



Chapter 569

NEWSLETTER

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MEETING - MARCH 7, 1995

LOCATION: Duncan Aviation, Lincoln Airport. Meet at Duncan's North building (Lincoln Aviation's old bldg).

TIME: 7:00 P.M.

PROGRAM: Business meeting in the Cafeteria, then Andy Bajc will give us the Grand Tour of Duncan's Facility.

PRESIDENT'S LETTER

We had a good turn-out last month for our tours of Capitol Aviation's new facility and the control tower. Thanks Mark, for showing us around your impressive building. We should be thankful for people like Mark Kazara who have committed so much to general aviation. Mark also announced that he is collecting signatures to put his name on the May ballot for airport authority. Good luck Mark.

Chapter 569 can help support our local FBOs, Capitol Aviation and Silverhawk by using their services however we can also help them by promoting

general aviation locally in order to increase the number of pilots in the area. We have several programs toward this goal in 1995. The Young Eagles program and the Boy Scout Aviation Explorer program are two excellent ways to build interest in the younger people. This is where it starts. Also, building membership in our Chapter, displays in malls, more flying activities, B-17 visit, and many other activities can have a real effect on the growth of aviation.

Get involved! This can be an exciting time to be a part of the rebirth of aviation in Lincoln.

EXPERIMENTAL AIRCRAFT ASSOCIATION

WITTMAN AIRFIELD, OSHKOSH, WI 54903-3066 • PHONE 414/424-4800 • FAX 414/424-4828

MINUTES OF FEBRUARY MEETING

The meeting was held at Capitol Aviation at the Lincoln Airport. President Roger Aspegren opened the meeting at 7:15 p.m.

Mark Lucey gave a Treasure's Report. Old business: Talked about needing help with Chapter Committees. A Raffle Drawing was held. Doug Hill won.

New business: Doug Hill gave a talk on the reactivation of the Boy Scouts Aviation Explorer Post, and asked if the Club could possibly help.

Roger talked briefly on the Airport Authority election that is coming up. Mark Kazara is planning to run for the office. Wayne Fischer, who was a guest at the beginning of the meeting, was a member by it's end. He has a Cessna 150 on leaseback to Capitol Aviation. At 7:38 p.m. we split into two groups. One went to the tower for a tour and the other had a tour of Capitol Aviation's new facilities. About an hour later the two groups traded places. Our thanks to Mark Kazara for letting us have our meeting there and tour his great FBO facility.

- Mark Lucey

FAA SPEEDS UP

As part of Vice President Gore's initiative to make government more efficient and customer-friendly, the FAA is dramatically cutting the time it takes to issue pilot certificates, provide results of written pilot test and answer pilot correspondence. Processing pilot certificates, which used to take an average

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of 50 working days has been whittled down to 21 working days. The FAA also pledges to give out the results of pilots exams in 20 days, down from 25 days, and reduce the time it takes to respond to pilot correspondence from seven to three days.

In a typical year, the FAA issues about 200,000 pilot and airmen certificates, scores more than 110,000 written tests, responds to more than 47,000 written inquiries and 52,000 telephone calls.

-- PIREPS

COMING PLANE STUFF

March 3,4 - Nebraska Aircraft Maintenance Seminar, Mid-Town Holiday Inn, 2503 Locust St, Grand Island. 800-548-5542

March 25 - EAA Chapter 569 Annual Cookout. Burning ground-round and tube-steaks allowed. More info last page.

CONGRATULATIONS

Our congratulations go to these Lincolmites for the following milestones they have reached.

Chandra Barr, Private Pilot
Michael Miller, Private Pilot
Alan VanErt, Private Pilot
Andrew Malousek, Private Pilot
Mark Turner, Private Pilot
Stefan Gaspor, Private Pilot
Paul Wiles, Commercial
Steven Sherman, Commercial
Kent Leonard, CFI
Chad Holdsworth, CFI
Richard Hoover, Instrument
Greg Lamb, CFII & CFI Multi
Jeff Clausen, Multi-Engine
Steve Lukehart, Multi-Engine

WHO'S WHO IN 569

JIM STEPHENS, one of our members who recently moved to Loup City, is a Charter Member of EAA Chapter 569. He helped set up the Chapter, and has been a member for many years. He is currently flying a sweet little RV-3. Jim told me it is actually his second homebuilt. His first was a Smith Mini-Plane. The Mini-Plane is reported to be the first plans built homebuilt completed in the Lincoln area in the early 1970's. Because I think news correspondent Trudie Aeppel is a much better writer than me, I'll go with her story on Jim, which was printed in the Loup City paper. Hope you enjoy!

"For The Love Of Flying"

Hopefully, this is not too shocking to the reader, but yours truly is totally in love with Jim Stephens's homebuilt plane. In itself, it is an absolute beauty, awakening many good memories.

But this story is about Jim and his love for flying. Not that he lacks in pursuing other hobbies. He likes to fish, to hunt, to engage in watersport besides flying which includes acrobatic flying, though he adds that the latter two sporting activities are occurring few and far apart now. But, the memory lingers for Jim and will be part of his selfhood forever.

Obvious to the listener is the fact that Jim is not a bragger, just a man with a keen sense for accomplishment which brings out the ingenuity in his character. Visiting with him was fun.

Jim is a native of Lincoln who, along the way, married

Doris Peterson of Milford and today the couple has two grown sons.

Together with two partners, of which one eventually dropped out, Jim established a very successful masonry business.

His life's business endeavor is one of those true success stories. Starting out in business by borrowing the money to buy their first cement mixer, the partners soon became well known for their excellent work. The foundation to their business reputation was hard work and professional know how which in turn rewarded them with a good private life.

Eventually, Jim's partner bought him out, enabling him to retire and thus to pursue his hobbies.

Having enjoyed their cabin at Sherman Lake now for several years, Jim and Doris have recently made it their permanent home. Both are looking forward to getting acquainted with the natives around these parts and they are making the effort to join and to be part of the local scene.

In Lincoln, Jim and Doris lived east of the city in a unique community. The homes were built with hangars underneath the living quarters and a 1900 foot long grassy airstrip is located a block away, for the residents to use. In short, the couple had found the ideal location to call home where Jim could pursue his hankering for sport flying in an uncomplicated way.

Jim has had the desire for flying as long as he can remember and in 1967 he took flying lessons, thus laying the foundation for all future aeronautic endeavors.

The couple's first plane

was a Cessna and for many years Jim and Doris attended fly-ins all over the country, something Jim still does today. They also went on vacation by plane and it seems Doris enjoyed this way of traveling.

But for Jim there was still more to conquer as far as aeronautics was concerned. In the early 1970's, he set out to build his first plane, right there at home in his garage. A Smith mini bi-plane, all he had to do, was assemble the wings after pulling the plane on to the runway.

Now this plane was built of tubing and wooden spars and covered with fabric which then was doped with a sealing substance. This was a method applied by flying enthusiasts years ago, constructing their own glider planes.

Then in 1980, Jim began building the beauty that still today is his pride and joy and rightly so. In the works for two years, he said he enjoyed the task.

This little low-wing mono-plane is fully equipped with radio and navigational instrumentation, including a loran, which is a piece of equipment that will direct a pilot to any airport he/she desires to reach.

Beyond that, the plane is fully acrobatic which means, a pilot can fly any stunt he is able to maneuver in the sky. Jim took instruction in acrobatic flying, something he says he does no longer do much of. But he adds that he has had much fun doing it for many years.

The model of the plane is called a Vans RV III and it weighs a mere 700 lbs., can fly 215 m.p.h. at full throttle and

its cruising speed is 180 m.p.h. The plane's wing spread is 19 feet and it is equipped with a Lycoming 135 horse power engine. Jim has replaced the metal propeller with a wooden one which lends real class to the little flying machine. Painted sky blue and white, it certainly is a delightful looking plane for any sport flyer, but being a one seater, Jim obviously cannot invite passenger, something, he would like to do, if only to awake the love for the sport it others.

Jim keeps his plane now in a hangar on the Loup City Airport, where this reporter visited with him after first gloating and delighting in his handiwork.

Expounding on the affordability of this sport, including the sport of soaring in gliders and how to introduce the sport to young people, Jim mentioned that many communities now have "Young Eagle" clubs, an organization through which young people get introduced to sport flying. Anyone seriously interested in the sport of flying should not hesitate to ask for information.

Jim seems happy that he and Doris have made the move to Sherman Lake. He told of his other hobbies and how much he enjoys them. But it was abundantly clear to this interviewer that, next to his wife and family, flying ranks the highest in his "other" loves. Nothing else can match the feeling of freedom when soaring in the limitless sky!

Jim Stephens is a happy man to have pursued what apparently was his heart's desire.

—Trudie Aeppel

569 WANT ADS

FOR SALE:

1978 Cessna 172 2500 TT, 575 SMOH, new paint and interior, full IFR.

1977 Cessna Hawk XP.

Call Jeff Clausen at 488-9224 for details on both.

FOR LOAN:

Rollie Woodruff has two books for loan that he considers to be excellent reading. "Lucky Bastards Club" and "Skunkworks" are available from him for members to read. 475-1273

If you need something or want to sell something, put it in the Want Ads. 438-2261 eves

BOY SCOUT AVIATION EXPLORER POST 569

The initial organizational meeting of the Boy Scout Aviation Explorer Post was held at Hillaero on February 21, 1995. Eight young people were signed up at this meeting. A couple of videos were shown, an introduction to the Young Eagles program and the Cliff Robertson video. then Carol Swigart and Doug Hill, who will be the leaders, described the program to the group and told them what activities they can expect to see during the year.

The Explorer Post will meet every first and third Tuesday, with the first Tuesday being a joint meeting with our club. You will be asked at the March meeting to volunteer for a "co-pilot" program, where you will take one of the explorer scouts under your wing and help him or her to participate in as many aviation activities as possible. Please consider it.

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We hope to increase the size of the Post to at least 16, so if you know anyone between 14 and 21, tell them to contact Doug or Carol for information.

RENEW QUICK

Thanks to all of you who have sent your renewal applications in. Without YOU, the Chapter can't exist. For those of you who haven't taken the time to do it yet, PLEASE RENEW QUICK. To date, we have about half of our members who haven't. If you need an application, give me a call.

THE GREAT SOUTH AMERICAN AIR ADVENTURE

On December 22, 1995 two small open cockpit biplanes will embark on the "Great South American Air Adventure" which will take them from the central United States south through Mexico, Guatemala, El Salvador, Honduras, Nicaragua, Costa Rica, and Panama, then into South America, where they will pass through Columbia, Ecuador, Peru, Chile and Argentina to the Tierra del Fuego Islands and Cape Horn. The airplanes are a Murphy Renegade Spirit piloted by Kevin Naser and a Fisher Celebrity piloted by Paul Hamer. Both Kevin and Paul are pilots and engineers. In 1992 Paul and his partner flew a Cessna 310R to third place in "The First Around The World Air Race" competing with 28 planes from 12 countries. The adventure is currently planned to have an eight week duration and a total estimated round trip distance of 20,000 miles. Kevin Naser is from Omaha and Paul Hamer lives in Tekamah, NE.

First Informal Fly-In Picnic

Weather permitting, we have planned a fly-in or drive-in picnic at Shoemaker's Airport for March 25. The Club will furnish meat and drinks. Please bring a dessert, chips or whatever. We plan to EAT AT 1 P.M., but you may want to come early to do some flying and chatting.

News Deadline

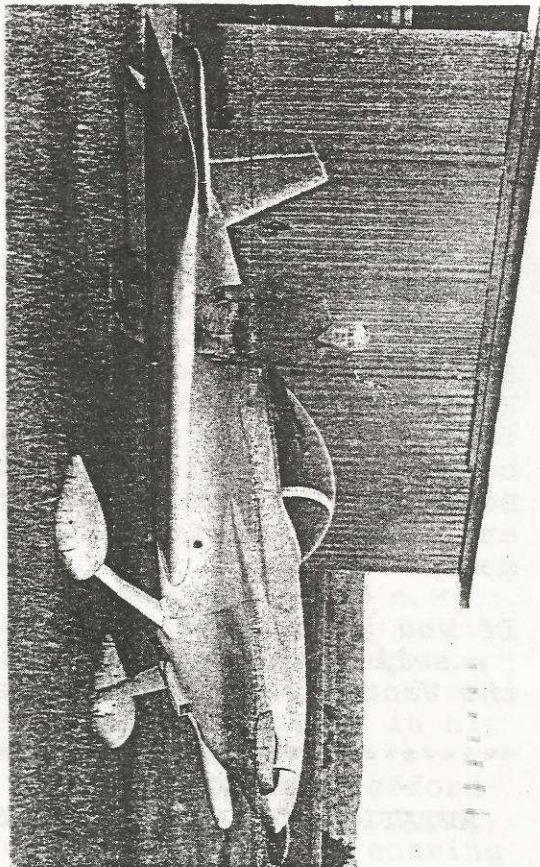
If you have any type of info or news, please let me know by the 20th of each month. Anything received after that may not make it in the next newsletter. Thanks for your consideration.

Terry Carlson
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Jim Stephens and his "Beauty".



—photo by Hans Aeppel