



EAA Chapter 569

NEWSLETTER

January 1997

PRESIDENT'S MESSAGE

BY DOUG HILL

Before you elected me as your Chapter President I told you that my roots were in aircraft maintenance, my interest was in the Lincoln Municipal Airport, and I would direct this Chapter that way during my term. For those of you who don't know me, here is how my preferences were shaped.

In 1969, while attending college, I answered an ad in the Lincoln newspaper for summer help at Duncan Aviation. I was hired with a few other new recruits and started my aviation career as a line boy. I worked at Duncan Aviation from line service through repair station inspector. From '73 to '76 I lived in Detroit and worked for Zantop Airways as the Director of Maintenance of their FAR 135.2 air taxi operation. We operated seven HFB Hanza Jets and five Learjets chartering passengers and auto parts freight. While in Detroit, Mr. Duncan offered me the opportunity to start an air-

craft painting business, a new venture in Lincoln, as his contractor. The business grew. First an interior upholstery shop was added then later a cabinet shop. I built the existing Hill Aero hangar in 1980. It looks like I have come full circle. Just before I sat down to write this introduction I helped the guys in the shop sweep up the hangar floor in preparation for another completion delivery. It sure doesn't seem like 27 years ago that I learned this lesson as a line boy.

Over the years I have been taught all the aspects of general aviation maintenance by the "On the Job Training" method. Except for two tech classes at Learjet and Cessna I self taught, tested and earned my FAA Airframe and Powerplant Mechanics License, and later earned my Inspection Authorization privileges from FAA. I didn't accomplish this training alone. Like almost every-

(Continued on page 3)

Chapter Officers

PRESIDENT	VICE PRESIDENT	SEC/TREASURER	NEWS EDITOR
Doug Hill	Terry Carlson	Mark Hiatt	Mark Turner
2001 N. 76th St.	5524 NW Fairway Dr.	1631 J St. #201	4236 Duxhall Dr.
Lincoln, NE 68505	Lincoln, NE 68521	Lincoln, NE 68508	Lincoln, NE 68516
(402) 464-2485	(402) 438-2261	(402) 477-0697	(402) 423-7663

MEETING: Tuesday, January 7th, 1997
LOCATION: Cobbler's Inn,
Shoemakers Truckstop, West 'O' St.

TIME: 7:30 PM

PROGRAM: This month's program will be given by Chuck Spanel who built the huge 500+ horsepower V-8 monster engine for the homebuilt airplane 'The Legend'. This airplane was written about in the October issue of *Sport Aviation*. This airplane is expected to make 362 MPH at 75% power!

EXPERIMENTAL AIRCRAFT ASSOCIATION

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

EDITOR'S CORNER

BY MARK TURNER

Well, here it is. . . The 'new and improved' newsletter. Not a tremendous change, just a little different format on the inside. I hope this will allow smaller articles and news bits to be incorporated. I seem to have packed quite a bit into this month's newsletter. I hope to maintain this quantity of information in future issues. I'm really excited about the upcoming issues. I have some neat ideas to make the newsletter more interesting.

I would like to feature one member each month with a short biography in a 'meet the members' section. I would also like to display photos of building projects throughout the year. We will also be publishing both the minutes from the membership meeting and the minutes from the board meeting.

The Chapter Membership Roster is going to be published a month earlier this year. We will be finishing it in February, just after the membership meeting, so you need to get your membership renewal in as quickly as you can. I am going to try to put in the photographs that Jerry Carlson has been taking. That means if your photo hasn't been taken yet, make sure you are at the January meeting to have Jerry take your picture for the Roster book.

The last page of this newsletter contains a 'Phone Tree'. Doug Hill has asked me to publish this in each newsletter to provide a quick method for contacting all the members. When you receive a call that needs to be passed on, you call the names to the right of your name. If you cannot reach that person, you would need to call the members below that person to make sure that everyone gets a call. This tree will be updated each month to add new members.

That's it for this month. . . Hope to see all of you at the meeting on the 7th and happy flying until then.

THIS MONTH IN HISTORY

January 1, 1914

Beginning of Commercial Aviation. Tony Jannus started the first regularly scheduled air carrier service. St. Petersburg to Tampa, FL.

January 9, 1984

The EAA Aviation Foundation and EAA Air Adventure Museum move facilities to Oshkosh, WI.

January 18, 1911

Eugene Ely lands a Curtiss Pusher on the cruiser Pennsylvania for the first "carrier" landing.

January 19, 1937

Howard Hughes set transcontinental flight record, 7 hrs. 28 mins.

January 21, 1976

First supersonic airliner service available on "Concorde" by British Airways and Air France.

January 31, 1958

"Explorer" becomes the first American satellite to orbit Earth.



YOUNG EAGLES

FROM EAA HEADQUARTERS

Eleven-year-old Devin Kirkorian of Hanover, Ontario, is the 250,000th young person to receive an introduction to the world of flight through the EAA Aviation Foundation's "Young Eagles" program when he flew in a Cessna 172 Skyhawk piloted by Philip Englishman (EAA #463698) of Walkerton, Ontario.

"Everyone involved in the Young Eagles program — pilots, ground support personnel, Field Representatives, Chapter Coordinators and EAA staff — share the credit for reaching this milestone," said EAA Aviation Foundation President Tom Poberezny. "More than 16,000 pilots have volunteered their time and airplanes to introduce the world of flight to a new generation. They are establishing the future of aviation today."

The 250,000 total would represent approximately two young people per school in North America and almost 40 kids for every public airport in the two countries. Each EAA member/pilot has flown an average of 14 Young Eagles in aircraft types ranging from vintage Piper J-3 "Cubs" to modern factory and homebuilt aircraft. In addition, hundreds of other aviation enthusiasts have contributed their time and talents to coordinating Young Eagles flights, promoting the program to school and civic

groups and working with young people to make their flight experience a positive one.

Kirkorian took the flight during a Young Eagles flight rally Oct. 14 at Saugeen Municipal Airport in Walkerton. Afterward, he called the experience "awesome."

"I fly Young Eagles because it's one of the ways I can share the joys of flying and contribute to the survival of general aviation," said Englishman, who has flown more than 80 Young Eagles. "I also tell young people that flying is the only way to get high."

During the calendar year 1996, there have been only two days that Young Eagles flight were not recorded.

"People involved in aviation often don't know how many kids have never had the chance to see how airplanes work and actually get that first flight experience," said Gen. Chuck Yeager, Honorary Chairman of the Young Eagles program and the first man to fly faster than the speed of sound. "There is no other aviation program that allows kids to be a part of flight in the way Young Eagles does."

(Continued on page 6)

FAA APPROVES MEASURE OPENING THIRD CLASS MEDICAL TO INSULIN-TREATED PATIENTS

The Experimental Aircraft Association (EAA) is applauding a new Federal Aviation Administration (FAA) policy that allows individuals with insulin-treated diabetes mellitus to apply for an FAA third-class medical certificate. The medical certificate would be approved under a special issuance procedure.

EAA commented favorably on the proposal when it was first introduced in early 1995. Those comments were based on input from EAA's Aeromedical Advisory Council, which consists of EAA-member physicians representing a wide variety of specialties. In its comments, EAA also recommended a careful oversight of this program by FAA and a complete review after three years.

"EAA vigorously supports FAA's foresight to challenge the government processes, regulations and policies which may unfairly restrict the opportunity for safe flight," said EAA President Tom Poberezny. "FAA met two distinct challenges in this issue. It opened the world of flight for those with insulin-treated diabetes, while creating appropriate standards to maintain aviation safety."

Under FAA's new policy, pilots applying for the special issuance would be restricted to a third-class medical certificate. They would be permitted to exercise privileges of a student, recreational or private pilot certificate. Air operations would be limited to U.S. airspace and would be subject to specific preflight and inflight monitoring requirements. Those requirements would determine ongoing blood glucose levels and provide an opportunity to adjust those levels, if needed.

Individuals with insulin-treated diabetes mellitus would be evaluated for the special issuance of a third-class medical certificate if they meet the following conditions:

- Absence of other disqualifying complications, such as arteriosclerotic coronary or cerebral disease, retinal disease or chronic renal failure;
- No recurrent (two or more) hypoglycemic reactions resulting in a loss of consciousness within the past five years;
- No recurrent hypoglycemic reactions requiring intervention by another party with the past five years;
- No recurrent hypoglycemic reactions resulting in impaired cognitive function which occurred without warning symptoms within the past five years;
- A one-year period of demonstrated stability following the first episode of hypoglycemia.

(Continued on page 6)

FORCED LANDING INJURES CHAPTER MEMBER

Chapter 569 member Terry Holsclaw, his wife Mary Ann and their grandson were injured Thursday December 26th when Terry's Bellanca developed engine problems and he was forced to land in a pasture near Hayes Center, Nebraska. The landing damaged the landing gear and tore the engine loose from the frame, as well as damaging the left wing.

In a *Lincoln Journal Star* report, Hayes County Sheriff Lester Garrett was quoted as saying, "I would say that he did

a very good job the way that he ended up, he did a very good job of keeping the nose up."

The *Lincoln Journal Star* also reported that Mary Ann Holsclaw was in serious condition with back injuries, Terry Holsclaw was in fair condition and their grandson was in good condition.

All chapter members should wish Terry and his family a speedy recovery and we hope to have information on how to contact Terry at the next meeting.

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

We still need chairmen for the government, refreshments, and publicity committees for 1997. Contact Doug Hill if you are interested in chairing any of these committee's.

(Continued from page 1)

one who has a career in aviation I owe all of my experience to the countless individuals, some mentioned above, who offered me the opportunity to learn and believed enough in the results to encourage me to improve.

My most sincere appreciation I bestowed upon Mr. Kent Kussatz, then service manager for Duncan Aviation, who took me off the flight line, started me packing wheel bearings, personally tutored me from his A&P school text, and signed me off to test for my mechanics license next door at the Lincoln FSDO.

I have learned from a lot of experienced generous people over the years and in the twenty years of operating my shop I've taught as many people as how have wanted to learn. My livelihood comes from the industry and I want to do all I can to perpetuate it.

So, now I have been a member of EAA Chapter 569 for four years. I have worked within the group and you have given me your confidence by electing me president. I will continue to do as I have been taught; help when needed and teach those who want to learn. I look at this term in office as another opportunity to volunteer, to teach, share and learn. And, like all times in the past, I'll not do in alone. I'll ask you to be involved, to volunteer, work on a committee, and give back to the Chapter, the community, and sport aviation a little of what you enjoy from it.

THE CHAPTER 569



photo by Jerry Carlson

But first, entertainment!! The entertainment was provided by 'Noteworthy' from the Lincoln Continentals. They provided an excellent set of barber shop quartet music.

I had never seen a barber shop quartet before so I didn't really know what to expect, but this group was great! They more than made up for the before mentioned food.

Awards began with certificates honoring the pilots who have flown Young Eagles in 1996. Pictured here are Ken Mueller, Don Shoemaker, Norman Sell, Steve Lukehart, and Tom

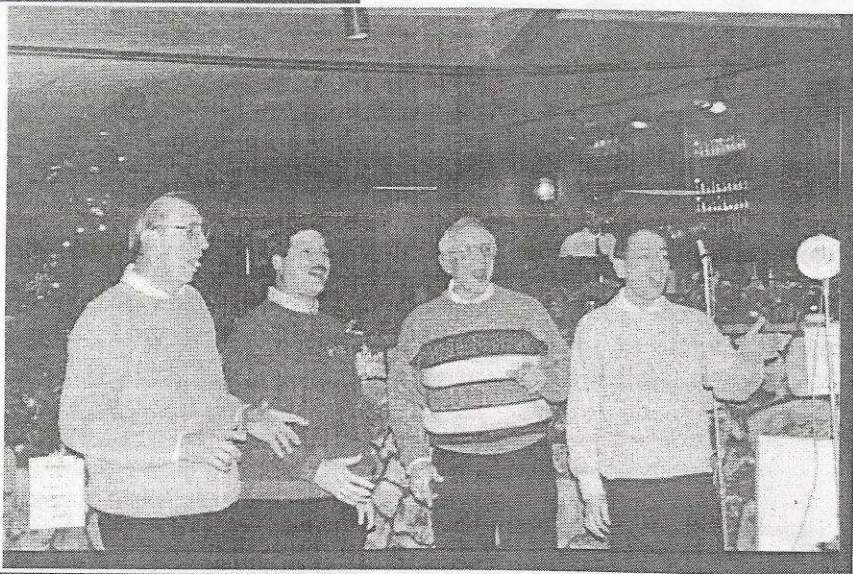


photo by Jerry Carlson

Trumble. These pilots are just a few of the 13 pilots who flew Young Eagles for Chapter 569 in 1996.

Certificates and poinsettias were presented to the wives who provided considerable help during Young Eagle events.

Rick Cooper would like to thank everyone who helped with the Young Eagles program in 1996 it takes a very large number of people to make the Young Eagles program a success.

Rick would also like to wish the best to George Myers who is taking over in 1997.



photo by Jerry Carlson

CHRISTMAS PARTY

The final award of the evening was the 'Spark Plug' award. This award is given by the President to the member who has contributed the most to the Chapter over the past year.

This year the 'Spark Plug' award went to Steve Lukehart. Steve was instrumental in getting the Lancaster County Commissioners to pass zoning regulations that were very positive for general aviation.

We should all thank Steve for his participation in the very difficult meetings and hearings that were required to protect our aviation rights.



photo by Jerry Carlson



photo by Jerry Carlson

tional debris that when analyzed turned out to be Rogers hat! The above picture is Mark Lucey returning the remains of Roger's hat to him.

Well then the FAA safety guys caught wind of what had happened and they made some design changes to Rogers hat. He now has a safety strap to prevent unwanted and inadvertent removal in the future.

Oh, and it seems there is quite a bit of paperwork involved. Here Roger is showing the manual that explains how to fill out the required paper work! So, if Roger is absent from the next meeting... We all know what he is doing!

Remember back in July... July 4th to be exact... Roger Aspegren was among those onboard the B-17 'Aluminum Overcast' when it flew in to Lincoln. Do you also remember that there was a hatch that flew off the B-17 during that flight...

It seems that the hatch was not the only thing that flew off (or out of) the B-17 that day... Our President, Roger Aspegren, apparently stood up into the opening after the hatch had departed the airplane and his hat (and maybe some hair) departed the airplane as well.

When the hatch was found back in October they also found some addi-

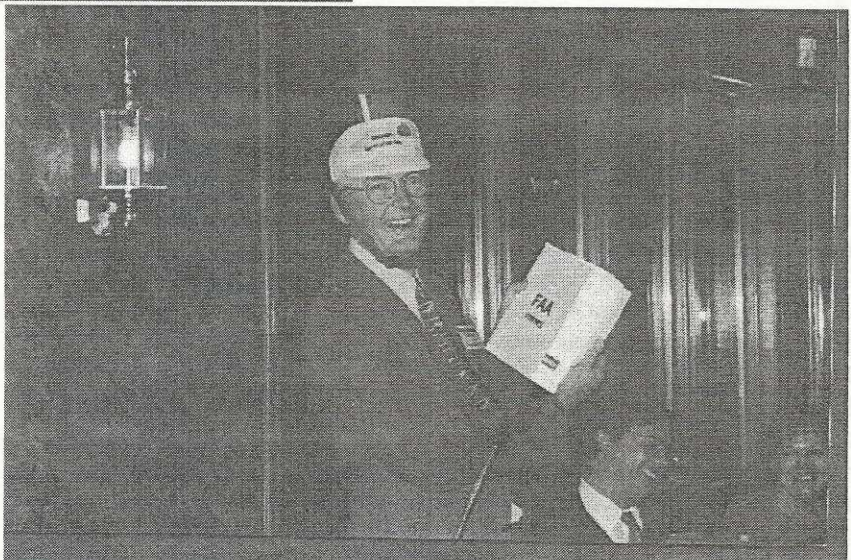


photo by Jerry Carlson

MEMBERSHIP RENEWAL

Enclosed with this month's newsletter is your 1997 membership application. Please complete the application and bring it to the meeting on January 7th. It is VERY important to get the application returned quickly this year. We will publish the Membership Roster during the first weeks of February.

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.

(Continued from page 3)

If the special issuance is approved, pilot-in-command operations are allowed under the following specific conditions:

- A check of blood glucose levels one-half hour prior to flight and immediately prior to landing;
- If the flight lasts longer than one hour, a recheck of blood glucose levels after each hour of flight.

"The specific guidelines outlined in this new policy are significant," Poberezny said. "The valid concerns of the medical community have been met through FAA's tight control procedures. In addition, the review of this program could provide a model for other regulatory relief."

(Continued from page 2)

Pilots involved in the Young Eagles program range from military and airline pilots to business people, engineers and farmers. Two pilots, Tom Snouwaert of Gladstone, Mich., and Robert Swanson of Fort Washington, Md., have each flown more than 1,100 Young Eagles over the past four years!

Financial support for the Young Eagles program is provided through a \$1 million endowment from S.C. Johnson & Son of Racine, Wis., as well as numerous corporate sponsors both in and out of the aviation world.

"The Young Eagles has introduced kids to the world of flight, but it's done more than that," Poberezny concluded. "Pilots have increased their proficiency because they fly more to be part of the program. People in hundreds of communities also are discovering or coming back to the airport, benefiting airport operators. This program is making a positive difference in aviation both today and for the future."

MEIGS FIELD MIGHT SURVIVE!

Governor Jim Edgar December 16 signed legislation permitting the state takeover of Chicago's lakeside Merrill C. Meigs Field airport. The legislation, passed December 4, calls for the state to take control June 1, 1997, preventing Chicago from turning Northerly Island from an airport into park.

Political observers opined that Governor Edgar had held off signing the legislation in hopes of convincing Chicago Mayor Richard Daley to come to the negotiating table. Edgar aides say the Governor still doesn't want to follow through with the airport seizure if Chicago will agree to re-open Meigs. But Daley continues to brush off any discussion of compromise.

Also on December 16, the Illinois Appellate Court heard oral arguments on the Illinois Department of Transportation's suit against the city of Chicago and the Chicago Park District. Illinois' suit contends that state law permits IDOT to takeover any municipally owned airport if the municipality ceases to operate it. IDOT also argues Chicago has violated contractual agreements to operate Meigs Field in exchange for state financial grants.

The Appellate Court had earlier issued a stay preventing Chicago from demolishing Meigs Field. During the December 16 hearing, city attorneys asked the Court to lift the stay even before the judges issued their opinion. The Court refused and the stay continues to protect the airport while the Appellate Court deliberates.

The Court did not indicate when it would issue a ruling. Finally, Republican lawmakers say they plan to pass the just-signed bill again in the 1997 "tag-on" legislative session in early January, giving the state immediate power to take over Meigs Field. The Illinois Constitution provides that laws passed during the last half of the year can't take effect until June of the following year unless passed by a "super majority." But after the start of a new year, the Constitution lets lawmakers vote by simple majority for legislation that takes effect immediately. Until newly-elected legislators are seated after January 7, Republicans retain a simple majority in both the Illinois House and Senate. AOPA has been campaigning vigorously to prevent Meigs's destruction. In November, Phil Boyer, as president of AOPA Legislative Action, sent a letter to each member of the Illinois legislature asking for legislation to preserve the airport. Included with the letter was a color photo of the now-closed airport with Chicago's central business district in the immediate background, reinforcing the message that Meigs is important to the economy of Illinois and surrounding states.



5TH ANNUAL NEBRASKA AVIATION CONFERENCE

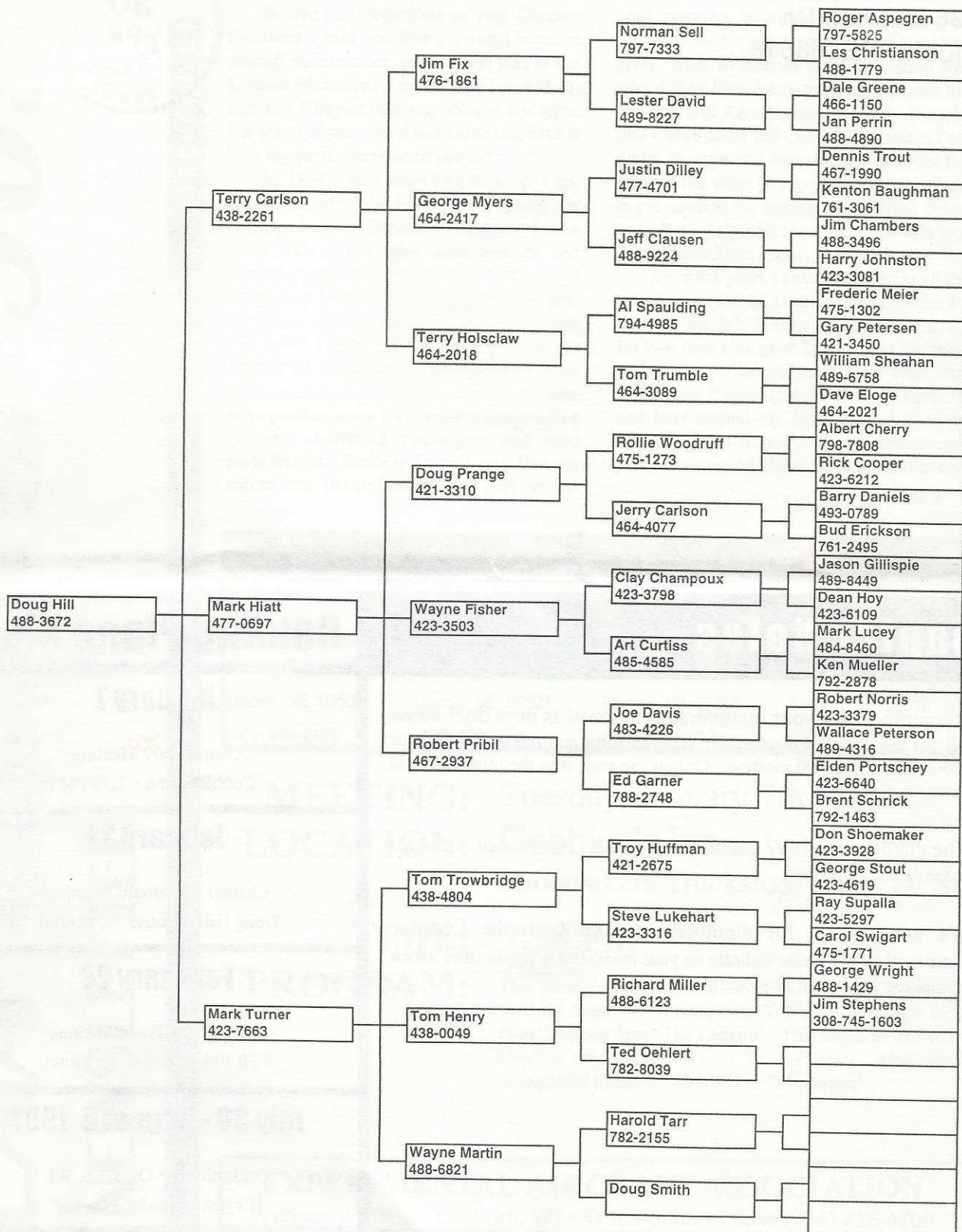
The 5th Annual Nebraska Aviation Conference will be held January 22 thru January 24 at the Ramada Inn in Kearney, NE.

Feature speaker will be Victor Belenko, former USSR MIG pilot. First of a privileged class - officer and fighter pilot to escape USSR in a top secret MIG jetfighter.

Other programs include: Mountain Flying Workshop, AOPA Air Safety Foundation Seminars, plus many other subjects.

Cost is \$60 which includes Thursday lunch and the banquet.

CHAPTER 569 PHONE TREE



EAA Chapter 569

January Newsletter

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! Please fill out the enclosed membership renewal form and return it with your 1997 dues at the next meeting. Or you can mail it to the return address above.
- The chapter has 1997 calendars for sale. Just \$7 each. Get them at the January Meeting.
- 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

January 7

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

January 21

Chapter 569 Board Meeting
Doug Hill's House • 7:00 PM

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"