

President's Message

by Roger Aspegren

The B-17 is *Coming Home*! Our Chapter has been selected as one of the stops on the 1996 EAA *Coming Home* tour. This will be a great opportunity for us to promote EAA, our Chapter and to help support the EAA Aviation Foundation so we may keep these historic birds flying. We are scheduled for July 4-8th which will fit in beautifully with the patriotic nature of this event. Every member of our chapter will need to be involved in order for us to have a successful project. At the February meeting we will start recruiting committee chairmen and begin to assign duties. Please ask how you can help. Guys and gals, this will be a lot of fun.

Saturday the 13th was a day to behold



for the middle of January in Nebraska wasn't it? A day made for flying, 60+ degrees and light wind, and it sounded like a lot of you took advantage. Jeff Clausen was good enough to give me a ride in his new (1958) Bonanza to do a little airport hopping, with the highlight of getting to fly in a Model IV Kitfox at Falls City.

This Kitfox, built and owned by Steve Stripe, has just recently flown off its 40 hours. I need these "fixes" every once in a while to keep me going on my project.

If you want to see a specific program or flying event this year, now is the time to let us know. We are in the planning stages and need your input. Give any of the officers a call. Hope to see you all on February 6th.

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MEETING: Tuesday, February 6, 1996

LOCATION: Cobbler's Inn

Shoemakers Truckstop, West 'O' St.

TIME: 7:30 PM

PROGRAM:

Ray Supalla will have the videotape of his Glasair II to show to us. We were very disappointed last month when the VCR gave us a problem. Also, Neil Vernon from the Nebraska Department of Aeronautics will talk about the *Aviation Career Education* (ACE) Academy, and their planned program for this summer.

EXPERIMENTAL AIRCRAFT ASSOCIATION

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

Editor's Corner

by Mark Turner

Homebuilding.... Means building your own airplane. I want to be a homebuilder. Am I **CRAZY??** I can't even hang a picture straight or drill a hole without breaking something, but yet I'm planning on building my own airplane. My friends think I'm crazy too... "You're going to build an airplane AND THEN FLY IT!". But yep, I am going to build my own airplane.

I must be at the most difficult part of homebuilding - starting! It is hard to make that commitment to begin building. It is easy to say I want to build, I plan to build, one of these days.... Don't get me wrong, deciding what to build can be hard too. There are many designs available to build. It took me almost 2 years to decide on an airplane. I have decided and changed my mind many times over that period. My current choice has stuck for almost a year now and was finalized at Oshkosh last July.

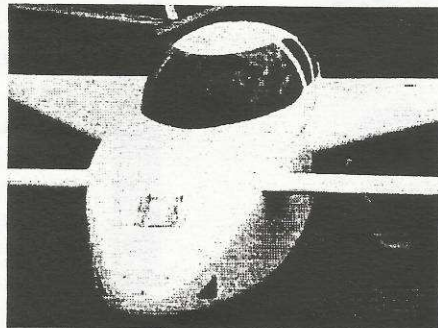
Still there are many more decisions to make: should I install retractable gear? which engine should I use? which prop? When will this hard stuff end and the fun begin? When does the fun begin? How many hours will it take? Ray Supalla has just recently flown his homebuilt for the first time. I envy him. I wish it could be me. He is done with the hard part and

is having fun flying.

Now all I have to do is start. Easier to say than done... But the bulkhead plans are on the way, the workshop (in the garage) planning is done and I need a good weekend to clean out the work area, the order will be placed next month for the first batch of foam, glass, and epoxy and I will begin.

I just keep thinking of flying my new machine at the end of it all. Having my own airplane to fly to Oshkosh, fly Young Eagles, 'fly-ins' around the area. But, just thinking about it is not going to get the airplane built! So wish me luck, I'll keep you all posted on how things are going.

Hope to see all of you at the February meeting.



Quicksilver shut down, due to re-open

from The Internet

Quicksilver Enterprises, was shut down January 11th in a legal dispute with its creditors, but will be reopened within a week or so under new management and ownership. According to former Quicksilver Enterprises President, Lyle Byrum, the company will re-open its doors shortly under the new name Quicksilver Aircraft, Inc. The new president and CEO of the company shall be Ken Strong, a former Quicksilver dealer. Lyle Byrum will remain in a consulting role but will no longer hold a financial interest or be an employee of the company. Shipments of parts and aircraft, and company technical support will recommence in a few

days. A new phone number and mailing address will be announced soon.

Lyle Byrum blamed the shutdown on the 1993 Murrieta Creek flood, which he said caused more than \$1.5 million in damage. Byrum explained that the 1993 flood shut down his production lines for "three or four months." And that, "A lot of our dealers went broke because they couldn't get the product," he said. "Dealership volume dropped.... It's a domino effect... The company never did get back in full production." Quicksilver apparently owes \$1.8 million in secured and unsecured debts.

Government Report

The Lancaster County Board will be meeting on January 25th at 9:00 AM to discuss changes to the proposed *County Airfield Task Force Zoning Recommendations*. Steve Lukehart will be attending this meeting and should have a full report at the February meeting.

Over the Air

Los Angeles Center, this is 624 requesting a radar vector direct to Hector.

Ah, 624, this is Los Angeles Center, Unable to give you a radar vector to Hector without approval from my sector director

Minutes of the January Meeting

By Mark Lucey

The meeting was held January 9th at the Cobbler Inn. Roger Aspegren opened the meeting at 7:35 PM. Mark Lucey, treasurer, gave out a proposed budget for 1996. Mark Turner, newsletter editor, asked the chapter for any kind of input they might have. Roger is looking for a camera for the chapter. Doug Hill, tech advisor, said no one needed his support this month. Doug Prange gave a report on his Kolb, says it's about 30% done.

Old Business: We need to sell our calendars. Nebraska Aviation Council Forum the 25th, 26th, and 27th of January in Kearney.

New Business: The EAA's B-17 is planning on coming to Lincoln July 4th - 8th. We need a committee to head this up. The ACE Academy '96 wants to know if we want to tie in with our Young Eagles program. Aircraft on CD, we can get them for \$39.95 if we buy three or more. Harold Tarr asked if anyone had information on the Subaru engine conversions for aircraft. Jim Chambers gave a report on the proposed zoning laws for airports in Lancaster County.

Program was from Greg Whisler, owner of the new Seward FBO.

Aircraft Spruce buys Alexander Aeroplane

from the Internet

In quite the industry shake-up, Ron Alexander, owner of Alexander Aeroplane Company, of Griffin, GA, has announced the sale of the company to Jim Irwin, owner of Aircraft Spruce & Specialty of Fullerton, CA. The company name will be changed to Aircraft Spruce East and will add the expanded product line Aircraft Spruce currently offers at their California location. Alexander and Irwin have been negotiating for several months to reach an agreement which will certainly benefit the entire sport aviation industry. The sale of Alexander Aeroplane Co will allow Ron Alexander to concentrate all his efforts on teaching the skills necessary to build or restore an airplane. This educational process has been presented by Alexander and the EAA for several years through Aeroplane Builders' Workshops. The workshops will now be presented jointly with the EAA through the Alexander

SportAir Center which will maintain its location in Griffin, GA. Workshops will also be conducted in various locations around the country. Jim Irwin will bring an expanded aircraft supply inventory to the eastern United States. The Aircraft Spruce East location will remain in Griffin, GA, which will greatly speed the shipping of orders throughout the east. The alliance between these two companies will provide builders the education, quality products, and technical expertise needed to build or restore their project. Poly-Fiber Inc, owned by Ron Alexander, will be unaffected by the transaction.

Initial industry reactions have been mixed with many concerned about the near monopoly that Aircraft Spruce will now have in the sport aircraft industry, as well as the fact that Spruce's customer service record over the last few years has been mixed, whereas Alexander's has been exemplary

February 20, 1962

America's first
manned orbital
flight; John Glenn
in Friendship 7

February 26, 1968

EAA Warbirds of
America Division
formed

Young Eagles Report

The EAA has a goal to fly 1 million kids by the end of the year 2003! The EAA must fly at least 100,000 Young Eagles in 1996 and each year after that through 2003 to meet that goal. Chapter 569 has pledged to fly 180 Young Eagles in 1996. Please help us make that goal possible by volunteering to fly Young Eagles. If you fly a Young Eagle outside of a Chapter function, please report this to Rick

Cooper. We need to keep track of our current count. EAA National will be awarding banners as we meet portions of our goal.

This is a small investment that can reap big rewards in the years to come.

Remember, if you have time to fly, you have time to fly Young Eagles.

EAA Chapter 569

February Newsletter

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Chapter Notes

- The Chapter is looking for a cabinet to house our library. We would like to find a nice cabinet that can be kept in the meeting room at the Cobbler Inn. If anyone has a cabinet to donate to the cause please contact Roger Aspegren
- We will be taking pictures at the February Meeting. The pictures will be used on a board that we can all use to match faces to the names.
- EAA is offering books at a discount to chapter members. Information will be available at the February meeting.
- Roger Aspegren is planning Saturday Workshops. He wants to have a short Saturday morning get-together every week over the summer months. Look for further information at the February meeting.
- The B-17 is coming!! Ask what you can do to help.

MEMBERSHIP DUES!!

There are still many of you who have not paid your membership dues for 1996. It is important that you get your dues in this month as we will be compiling the membership directory. Membership dues are \$20.00, payable to 'EAA Chapter 569'

Coming Plane Stuff

February 6

Chapter 569 Meeting • 7:30 PM
Cobbler Inn, Shoemakers Truckstop

April 14-20

Sun 'n Fun • Lakeland, FL

July 4-8

The 1996 Coming Home tour stops in
Lincoln, NE
We will need help getting ready!!

August 1-7

Oshkosh '96 • Oshkosh, WI