, President; Terry Carlson, Vice President; and Mark Hiatt, Secretary/Treasurer. Chapter 569 will obviously have strong leadership to continue our commitment to aviation in the Lincoln area. Please give these officers your support by volunteering for committees and club projects during the year. This will make their job much easier.

We had our board meeting on Oct. 14th with our new officers in attendance. They will be invited to the remaining board meetings this year in order to achieve a smooth transition. From the discussions at this meeting, I think we will have many educational, challenging and fun experiences to look forward to next year.

Charlotte and I spent a few days in Albuquerque the first of this month. We were there to visit our son and to see the

great balloon festival. What a sight! This is the "Oshkosh" of ballooning, and these people are just as dedicated (crazy) with this sport as we are with ours. The launch field is huge, with hundreds of balloons taking off in a mass ascension every morning. The special shapes were very interesting, with everything from motorcycles to polar bears. I wondered how some ever got off the ground. My favorite was the moon glow, where they light them up at night but don't take off. What a sight! I have some video which I may be able to show at some future meeting.

If you are building, or plan to build an airplane, you will not want to miss November's meeting. Andy Bajc is a builder and a judge at Oshkosh so this is a great chance to ask him some questions. See you at the meeting.

### Chapter Officers

PRESIDENT	VICE PRESIDENT	SEC/TREASURER	NEWS EDITOR
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**MEETING:** Tuesday, November 5th, 1996

**LOCATION:** Capitol Aviation,  
Lincoln Municipal Airport

**TIME:** 7:30 PM

**PROGRAM:** This month's program will be given by Andy Bajc who is an aircraft builder and judge. He has judged showplanes at Oshkosh and should have some very interesting comments regarding homebuilt aircraft.

**EXPERIMENTAL AIRCRAFT ASSOCIATION**

Wittman Airfield • Oshkosh, WI • 54903-3086 • Phone (414) 426-4800



# Editor's Corner

by Mark Turner

Well, here we are in November, the Husker football team seems to be getting things together. The weather is on the verge of turning into that nasty, cold stuff we all hate. And the Chapter 569 Christmas party is just a month away. I am looking forward to attending this year (having missed last year), and hope that all of you can attend as well. It will be at the Knolls Restaurant on December 15th.

I'm still working out the financial aspect of building my AeroCanard. Since I hate paying interest and don't want a loan to have to pay back, I've started a part-time business to pay for the airplane. I've become a representative for a long distance

company. I can save people money on their phone bill while making some money to pay for my airplane and I can even help others to do the same (make some money that is).

So the plan now is to begin construction of the AeroCanard in the spring when the weather warms up a bit and half the garage is available. This should sound familiar as it is the same plan I had last year, but this year I'll have the cash to do it.

1997 is almost here. . . What plans do you have to make next year better for you and your family than this one? I think 1997 will be the year of opportunities, you need to find your

## The Case of the Missing Hatch

from the Omaha World Herald

July 10, 1196

It's a bird, it's a plane, it's a . . . Plexiglas turtle? Actually, said the owners of a World War II bomber, the 2-by-3-foot shell-shaped object is a hatch that came loose from the plane last week during a flight over northeast Nebraska.

The Experimental Aircraft Association hopes someone finds - and returns - the piece, said spokesman Dick Knapinski.

The 1945 B-17 bomber shed the hatch Thursday while flying from Sioux City, Iowa, to Lincoln.

"It's not essential at all," Knapinski said, "but it does lend to the authenticity of the airplane.

The hatch, used to peek out of the plane, was specially molded when the bomber was restored. Buying another could be fairly expensive, Knapinski said.

"It's not something you could just run over to Wal-Mart and buy off the shelves," he said.

The plane, called "Aluminum Overcast," is one of about a dozen planes of its type still flying, he said. It takes its name from a term used to describe the way the planes looked when they flew over Germany.

The Sioux City and Lincoln stops are part of a 32-city U.S. tour. The international association, based in Oshkosh, WI., owns about 200 aircraft. Aluminum Overcast is its only touring plane this year.

The plane usually draws a large crowd, Knapinski said. "A lot of people who have never seen this type of airplane are interested in it because it's a fascinating piece of history," he said. "And it flies."

Anyone who saw or finds the hatch can contact the Experimental Aircraft Association (414) 426-4800. Knapinski guessed that the association would have heard by now had

anyone been injured by the falling hatch.

"It probably would have come down sort of like a leaf because it's such a light Plexiglas," he said. "It probably just fluttered its way down."

October 19, 1996

A northeast Nebraska family had an especially unusual harvest this week - - the missing hatch from an antique airplane.

The hatch was lost in July when a 1945 B-17 bomber flew from Sioux City, Iowa to Lincoln. The plane, owned by the Experimental Aircraft Association, was on exhibit all over the country.

Marie and Roland Matthews were combining in their soybean field east of Winnebago on Tuesday when Mrs. Matthews thought she saw something strange in the combine's path.

The Matthews had heard that the hatch, which looks kind of like a Plexiglas turtle, disappeared in July. Mrs. Matthews' daughter had suggested that they look for it then, but Mrs. Matthews thought that sounded like a lot of work.

"I said, 'Oh yeah, this fall, someone will find it while harvesting,'" Mrs. Matthews said.

Dick Knapinski, an Experimental Aircraft Association spokesman, said the group thought the hatch was still out there somewhere.

"That's sort of what we figured - - that it was hung up in a tree, or in somebody's field," Knapinski said.

The Plexiglas is broken, but he said it might be possible to reuse some pieces of the hatch.



# Minutes of the October Meeting

By Mark Lucey

The October meeting was held at the Cobbler Inn on October 1st. Roger Aspegren called the meeting to order at 7:35 PM. Glenn Witte was introduced as a guest and became a new member. Mark Lucey gave a treasurers report. Mark Turner gave a newsletter report and indicated that the Oshkosh special would be on ESPN October 8th at 9PM.

Doug Hill gave a technical counselor report - Part 43 does not apply to homebuilt aircraft. If it looks like it might fly, you will probably get an airworthiness certificate. Doug has looked at Doug Prange's Kolb and he is really getting it done!

Government report from Steve Lukehart - no news. Rick Cooper gave a Young Eagles report - we flew 34 kids two Sundays ago. The Young Optimist club wants to fly this Sunday, probably 12 to 25 kids at Capitol Aviation.

Project reports - Doug Prange hasn't run the engine yet

and may wait for spring.

Library storage cabinets - if anyone has any suggestions Roger would like to have a cabinet before the end of the year. Christmas party will be at the Knoll Restaurant again this year and we will need at least 75 guests. Jerry Carlson is still working on the picture board. The chapter is again selling calendars this year.

New business - Paul Wood sent us a postcard with a ship on it. York Chapter is having a chili feed and poker run.

Election of 1997 Chapter officers. Nominated for President was Doug Hill with motion, second and all in favor. Nominated for Vice-President was Terry Carlson with motion, second and all in favor. Nomination for Secretary/Treasurer was Mark Haitt with motion, second and all in favor.

## Two Planes, One Impact

From The Internet

Yes, folks, nothing but a few stitches, some sore muscles, a lot of wrinkled aluminum and, probably, some soiled britches and two "good" landings. Absolutely no problem for the six souls to walk away from the planes where they survived the collision between a Beech and a Cessna in the pattern of Vandenberg Airport (X16 on your charts), about six miles east of Tampa.

According to sources that include the Hillsborough Sheriff's Office, this felony violation of physics laws occurred mid-morning as the Beech maneuvered on approach to the same 3,260-foot runway that the Cessna had just departed. Officials said both planes suffered "major structural damage," forcing Beech pilot Thomas Crowley and Cessna driver Mark Thiem to fly at the peak of their skills.

And a whole lotta shaken had to be goin' on between impact and touchdown. Crowley's Beechcraft lost its nose gear and a section of propeller - but not enough to keep him from returning to Vandenberg. The 55-year-old from Tampa apparently suffered the worst of the six people aboard the two planes, a gash in one foot where the cabin structure crumpled inward. For Thiem, 39, the outcome rested on a question of balance: A damaged right aileron stuck upward, a twisted tip of left wing twisted downward. Thiem balanced magical forces of lift, gravity, drag and thrust to control the Cessna down for its safe landing.

The pilots' successes drew unvarnished praise from a local official. "Mid-air collisions are rare," said Susan Lane of the Hillsborough Aviation Authority, which owns the airport. "People who survive them are even rarer. If they (the pilots)

weren't trained so well they never would have survived."  
...But Two Close Calls, Both In Florida, In One Week?

Officials praised pilot Raymond McClelland for his quick thinking after he managed to land his disabled Cessna on the roof of a Publix supermarket Tuesday in Venice, Fla., leaving behind more roof damage than to either plane or pilot. "I'd say he used a lot of judgment...with all the things going through his mind...to put it down where he did, the way he did," said Sarasota County Fire Chief Porter Shellhammer.

McClelland, 52, had just taken off at about 9:45 a.m. from the Venice airport when he noticed low oil pressure in his single engine. Unable to return to the airport, he searched for a safe place to land and found the supermarket roof the best available option. "He said the only flat spot he could find that wasn't filled with cars or people was the Publix roof," about a half mile from the airport.

"He just stalled the plane right over the store and dropped 10 feet onto the roof." McClelland, who was alone in the aircraft, can log another good landing after he walked across the tar paper with only minor cuts and scratches. Work crews placed slings under the fuselage Tuesday afternoon, and three cranes hoisted it to the ground for NTSB investigators to examine.

The impact broke the landing struts on the plane, and punched a hole in the store's roof, Shellhammer said. The store was evacuated after fuel was discovered to be leaking onto the roof. The store remained closed until the airplane was removed, then a structural engineer began examining the building.



# **EAA Chapter 569**

## **November Newsletter**

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### **Chapter Notes**

- Our November meeting will be held at Capitol Aviation with Andy Bajc as the guest speaker.
- Plan to attend the Chapter Christmas party on December 15 at the Knolls restaurant. Great program, great music, great fun!

**November 3, 1915**

First launch from a ship  
designated as an airplane  
carrier

**November 22, 1977**

First London to  
New York  
flight of the  
Concord

### **Coming Plane Stuff**

**November 5**

Chapter 569 Meeting  
Capitol Aviation

**December 7**

Big 12 North vs South Playoff Game  
(so it was a slow month)

**December 15**

Chapter 569 Christmas Dinner  
Knolls Restaurant

**July 30 - August 5 1997**

Oshkosh '97 • Oshkosh, WI  
"It's just around the corner"