



# PRESIDENT'S MESSAGE

BY DOUG HILL

February 1997

How do I get the most personal satisfaction out of my experience with EAA Chapter 569 one might ask? The answer is easy and can be defined in one concise phrase; get involved.

I have sat in the audience at chapter meetings and I have visited the various fly-ins and functions sponsored by our chapter, much the same as I see a lot of you current members doing. In my case, when I saw an upcoming activity that I was particularly interested in I volunteered to participate on the committee. My involvement in the Chapter was prolific enough in 1995 that you awarded me with the "Spark Plug Award" for participation (an honor that I cherish and proudly display in the customer conference room at Hill Aero). What I experienced was the more I volunteered the more I enjoyed it, the more I volunteered. . .

Last year I participated less in the activ-

ities. I remember sitting there and hearing Roger Aspegren, then president, expound on his wonderful and satisfying experiences during his terms in office. He specifically spoke of his personal gratification and pleasure being involved with the B-17 stop over during it's Midwest tour last summer. I know that not only he, but the committee chairmen that assisted him really enjoyed themselves. Yes, they worked a lot of hours, but they rubbed shoulders with the flight and ground crews, the Capitol Aviation staff, the other Chapter members, B-17 veterans, historians, participants, aviators, bureaucrats, and sundry variety of interesting people. I am sure that part of the gratification for them comes from the lasting memories of the event, the continuing friendships they share with those they came in contact with, and the personal satisfaction

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## Chapter Officers

PRESIDENT	VICE PRESIDENT	SEC/TREASURER	NEWS EDITOR
Doug Hill	Terry Carlson	Mark Hiatt	Mark Turner
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**MEETING:** Tuesday, February 4th, 1997

**LOCATION:** Cobbler's Inn,  
Shoemakers Truckstop, West 'O' St.

**TIME:** 7:30 PM

**PROGRAM:** Diane Bartels will use a slide presentation to provide us with selected highlights from her book on Evelyn Sharp—Nebraska's Aviatrix. Evelyn was an early Nebraska barnstorming pilot who become one of the first women to ferry US Army Air Force fighters during W.W.I.

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## EXPERIMENTAL AIRCRAFT ASSOCIATION

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

# EAA Chapter 569

## NEWSLETTER

# EDITOR'S CORNER

BY MARK TURNER

I received a lot of positive feedback from the January newsletter. I want to thank everyone who took the time to tell me what they thought of it. I was hoping to have as large a newsletter this month, but didn't get any pictures. As spring turns into summer and we have more outdoor activities there will be more to report.

Doug Hill held a great workshop on engine annuals last weekend. The event was well attended with about 20 Chapter members. Doug was performing the annual inspection on his Cherokee 140 which is somewhat of a celebrity. It turns out that back in June of 1964 this airplane was once on the 'Price is Right' television program.

On Saturday, February 8th, Doug will hold another workshop. This time he will talk about balancing and rigging of the airplane controls.

This newsletter is really **your** newsletter, not mine. If anyone would like to write a short article, story, or provide photographs I would love to include them. The deadline is the third Tuesday of each month

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It is the life story of a woman who loved to fly. Sharpie is an excellent role model for the young men and women of today.

In addition to being the author of *Sharpie The Life Story of Evelyn Sharp-Nebraska's Aviatix*, Diane is a teacher in the Lincoln Public School system, belongs to the '99s and has a CAP education membership. She is bringing copies of her book for sale and will autograph them.

## MEMBERSHIP RENEWAL

Only 38 of our members have sent in their membership dues for 1997!! For those of you who have not, February is an important month! You need to get your 1997 membership application and dues turned in this month to make the Membership Roster.

It is also important to include your EAA number from your national membership card. If you are not a member of EAA national please indicate 'NONE' in that location. This will determine your status in our Chapter, either full member or associate member.

Chapter membership dues are \$20.00, payable to 'EAA Chapter 569'.

Membership applications can also be mailed to the address on the back of this newsletter.

## THIS MONTH IN HISTORY

February 1, 1970

EAA's International Aerobatic Club (IAC) Division formed.

February 4, 1902

Charles Lindbergh born in Detroit.

February 6, 1971

First time a golf ball was hit on the moon.

February 20, 1962

America's first manned orbital flight: John Glenn in "Friendship 7."

February 26, 1968

EAA Warbirds of America Division formed.

## LEGISLATIVE BILL 237

The following is the text of Legislative Bill 237. The words with underlines are added to the text and the words with double underlines are struck from the text.

There will be a public hearing on Thursday January 30 at 1:30 PM at the State Capitol, hearing room 1507. All interested parties are urged to attend.

Read first time January 13, 1997

Committee: Government, Military and Veterans Affairs

LB237

A BILL

LB237

1 FOR AN ACT relating to aeronautics; to amend sections 3-403 and  
2 3-406, Reissue Revised Statutes of Nebraska; to change  
3 provisions relating to the regulation of structures; and  
4 to repeal the original sections.  
5 Be it enacted by the people of the State of Nebraska,

1 Section 1. Section 3-403, Reissue Revised Statutes of  
2 Nebraska, is amended to read:  
3 3-403. It shall be is unlawful for any person, firm, or  
4 corporation, without having first applied for and obtained a permit  
5 in writing from the Department of Aeronautics, of the State of  
6 Nebraska, to build, erect, or maintain any structure within the  
7 State of Nebraska, the height of which exceeds one hundred fifty  
8 feet above the surface of the ground at point of installation would  
9 interfere or obstruct the take-off and approach zones of an airport  
10 which has been registered with the department.  
11 Sec. 2. Section 3-406, Reissue Revised Statutes of  
12 Nebraska, is amended to read:  
13 3-406. The provisions of sections 3-403 to 3-405 shall  
14 not apply to structures hereafter erected under the authority of a  
15 license or permit issued by a federal agency or other state agency  
16 now having specific statutory jurisdiction over the air space,  
17 including authority to prohibit or regulate the height of  
18 structures for the promotion of safety in aviation, nor to existing  
19 structures. Nothing in sections 3-401 to 3-409 shall be construed  
20 to limit or abridge any right, power, or authority to zone property  
21 under the provisions of any other law of this state or of the  
22 federal government, except, that in the event of any conflict  
23 between the rules and regulations for height limits of structures,  
24 lighting, and marking adopted under the provisions of sections  
25 3-401 to 3-409, and any other rules and regulations applicable to  
26 the same area, the more stringent limitation or requirement shall  
27 govern and prevail governs.  
28 Sec. 3. Original sections 3-403 and 3-406, Reissue

# HUSKER AVIATION EXPO "97"

This event will be held February 1 & 2 from 10:00 AM to 5:00 PM at the City Auditorium at 4th St. & Hastings Ave. in Hastings, Nebraska. The proceeds from this event will benefit the *Husker Air Fair "97"*.

Astronaut Charles Precourt will visit during the weekend, an auction on Saturday at 2:00 PM, food concessions, remote control airplane display, high power rocket display, experimental aircraft, children's discovery area, Young Eagles aviation program, displays of aircraft at the airport and much more.

For more information call: 402-726-2315

## CHAPTER 569 COMMITTEE CHAIRMEN

### Young Eagles

George Myers • 464-2417

### Program

Wayne Fisher • 423-3503

### Librarian

Tom Trowbridge • 438-4804

### Membership

Mark Turner • 423-7663

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received when you accomplish a job well done.

How do I increase my enjoyment with EAA? How do I get more involved, you ask? Friend, the answer is simple. (Sounds a little like a corny politician, but its true.)

### Share Your Experiences

I used to think that it took an extremely powerful all knowing person to expose themselves to the potential criticism and, or ridicule one would expect by speaking up in public and sharing personal experiences or opinions to a group. Maybe my skin has thickened with age, but I have learned that the only thing to fear is a little lacking self confidence. It helps if you can laugh at yourself, admit when you are wrong, and believe in the goodness you can achieve by helping others avoid your mistakes. That said, I know I speak for the whole Chapter when I say laugh with me when I am wrong and help me when I make a mistake.

### Participate

The above paragraphs provide a little insight into my experience with participation. Encouraging you as Chapter members to volunteer is all I can do. The rest is up to you.

My anecdote on participation is this. Don't let yourself be left out. If you feel you don't belong in the group, you won't. When I first joined the Chapter I didn't know anyone who was a member, I didn't own an airplane, I didn't fly an airplane, and wasn't building a homebuilt airplane. All I joined for was because I worked in the industry for a long time and I like aviation. I

attended a few meetings, sat on my hands, wasn't involved and didn't enjoy it. No one came to me and invited my to "belong." It's not that the Chapter was, or is unfriendly, it's just human nature. You're the new guy until you decide to mix in. So, I thought about it and decided to make it happen for myself. I volunteered to be on the officers nominating committee for the upcoming annual election. Remember, I didn't know very many members and I had not been a member long enough to know the routine of Chapter elections; so I just did the best I could. I met with the couple other members on the nominating committee, suggested we canvas the membership for nominations, divided up the member list and called my assigned members. The way it turned out was I learned a lot, maybe more than I wanted to know. Things like who were past officers, who felt they served their time, who would participate, who genuinely couldn't contribute, who did what to who, and a lot of other hows, whys, and whens. When it came time for the election meeting we had candidates for all offices, we had ballots, and we had an election. It wasn't until the following year's election that I learned that the routine process was to corner a likely volunteer, encourage him to accept, and then my lack of nominations approve the new officer. Don't get me wrong, I'm not saying my way was best. The routine process works, probably better than my naive ballot system and it's a whole lot easier. (By now you may be having second thoughts about the normal process because you're stuck with me for the rest of 1997.)

In retrospect I had a great time, I got to know the nominating committee members quite well, I learned how the routine works and boy did I learn a lot about the past history of the Chapter. It got me started, I'll continue, and I'll do the best I can with your trust.

### Communicate

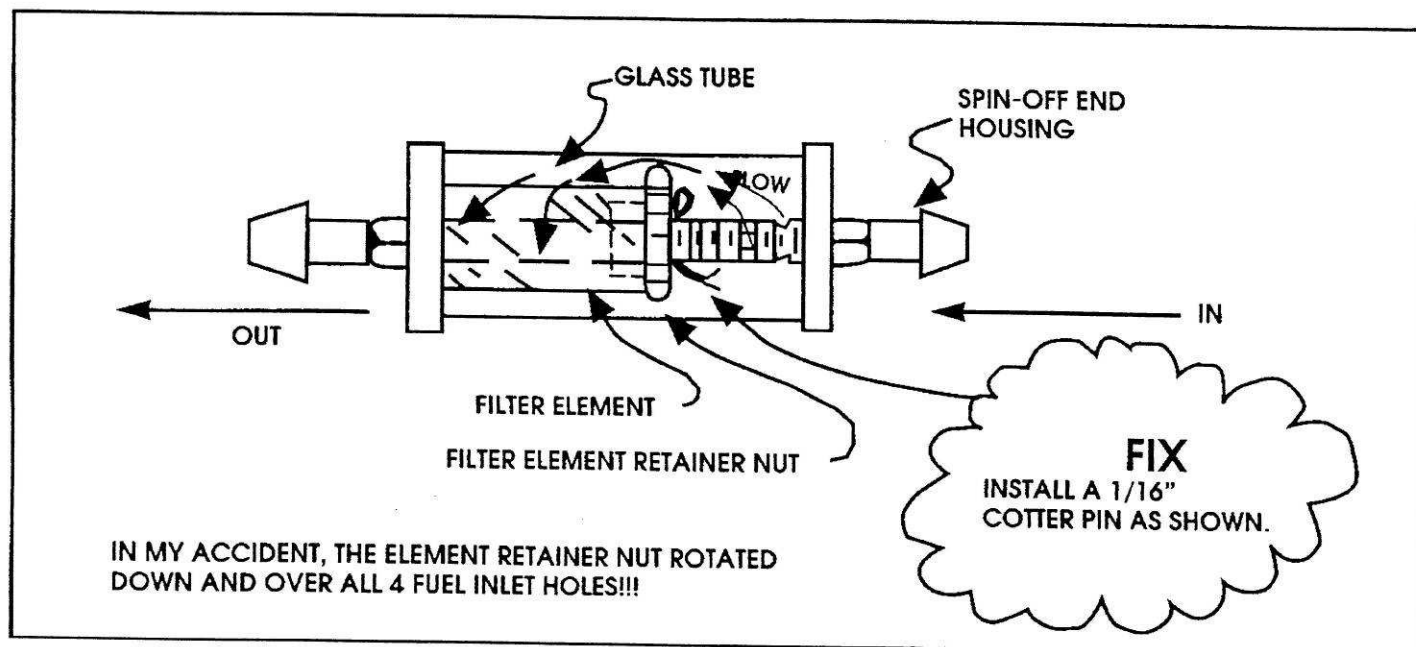
Right straight out of the Chapter Handbook it says that a volunteer organization best functions if it's members have abundant and effective communications. The basis of this communication is our membership roster. Followed closely by our newsletter, and organized by of telephone tree. (Here I get to preach a little.) Please pay your dues timely so you can make the roster. If you don't pay timely and miss the roster you miss the mailing list and subsequently the phone list. Then all you have is the tradition that you can show up at Cobbler Inn the first Tuesday. With this approach you will probably catch an occasional meeting but you will miss the action. You will also miss the camaraderie and all of those warm succulent delicious home made refreshments we so enjoy. What? All you have seen at the meetings for refreshments is a package of cookies. Maybe your membership was paid late. Norm is on refreshments for February. We'll see if you paid your dues on time.

So, I've been a member for four years. You elected me president, by the old routine, and I'll do what I can to make it happen. You can tell that I missed the participation last year. I am back in the thick again and can truly say first hand that my enjoyment level is up, it has never been higher, and I encourage the same for you.



# NOTICE ON A PUROLATOR PRODUCTS IN-LINE FUEL FILTER

FROM THE EAA TECHNICAL COUNSELOR NEWSLETTER



On September 6, 1993, I was forced to make an emergency off-field landing with my Supercat into a Christmas tree farm, resulting in substantial damage to my Cat, but only minor personal injuries. The initial accident focused on the engine because the engine steadily lost RPM after take-off. But I later found the "smoking gun" which was the "Purolator Model Pro-804" In-line Fuel Filter, purchased from C.P.S., but also sold by Wicks and Aircraft Spruce and Specialty Company.

The filter was not defective, but has a "flaw in its design" that allowed a condition to occur that shut off 98% of incoming fuel through the filter. The FAA is in the process of notifying the above suppliers, along with Purolator Products Company about this problem, but if you have one of these filters installed as you read this notice, please **do not fly your aircraft until you perform the above fix** as detailed on the diagram.

By Kerry J. Sterner EAA #303177

## SHOULDER HARNESS INFORMATION

FROM THE EAA TECHNICAL COUNSELOR NEWSLETTER

While many members are concerned that their aircraft look as original as possible, the addition of a shoulder harness could easily save their own "looks"—if not their lives. OCCUPANT RESTRAINT injury studies of helicopter occupants in TR79-22 "Crash Survival Design Guide," who that life threatening injuries occurred primarily in head, neck, body torso and spine. This accounts for 70 percent of major and fatal injuries. Your tolerance to impact loads are determined by the way you are restrained. Many factors, such as age, muscle tone, rate of onset, time duration, etc., can vary these tolerances.

In the forward direction, eyeballs out, (as in a head-on nose impact) the human body is capable of withstanding about 15 G's with only a lap belt, assuming the area in front is cleared of any obstruction, such as a seat or instrument panel. However, adding a shoulder harness to restrain the upper torso increases the uninjured tolerance in this direction to about 45 G's, a

three-fold increase. The most important impact direction for a helicopter occupant is vertical (or downward). With lap belt only, your tolerance to a vertical impact (eyeballs down) is about 4 G's. With a shoulder harness, your tolerance without injury increases to 25 G's, an improvement factor of six.

Not only does the shoulder harness prevent many disabling or fatal injuries during many impact sequences, it also permits you to be conscious and coherent by preventing a severe head impact so you can escape quickly. The reason that a shoulder harness is so effective in the vertical direction is that it will hold the upper torso upright to allow the spine to be aligned properly, thereby carrying much higher crash loads. You must sit upright and against the seat back, or a shoulder harness cannot function properly.

By Randy Palma, Colorado Springs, CO  
Luscome Association Newsletter #118

# AOPA PILOT TOWN MEETING WITH AOPA PRES. PHIL BOYER



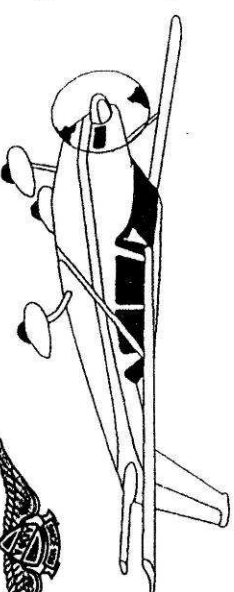
- 7:30 P.M.
- Monday, FEB 24, 1997  
The Cornhusker Hotel in  
downtown Lincoln

- GET THE LATEST WORD  
ON CRUCIAL GENERAL  
AVIATION ISSUES

- ALL PILOTS WELCOME,  
AOPA MEMBERS OR NOT

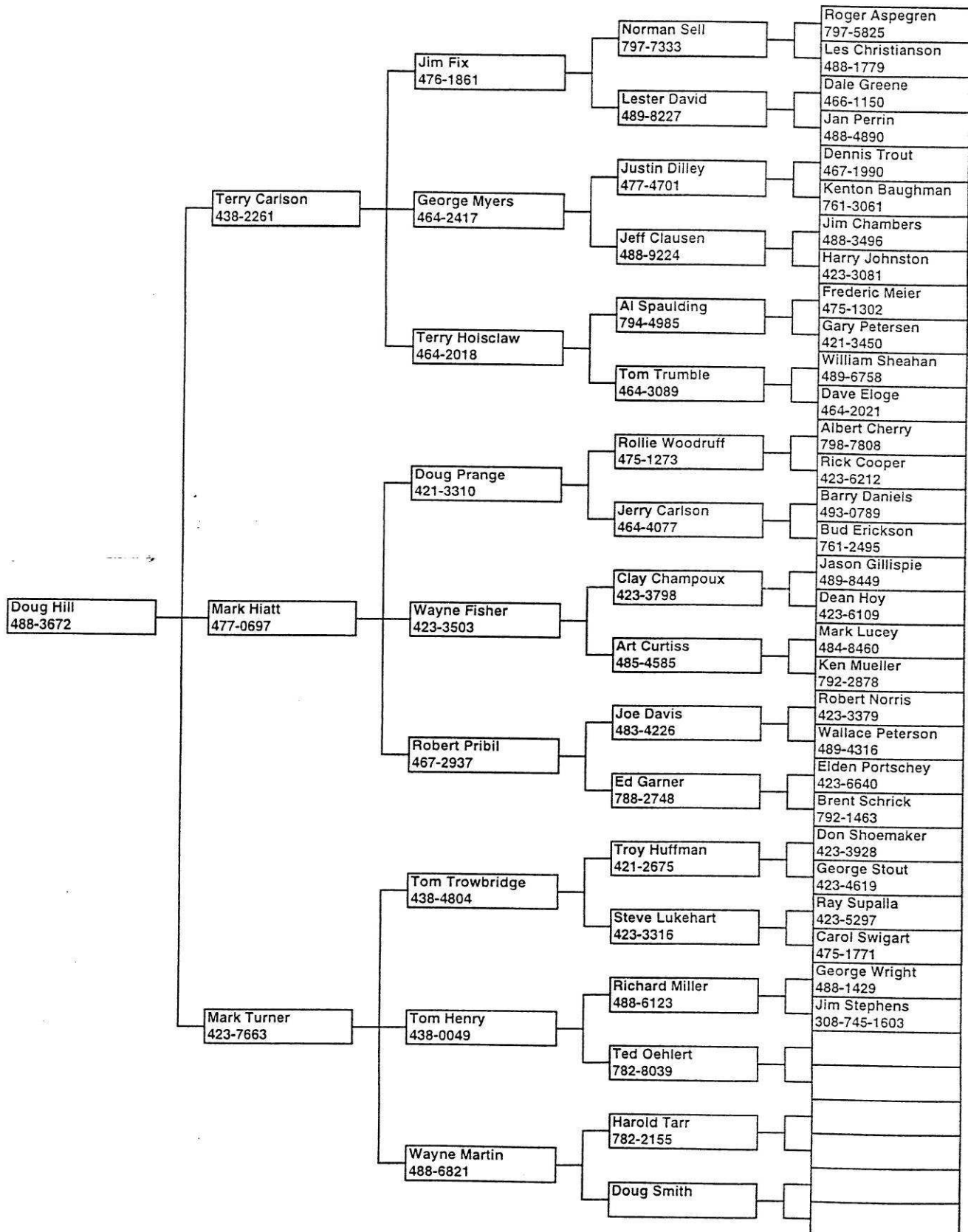
## CFIs:

Meet  
before the  
meeting (7:00) to learn  
about the  
program just for you!



*Phil Boyer*  
All pilots and  
interested citizens are invited to attend this  
free meeting.

# CHAPTER 569 PHONE TREE



Mark Turner, Editor  
4236 Duxhall Dr.  
Lincoln, NE 68516



Jerold Carlson  
2545 North 60 St  
Lincoln, NE 68507

## **Chapter Notes**

- Remember that your membership renewal is now due! If you have not sent in your 1997 membership dues, you run the risk of not receiving future newsletters!
- Doug Hill will be holding a workshop on Control Balancing and Rigging. At the Hillaero hangar at the Lincoln Municipal Airport on Saturday, February 8th at 9 AM. All members are invited to attend.
- We are looking for members to help with the Chapter Committee's. Please indicate on your membership application which committee you would like to help out with.

## **Coming Plane Stuff**

### **February 4**

Chapter 569 Meeting  
Cobbler's Inn • 7:30 PM

### **February 8**

Control Balancing & Rigging Workshop  
Hillaero Hangar • 9:00 AM

### **February 24**

AOPA Pilot Town Meeting  
7:30 PM • Cornhusker Hotel

### **July 30 - August 5 1997**

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