



The Leader In Recreational Aviation



December 2007 Newsletter

Ames EAA Chapter 1452

[www.eaachaptr1452.org](http://www.eaachaptr1452.org)

### NEXT GATHERING

*Where:* Country House Restaurant, Colo Iowa

*When:* 6:30 p.m.

*Date:* December 9<sup>th</sup>

*Treats:* Country House

### FROM YOUR HISTORIAN – Jim Triplett – “A bio of Bob Olson”

My name is Robert E. (Bob) Olson. I am 73 years old. I was born in Nevada, Iowa and have lived here since 1944 except for 4 years (Oct. 1952 to Oct. 1956) when I served in the U. S. Air Force. Prior to returning to the city of my birth, I lived in Fort Dodge, Des Moines, and Atlantic, Iowa. My first airplane ride was in the late 1930's in a Ford Trimotor at Fort Dodge.

That sparked my love of flying and airplanes. I built stick and tissue model airplanes through out my young years until I started flying gas powered control line planes which I continued doing into the 1960's.

During my teen years, I had a friend who was a pilot and so I would rent a Taylorcraft at the Nevada airport and he would take me flying. I also flew with a friend while I was in Air Force schools. We flew in a Aeronca Champ out of Ocean Springs, Mississippi.

My Air Force career was as an ECM operator (Electronic Counter Measures) flying on B29 bombers out of the Pacific island of Okinawa. In October of 1954 we flew the B29's to Davis Monthan air base in Arizona where they were retired from service. Then I was transferred to Whiteman air base in Missouri where I flew on KC97 tanker planes as a radio operator. I was discharged from the U. S. Air Force in October of 1956 and returned to Nevada, Iowa where in November of 1956 I married my wife, Faye. I missed flying so I started flying lessons at with the Nevada Flying Service at the Nevada, Iowa airport in October 1959. I flew Taylorcrafts and a Cessna 175 receiving my Private license in June of 1960. In September 1960 I had an accident that left me physically unable to continue my quest for a Commercial license. However, I did fly occasionally (Champion 7FC, Cessna 150, Piper Colt) until I entered a partnership in a Cessna 150 (N150L) in 1970. In 1972 I entered a partnership in a Cessna 172 (N5800R). I studied for my instrument rating in 1973 but due to various reasons I didn't finish the rating and had to quit flying.

I retired in 1996 after a 30 year career as a Computer Systems Programmer. In 1997 I began building and flying radio controlled models which got the flying itch started again. So, in 2002 after a hassle with the FAA over issuing me a third class medical certificate, I started flying again. I rented Cessna 172's at Hap's Air Service at the Ames, Iowa airport. In 2002 I resumed my quest for an instrument rating which I received in 2005. Then I turned my effort to receiving a Commercial license. I was flying Cessna 172's and a Cessna 182RG while working towards a Commercial license. In January of 2003 I started building a Zenith Zodiac CH601XL airplane as I had always had a desire to build an



*Bob's recently purchased Ercoupe*

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aircraft. Another reason was that I desired to own my own airplane and the Zodiac also fit the Light Sport Aircraft specifications if I should need to revert to flying as a Sport Pilot. I did let my medical expire and switch to being a Sport Pilot in 2007. Since my Zodiac was not finished yet, I bought a 1946 Ercoupe 415C (N93318) to fly since I could not fly Cessnas as a Sport Pilot. The Zodiac is nearing completion and hopefully will fly in 2008.

My wife, Faye, and I live at 1219 K Avenue, Nevada, Iowa. I am always willing to show my Zenith project. If you would like to see it give me a call at 515-382-5665 (Home Phone).

***Fly Safely- Jim Triplett and please submit any bios to [cstriplett@aol.com](mailto:cstriplett@aol.com)***

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### **SERVING OUR COMMUNITY, EAA, AND OUR INDIVIDUAL INTERESTS – Message from the President – Scott Olson**

Great things, no matter their size or scope, are achieved by people not institutions. And personal achievement is possible only with the help of others and in the service of others. In no time in our recent history can the value of individual service to community be more universally felt than now. I was told recently that Story County has more orphans than any other County in the state of Iowa. How can we as EAA members make a difference?

Certainly, making the commitment to serve is important. But what I also hope to leave you with is a greater understanding of how to serve. While “service” may be different for every person being clear on whom we’re serving, and why, will ultimately create the greatest value.

We live in a historically important time of economic, political, and social change. It’s not only identifying the issues important to our communities, but it’s acting on our idealism. And it’s making certain that the decisions we make always keep the interests of EAA and the General Aviation community in mind. If we keep community first, EAA interests second and our individual interests third, we will find new solutions and approaches to today’s challenges and in the end our individual interests will be served. How we live our life directly influences others, whether we’re aware of it or not.

First, consider those who influenced you. Today, I’m President of EAA Chapter 1452, part of a global enterprise and the largest youth initiative in the world. My direction was not always clear, nor were my goals. However, I have support from the title holder for giving. That is our own EAA Chairman of the Board, Paul Poberenzy.

For me, the foundation I needed came from Paul Poberenzy, a volunteer who convinced me to volunteer, he disciplined me at Oshkosh to pick up litter on the ground. I find myself picking up litter while I walk around the block now. He influenced me to give my time in voluntary service to my local chapter and to Young Eagles. He won me over, and cared enough every time I stopped to take a picture of him with his infamous thumbs up sign at Oshkosh. He genuinely cares and serves.

Paul and Audrey have shaped me more than my parents did. And I’ve watched over 30 years how they encouraged their own kids to get themselves ready for life and their dreams in EAA. They have helped me understand what I want for myself and what I have to do to achieve it. They are a character reference for all of us.

All of our individual contributions are made possible by combining our dreams, our goals, with the support and help in our own EAA Chapter. Individual greatness is really a function of many people. Though, I believe, the opposite is also true. Great communities of thousands or millions are built one positive human interaction at a time.

Never underestimate the significant power of human caring as an agent of change. It’s caring for others. It’s caring to make a difference. Or, simply, it’s caring to volunteer at a Young Eagle Rally. It’s fundamental to our



work at EAA. Our 1452 mission is clear – to provide “Aviation Safety, Value, Education and Fun”. EAA improves children’s lives by mobilizing the caring power of EAA Chapters. Great social movements begin with individual acts of kindness or courage driven by principle and commitment that EAA members hold.

It’s also how we, as EAA members, and more and more as global partners, respond to crisis issues —we organize. Like the “Young Eagles” response to “We need more pilots”. The issue created the response.

Today there are over 35K YE pilots influencing the future of aviation. I am proud to be YE Pilot #04. One of my first Young Eagles is helicopter pilot and ATP rated. Unbeknownst to me I was his hero after his initial YE flight. My picture stayed on his dresser since his first ride in an Ercoupe. It was beneficial for him (Phillip), EAA, local chapter 54, and me. Serving at something you like to do is a win-win-win all the way around.



*Newly minted Young Eagles During the Sauer Danfoss Event*

We want to do well, but we also want to do good. Even the big issues aren’t out of reach. What can I do to help a single mom on public assistance? Or what can I do to end homeless children on our Story County streets? We can get involved in a formal way by volunteering in our chapter for a cause that we really care about.

One of the keys to the EAA association’s constant growth is the fact that its membership is open to everyone interested in aviation, including youth. Today’s EAA AirVenture fly-in is one of the world’s largest and most significant aviation events. The Chapter network is largely responsible for the continuation of EAA’s legendary volunteerism and camaraderie and the development of EAA Air Academy, AeroScholars, and Kid Venture.

Today, there are four million entering high school freshman every year. Almost one million of them will not graduate. For students of color the disparity is more like half! Last year in the United States, Hurricane Katrina uncovered similar income and class disparities. Once the roof was literally torn off the city, the world saw significant social problems not related to the storm.

These trends will continue unless all of us in the government, business and voluntary sectors work together and share the same collective goals. It means being open to new ideas and non-traditional partnerships. Again, it means keeping the best interest of community top of mind when choosing how to serve.

I am proposing EAA 1452 first serve youth our community by raising funds for a youth program to educate beyond the status quo Young Eagle Rally. Too often EAA Chapters loose track of Young Eagles after their initial YE flight. A fundraising scenario is to ask corporations to donate money in support of local Youth programs. EAA 1452 will raise the funds and spend it on Young Eagles interested in aviation and perhaps local under privileged children, or older at-risk-youth that can be motivated to share the spirit of aviation, innovation and productivity versus laziness and inefficiency.

~ **Scotto**



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## **Iowa Transportation Museum Opens Online with Heroes Center – Submitted by Jack Wlezien**

Visitors, young and old, encouraged to nominate transportation heroes from their lives

**Grinnell, IA** – Even before it officially opens its doors to the public, the Iowa Transportation Museum is taking flight online with the launch of its interactive, web-based Heroes Center.

At [www.TransportationHeroes.org](http://www.TransportationHeroes.org), visitors of any age can nominate heroes who they feel have made a difference in the transportation industry. The new site also features commentary from former Iowa Gov. Robert Ray who shares his thoughts on what makes a transportation hero and the important role that transportation plays in all of our lives.

“The Heroes Center is all about honoring the people who make the wheels go round – assuring us of a better life,” said Gerald Schnepf, president of the Iowa Transportation Museum’s board of directors. “For too long many of these heroes have gone unrecognized, and it is time to tell their stories. We are thrilled to be opening this online version of the museum experience and we aim to use content from it to help develop future exhibitions at the museum and, more importantly, to provide role models to our youth that can inspire and motivate them into the field of transportation.”

By early next year an inaugural class of heroes will be inducted into the Heroes Center, and an expanded version of the site will be launched that will use a blend of personal interviews, videos and written stories to shine a light on some of the heroes who have kept our country moving forward.

Nominations for the Heroes Center will be accepted year-round with no limit to the number of individuals who can be inducted each year. Visitors to the site will be asked to select one of three categories when nominating a hero:

- “Heroes by Example” – transportation workers who have accomplished their everyday job in an extraordinary way;
- “Heroes of Industry and Technology” – those individuals who have made significant breakthroughs or contributions in transportation-related industries or technologies; and
- “Heroes of Valor” – transportation workers who have placed their life at risk – either willingly or unknowingly – while on the job.

“The Heroes Center is breaking the mold by telling the stories of the unsung heroes, particularly those right here in Iowa,” said Gordon Canfield, treasurer for the Iowa Transportation Museum’s board of directors and mayor of Grinnell. “I hope that everyone takes advantage of this special opportunity to get the transportation hero in their life recognized.”

The Heroes Center will serve as the centerpiece of the Iowa Transportation Museum, currently in development in Grinnell at the former site of the historic Spaulding Manufacturing Co., where thousands of horse drawn vehicles and motorcars were once produced in the early 1900s.

The mission of the Iowa Transportation Museum is to explore the evolution of transportation, making it come alive to enhance our understanding of how transportation systems and workers contribute to the culture and quality of life we enjoy. For further information about the museum or its Heroes Center, visit [www.IowaTransportationMuseum.org](http://www.IowaTransportationMuseum.org).

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I hope to see many of you at the Christmas Supper tomorrow night!

**Jason**