

April 2010

NEBRASKA CHAPTER OF THE ANTIQUÉ AIRPLANE ASSOCIATION

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Next Meeting: Sunday, April 25th, 2010

at 12:00 (noon) at the Columbus, Nebraska airport.

President's Preflight:

It seems that spring is finally upon us, the last time I wrote a "preflight" I was complaining about the never ending winter that we had. Evidently my complaining helped, because as of this writing the weather has warmed up and it looks like flying season is once again with us. My Stearman has even made it out a couple of times. My son Justin has had the J-3 out and I even flew the vagon a few times, what a great feeling it is to be back to warm weather flying!

The Nebraska chapter now has our own website. The webmaster is Jeff Sullens of K.C has it up and going although it is still in the early stages. Jeff has promised to add several things to it to make it the best AAA chapter website there is. If you have anything that Jeff might want please send it to him especially pictures. Jeff's email is jsullens@kc.rr.com and the Nebraska chapter website is www.nebraskaaaa.org. Check it out and please tell the webmaster how much we appreciate him doing this.

For us aviators who like the double wing airplanes it may be of interest to know that there is going to be a biplane fly in this year. I believe it is to take place of the biplane fly in that has been held in Bartelsville OK for many years. The new biplane fly in is going to be held in Junction City KS and is the 4th, 5th, and 6th of June. You can check out all of the info at their website at www.nationalbiplane.com.

One last item that I believe needs to be brought to the attention of our members is that I have just heard and I did confirm that the date for the Nebraska State fly in is going to be August 28, 2010. That date should be familiar to us because that is the date of our chapter fly in. I checked into this and have been told that the Kearney airport manager decided on this day and when he told Don Maxfield the date of the state fly in Don told him that is our date for the Nebraska AAA fly in in Minden, however the Kearney airport manager seemed not to care much.

Next meeting will be Sunday, April 25 at 12:00 noon in Columbus. We will have pizza delivered to the airport so plan on being there by noon or let me know if you are going to be late so I can order the pizza.

Please remember if the weather is IFR or even marginal VFR or really windy we will not have a meeting due to the long distances that we must travel to meet.

Hope to see you all in OLU Sunday, April 25 at noon.

Warm Blue Skies

Todd "Ace" Harders

A TRIBUTE TO LYLE NELSON

By Mike Nelson

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This past month many friends and neighbors were called to say goodbye to an old friend Lyle Nelson, as he now is watching from his new home in the heavens. You all can appreciate what I am about to reflect on, as you have also had the same experience. That is your first ride in an airplane; you all remember it as if it was just last week. Why is it we never forget that first liftoff and every move that followed?

I was 16 and had built an airboat in my Junior year shop class. (most guys were making a desk or end table, yes I was a little eccentric) The boat was powered by an A65 Cont. that had powered an earlier boat that my Dad had built. I started wondering what this was like when it propelled an airplane. Our neighbor Lyle, had an Aeronca Champ that he flew off his farm strip just a few miles from my home. His son was in my class at Centura High School and I started "interviewing" him about his Dad's Champ. One Sunday afternoon in early May as I passed by his farm I noticed the Champ was out!! I pulled in his yard, I am sure he could tell what was on my mind as I tried to be very casual and non assuming. No sooner than he had asked if I would like a ride, I was in the back seat!! After a few quick pulls of the propeller by his son, the Champ came to life. Wow, we were down the runway, the tail started to rise and the next thing I knew we are flying. Seeing our farm from the air and all the other views was just more than this farm boy could believe. As I became more comfortable he started to show me slips and then a stall, I was hooked!!!

As the next few weeks passed I pleaded with my parents

to start flying lessons. After one of those spring rains Dad and I made a run to Grand Island for farm supplies and I convinced him to go to the airport. The staff at the flight school were eager to get me started and within just a few days my flight lessons were underway. Lyle continued to support my flying lessons, and was always glad to hear of my experiences and cheer me on. We often would meet on the country roads and visit for several minutes to keep him updated.

As I was getting my written passed and making some cross-country flights, Lyle started talking about his desire to buy a newer airplane, something like his Champ. Then the day came, he asked me if I would like to be a partner with him and buy a Citabria. "Man -O- Man" this 17 year old farm boy could possibly have an airplane; I didn't even have a car!! Lyle started looking and soon found a 7KCAB that was 5 years old and had been a demonstrator for Bellanca. Then the challenge was on, to convince my parents to allow me to take money out of my savings to buy 50% of an airplane. This was much easier than I expected as they trusted Lyle and that I was in good hands.

Well, we headed to a small town south of Sioux Falls where a dealer would fly us over to an airport in Minnesota. We both liked the airplane and the deal was made. After a fresh annual, Lyle and I flew the plane home to his grass strip. Very near this same time I finished my Private license and then had to learn to fly a tail dragger. Flying around GRI at this time I met up with some other Citabria pilots and they were talking about aerobatics. This was get-

ting to be a challenge that I was starting to consider taking on. The group in GRI had an instructor that would come to GRI on Sunday mornings and the appointment was made. After several months, I was looping, rolling and spinning, having the time of my life. I joined the Mid-West Aerobatic club in Council Bluffs IA. and made many trips there and this would include coming home in the dark over Omaha. Pretty exciting, especially when you are by now 18 years old. During this time my Dad became interested in flying and decided to buy the Champ that I fly still today. My flying continued for about 2 more years and then I got to know a nice young girl who really wasn't all that interested in flying. We eventually got married and then I decided to sell my 50% of the Citabria to Lyle and get serious about a family and farming.

As my wife and I are now about the age Lyle was when he introduced me to flying I realize what he really did for me. He did give me that first airplane ride, but much bigger than that was for him to allow me to be his partner. He could have afforded the plane by himself, but he let me join in. He also allowed an 18—20 year old to go out and turn his 50% of the plane up-side down as well, and even stood on the ground and cheered me on.

We can all take a lesson from this man, is there a neighbor's Boy or Girl who needs an opportunity in your area???? It has now been 35 years since that first ride, I believe that would qualify to be a "lasting impression" Thank-you Lyle!!

Greetings from Antique Airfield.

It is quite apparent that in today's computer driven age that electronic communication is not only here to stay but is continually evolving new ways for people to find each other, communicate and stay in touch.

One example of that is the AAA / APM website www.AntiqueAirfield.com. Thanks to webmaster Russell Williams we have been able to reach out to members and prospective members alike thereby raising awareness of the AAA, who we are and what we do, as well as similar information about our chapters. At least seven AAA chapters (by my count) regularly have their chapter newsletters posted on the website, with a couple of others making a bit more infrequent appearances. We would like to encourage **all** chapters to take advantage of posting their newsletters on the AAA/APM website. Just e-mail a copy to our webmaster rw-flyer@hotmail.com and Russell will take care of posting them on the website.

Another example of the fast expanding, instant form of electronic communication is facebook. Thanks to Ben Taylor, Antique Airfield now has a facebook fan page that has proven in a little over two weeks to be very popular. At this writing there are nearly 500 "fans" of the Antique Airfield facebook page. These fans include many AAA members but also a lot of potential National and chapter members from across the country as well as around the globe.

We certainly encourage all of our chapters and their members

to become fans and we will be working in the coming weeks to include the various AAA chapters as part of our facebook presence. Of course for those chapters that would already have their own website, a facebook page would make a perfect compliment to their website. Plus facebook would give those chapters without a web presence an easy, inexpensive (free) web presence to help expand their reach.

We also have a page on the very popular YouTube website. It can be accessed by searching keywords Blakesburg or Antique Airfield for example, but the easiest way to find us is to use our channel ID at AAAAPM1.

Encouraging your members to check out and sign up on our website, facebook page and/or YouTube is a great way to encourage and foster interest in antique airplanes, the AAA and our chapters.

But does all this mean that traditional print media is going to be cast aside by the AAA? The answer is a resounding **NO!** We feel that the website, facebook and YouTube are but three more tools that can compliment the print media in getting the word out and the AAA and it's chapters. So it is important that you keep sending us here at AAA headquarters either twenty or so printed copies of your newsletters, fly-in announcements and flyers etc. as well as the electronic copies for those chapters that are capable.

Now onto some other matters. First we would like to request once again that all chapters send us a list of their chapter members and

their contact information. The submission of your member list is an important tool in encouragement and recruiting of new members and the requirement of being a chapter in good standing with the National organization.

On other matters, I am certain that all our members have received the latest issue of the Antique Airfield Runway. We hope you enjoy it. In it we featured an update on the APM Restoration Center. To date our Buy-a-Food campaign for this project has taken in \$34,950.00. This represents 49% of the available plots having been bought and paid for. The APM board has been very encouraged that in just over eight months we are almost half way to our fundraising goal. We have also applied for a prestigious Wolf Aviation Fund grant to help with this project and await word on the outcome of that application. Currently the engineering drawings for the building are being put on CAD and we hope to have them in hand about two weeks. Also the roof trusses have been purchased and as soon as the weather breaks we plan to begin construction.

However my appeal for participation in the Buy-a-Foot campaign sent to all AAA chapters, on Oct 13th of 2009 has gone completely unheeded with the exception of the Arizona, Texas and Georgia AAA chapters (who had generously donated to this project shortly after it's inception in July). This I find disappointing. Especially considering that two EA chapters have shown their enthusiasm for this project by becoming "plot" owners via the Buy-a-Foot

campaign. We therefore hope that more of our AAA chapters will discuss and consider participating in this program that is key to the viability and longevity of our affiliate organization, the Air Power Museum.

Finally let's talk briefly about upcoming fly ins. We are already well into the planning for the 1010 AAA/APM Invitational Fly-in here at Antique Airfield, Sept. 1-6, 2010. Our theme for this year is a celebration of the 100th Anniversary of Powered

Flight in Iowa and the featured aircraft will be Fairchilds. We already have an early Bleriot replica confirmed to attend, we are working on attendance by a replica of the 1911 Cessna (Cessna was born in Iowa) and are hopeful that a replica of Iowa native Eugene Ely's 1911 Curtiss will be



finished, flying and in attendance as well. As for Fairchilds, confirmed are three 24's, a 22, an FC2W2 and the XNQ-1. If any of your chapter members have or are working on Pioneer era replicas or are perhaps a Fairchild owner and planning to attend please encourage them to get a hold of me at AntiqueAirfield@sirisonline.com so we can get them on our confirmed attendance list.

Brent Taylor, AAA Executive Director

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