



EAA Chapter 569

NEWSLETTER

March 1997

PRESIDENT'S MESSAGE

BY DOUG HILL

The length of the message is directly proportionate to the schedule of the president. Last month's message was a little long winded and my shop schedule is hectic this month so these thoughts are going to be concise.

In my small shop scheduling is vital. Too much work: the shop operates at capacity, but the business and the customer can suffer from delayed schedules. Too little work: the delivery schedules are met, but the business and the staff can suffer from idle time. Inevitably, or at least that is the way it seems, there is too much work and the pressure is exaggerated by customers breathing down your neck.

So, when you are faced with insurmountable scheduling or overwhelming work loads (read this as any overwhelming circumstance) how do you get it all done; and, how does this all relate to your home

built aircraft project? Well, the plans built, or kit built, or any home built aircraft project can be overwhelming too. The rows of finished show quality experimentals, classics, and war birds at Oshkosh and Sun 'n Fun, the sales misnomer "fast build kit", and one's own misjudgment or over-extension of ambition can lead you down the path of overwhelming.

Now personally I am quite a way down the food chain from genius but, here is what works for me. I look at each problem like it was an overwhelming stone wall; too high to jump, too long to circumvent, and too thick to plow through. The only solution is to dismantle the wall one stone at a time. If you look at your job as a lot of small segments then you shouldn't be psyched out by the potentially overwhelming magnitude of the whole project.

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MEETING: Tuesday, March 4th, 1997
LOCATION: Meet at Silverhawk Aviation,
Crete Municipal Airport

TIME: 7:30 PM

PROGRAM: This month's program will include a short business meeting at Silverhawk Aviation followed by a tour of several building projects. Please be on time as we will depart shortly after 7:30 PM.

EXPERIMENTAL AIRCRAFT ASSOCIATION

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EDITOR'S CORNER

BY MARK TURNER

Doug Hill's article this month hit very close to home for me. You see, I sat here, about this time last year, and talked to you about starting to build my AeroCanard. The plans at that time were to begin construction in March of 1996 and to work over the summer to get the wings, winglets, and canard built. But, as I sit here today, all that I have are the plans still in the mailing tube that I received them in.

So, to use Doug's analogy, I have just come upon the stone wall and from where I stand it looks like a HUGE stone wall. I need to now begin removing each stone one by one. I think the hardest of those stones to remove is the first one. Why is that? Because that is the stone that begins the commitment to the project. Up until now I have just been 'planning to build' or 'thinking of building'. Once that first part is built (the first stone is removed) then I 'am building'.

In my particular case removing the first stone involves placing an order with Wicks for foam, fiberglass, and epoxy. Then, my first scheduled item is to put together the list of materials and place the order by the middle of March so I can begin to work on my AeroCanard the first part of April.

There, I've said it! Now I can let that peer pressure kick-in and all of you can help me make sure that I really get started this year. Well, I'm going to get this newsletter finished and dig out those plans. . . See you all at the next meeting.

MINUTES FROM THE FEBRUARY MEETING

BY MARK HIATT

The meeting was called to order at 7pm by president Doug Hill. Cleaning up some old business, we saw the debut of the EAA569 PhotoBoard, a representation of the chapter in photographs. Now it'll be much easier for new members, especially, to put faces with names and help to make everyone feel welcome and a part of the chapter. And it will go a long way toward helping president Hill keep all of us all straight.

Tom Henry, the chapter Tech Counselor was introduced and awarded the service ribbon that comes with that office.

Doug then spoke for a moment about Repairman's Certificates and reminded everyone that as builders, we alone are entitled to Certificates for our airplanes. If we sell the airplane later, the new owner can not do annuals on it, but the builder always can, as long as he holds the certificate. Applications for a Certificate are available through the chapter.

There was a plea to please pay your dues on time and in full. This is the main source of funding the chapter, and in making plans for the new year it's important to know how much we have to count on, and how much we might hope to bring in through various chapter fundraising activities like selling shirts, hats and calendars. We were reminded that because of the way the bylaws are written, membership in the national EAA organization is required along with the local chapter. This will become increasingly important when we start holding various chapter events such as fly-in's where the chapter insurance provides coverage.

Speaking of funding, we still have a few 1997 Calendars left, along with some shirts with the chapter info stitched-in and a nice selection of caps. Please try to pay by check if you can and please remember to put in the "memo" section what it is that the check is for. Sometimes we get checks for \$20 and it's difficult to say if that's for annual chapter membership, one of the spiffy new shirts or a couple of hats.

New business included introduction of Joe Rookstool, from Omaha's EAA80. He's the George Myers of the Omaha chapter and spoke for a while about the Young

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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

Technical Counselor

Tom Henry • 438-0049

5TH ANNUAL AVIATION CONFERENCE

BY ROGER ASPEGREN

The Nebraska Aviation Council held its 5th Annual Aviation Conference from January 22nd through the 24th. Included were exhibit booths and numerous sessions on mountain flying, pilot safety, acrobatic flying, aviation photography, home built aircraft, and more.

The highlight of the event was a Thursday evening banquet followed by the awarding of Hall of Fame awards and the Airport of the Year award. The featured speaker was Victor Belenko who astounded the world twenty years ago when he climbed into the cockpit of a Russian MIG-, the country's most technologically-advanced fighter plane, and flew it to freedom in Japan. Although the Russians exerted extreme pressure to have Belenko and the plane returned, he was protected by the Japanese and the Americans. Why and how he escaped to become an American is an inspiring story that dramatically reaffirms the faith of every American.

Our own Doug Prange and Craig Bair from the York Chapter did a great job during the Thursday afternoon session on "Home built Happenings". They told about their projects and fielded questions from the audience.

Since our Chapter is a member of NAC we were able to set up a booth at no cost. A map was displayed showing the location of all Nebraska EAA Chap-

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Disassembling the wall stone by stone is the solution but, in order to get it done I also establish a plan, set a schedule and exercise ambition.

PLAN

This segment of the project should be fairly easy. Since you tackled the "plans" built aircraft, all you should have to do is divide up the plans (the stone wall) into subassemblies (individual stones) and just follow the order. Even if you were enticed into the purchase of a "quick build kit" and you are overwhelmed by the experience of unpacking, sorting, and storing the parts and pieces into your garage, and your basement, and your garden shed, and your kids bedroom; you have an automatic start because the kit designer knew he tricked you into thinking it was quick, so he also gave you a set of instructions so you don't feel fooled.

SCHEDULE

With your plans or instructions in hand set out to develop some sort of schedule. A schedule is like a budget. It is not something that you like to stick to all the time but, if you don't you might not see the results. Then, without results one has a tendency to get discouraged and give up.

I like to keep my schedule loose on a personal project because I want the time spent to be relaxing and entertaining. You will also want to be realistic in your estimates of your devotion. If your plans/instructions estimate 2000 hours for completion give yourself plenty of calendar time. Don't schedule your trip to Wisconsin in this aircraft next year, or maybe not even this century. Be realistic. Your full time job is at least 2000 hours a year, so it's not practical to plan another 2000 project hours in the same year; and for your personal projects you should plan like the insurance companies. Full time qualification is only 1000 hours annually. In my case I don't want relaxation to be another full time job. I already have one of those and that's why I call it work.

AMBITION

Nothing I know of peaks ambition like the start of a new project. Some guys, myself included, enjoy starting a new project so much they rarely finish anything. The classifieds are full of "partially completed", "all parts to finish", "basket case", or other key phrases

describing potential projects that get my interest kindled.

Let me just say in my own defense, that if you are also one of these guys that enjoys starting a project but can't quite seem to finish, don't give up hope. Just recognize who you are, justify the project as enjoyment, and be at peace knowing that you will never run out of things to tinker with. Just know your limits; don't start remodeling the family bathroom without a back up contractor.

Some people can, but I am not the type, stick to a schedule by sheer will power. I have to devise other motivations. A few of my personal motivational techniques include time allocation, visualization, faux deadlines, and peer pressure.

One thing that really works for me is to allocate time to the project. Allocate and mandate two hours three nights a week, or one half weekend day, or some positive step to completion. Each week night this week I will work on the project. No time limit, no production goal, just stay involved. There have been times on my projects that I just arranged the work bench and there have also been those times, when although unmotivated, I got into it and accomplished and unbelievable progress.

I am standing there, leaning up against the work bench, sipping a cup of coffee, and thinking about how fast its going to be, how fun its going to be, and how much praise I am going to have to deny from my buddies when the heap their congratulations on me for a job well done. This is a form of visualization. Picturing yourself upon completion and reinforcing yourself each step of the way enroute for motivation. Ray Supalla told me when he was building his Glasair, and I'll paraphrase his statements here; "...I'd sit there in the unfinished cockpit, with just pieces around me and visualize the trips I would fly when I finished. Could I make it to South America, and I'd imaginary flight plan what the flight segments would be, and the flight times, and distances and stops." Last spring when we toured the home built projects, and we all saw his mechanically finished aircraft, I could tell by the size of the smile on his face that he was truly enjoying the praise when he would acknowledge the difficulty of the scope of the project but deny

the high level of ambition it took to complete.

I don't like to set deadlines on my personal projects because it can cause unnecessary stress, mistakes and discouragement. So I create these little false deadlines. I'd really like to have all the rudder subassembly done Friday so I can cover the controls next week. Deadlines work but can have serious negative effect. They can cause you to hurry and that only leads to delays. There aren't too many things worse than going backwards with the project, being burdened by deadlines and tempted to compromise safety, being unsatisfied with the project due to hurried workmanship, or just frustrating yourself and giving up. Enough said!

I am pretty much an individual and not much of a club person, but I will say this about the EAA. Membership in this organization and this local chapter have provided me with the encouragement to rediscover the grass roots pleasure of sport aviation, support the economy through aircraft ownership, and remotivate my commitment to become a private pilot. I don't know when I will build my own aircraft but, when I do it will be because of the EAA. That's peer pressure in the most positive sense.

I also want to confirm my commitment to you to emphasize the mechanical aspects of your home building projects. I plan to do this by continuing with the Saturday mechanical forums. Regarding this plan, if you have a phase of your project that you need help with, or you feel would make an informative topic; contact me or any one of the staff members. Let's get Lester David to highlight the wood construction of his current project, or installation of the sheetmetal shoulder harness brackets in Terry Carlson's Teeny Too, or the hydraulic brake overhaul on Don Shoemaker's Camier home build, just to name a few. Give your staff some feedback on what you want.

Also, each regular meeting I'll place more emphasis on builder projects and progress reports. Talk about peer pressure; but I don't want it to be pressure as much as support and encouragement. I trust that all of the members in the Chapter would assist, if possible, when asked to lend a hand to you members who are

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Eagles program and how last year events and weather conspired to keep the Young Eagles total count below what might have been flown with better luck and conditions. George later challenged us to fly even more Young Eagles in 1997 than in 1996, and when you look in his eyes you get the feeling he means it. Let's all pitch-in and help this year, even if we can't or don't do any of the actual flying. George reminds us that there is always help needed on the ground, answering questions and keeping folks from wandering off into trouble.

We briefly discussed the idea of the chapter contributing to national charities. Of course we'd all like to do more and each of us has our own favorite but in the end it was suggested that if we were to do something like this in the future, it should probably be somehow aviation-related.

Has anyone seen the chapter's PA system? In the euphoria that followed the successful tour-stop of the Aluminum Overcast last summer we seem to have lost track of the speakers, microphone, stands, cords and mixer. Check your tool sheds and storage areas and make sure you're not using it to prop-up a wing or something. We don't need it right away, but it would be nice to at least know where it is! Along those same lines, there was concern over the chapter's paint gun, camera and some of the library items. Tom Trowbridge said he'd work on compiling a list of not only what-we-have, but also where-it's-at. Not to make matters worse, Terry Carlson donated a screen so the chapter can watch slide presentations and movies. Thanks, Terry!

As we wrapped-up the business end of the meeting, there was some discussion of chapter events. We'd like to eventually schedule something about every week, even if it's only coffee and doughnuts and watching or helping a member change his oil or discuss some new feature of his airplane. Being an aviation-oriented club, flying seems to be a popular theme and we've been kicking around a counterpart to our Young Eagles activities, where we might fly some of the, ahem, more distinguished members around the Nebraska countryside. It's a shame to take off with an empty eat when there are chapter members who haven't flown in weeks and weeks and so we've decided to try to put

together a few "Old Buzzards" flights this year and see how that goes. Maybe we could all fly out to watch an IMAX movie, or have lunch some place. If you have a suggestion, would like to fly or ride along, let us know. We then quickly went through builder's reports, introduced guests and new members and George Myers talked about his plans for 1997 with regard to the Young Eagles program.

We got Clay to volunteer to bring refreshments next month (they were terrific this month, too!).

Doug announced that the chapter had received a thank you from Terry Holsclaw, of the recent Bellanca accident. Everyone seems to be getting along much better now, though his wife is still convalescing from back surgery. The flowers that the chapter sent really helped to brighten a few spirits and were appreciated.

Last month we were all invited out to Hillaero to discuss engine annuals on PA-28-140s. On February 8th, the chapter is invited to Hillaero to discuss rigging. Ever have an airplane that just seemed to want to fly crooked, or had a "heavy" wing? This was our chance to come and see how and why this happens and what can be done about it, using a Piper PA-28-140, again. I think we can see a theme developing, here.

We were all reminded of the upcoming Town Meeting with AOPA's Phil Boyer on 2/24.

Duncan Aviation is hosting a US-Navy F/A-18 Hornet on 2/12 and 2/13. President Hill reminded us that we own that airplane as taxpayers, and that we might want to come on out and have a look at it. This being the tax preparation season, I think that's a very good idea!

Finally, Doug spoke about an upcoming maintenance symposium in Ames Iowa for the wrench-turning set and offered an empty seat to whoever might want to tag along, since he's a wrench-turner and he's going.

Newsletter editor Mark Turner then spoke about the newsletter and also about the sprayer's and their proposed new tower regulations, before we adjourned to the goodies and a terrific presentation by local author Diane Bartels on the

life and times of Evelyn "Sharpie" Sharp. Diane spoke at length and in detail of the

short life of Evelyn Sharp, punctuating her discussion with dozens of photographs of young "Sharpie" as a baby, a school girl and finally a ferry pilot helping the war effort by moving warplanes from the factories to the coasts for transport to the war. We saw many pictures of her logbook, including entries for many local area airports and quite a few names that many of us recognized as check pilots, FBO

operators, instructors and other luminaries in Nebraska aviation. The book was then made available for sale to chapter members and Diane graciously made time to sign copies after her presentation. She's duly proud of the book, which spent two weeks atop the local bestsellers list, and we as a chapter should be proud that Diane sold every copy she brought with her that night!

The meeting adjourned at about 10:00pm.

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ters and brochures on Young Eagles and EAA were handed out. An assortment of pictures taken at our past events was also on display.

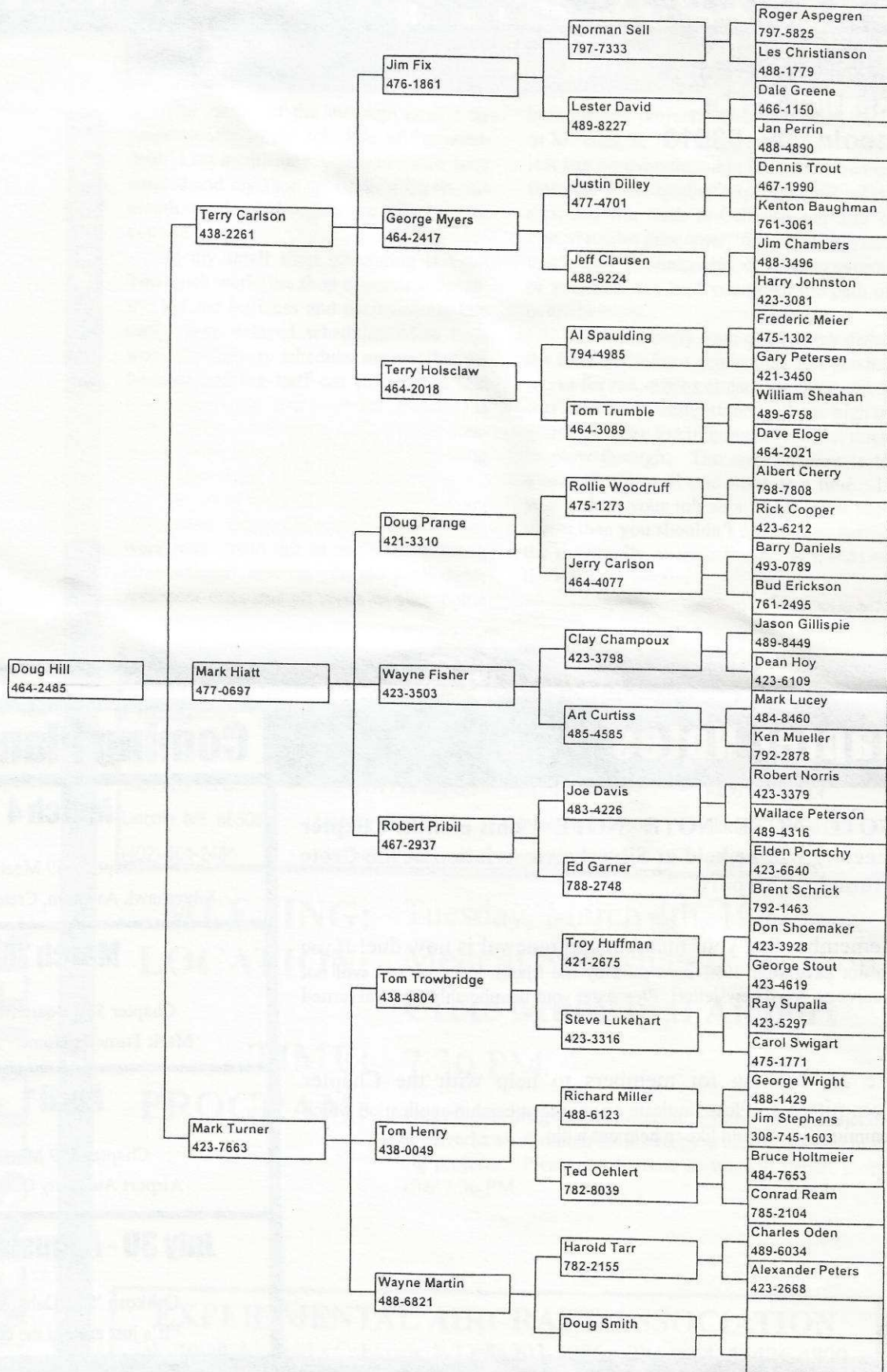
Next year the Conference will be in Lincoln. It will give everyone a chance to attend and hopefully get involved in promoting EAA.

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active builders.

My motivation is to encourage you, by sharing my thoughts, to experience the same enjoyment I receive through membership. Further, don't be limited by being a follower. This summer's activity calendar will provide plenty of opportunity to get involved. Increase your enjoyment level, chair a committee, motivate your fellow members. Be a leader. The view is unobstructed from the front.

Note to Mark Turner, editor. I did it again. Better strike that first paragraph on long windedness.

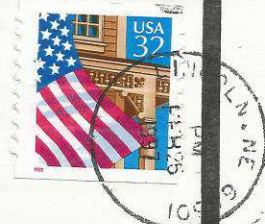
CHAPTER 569 PHONE TREE



EAA Chapter 569

March Newsletter

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Chapter Notes

- **NOTE NOTE NOTE NOTE** - This months Chapter meeting will be held at Silverhawk Aviation at the Crete Municipal Airport.
- Remember that your membership renewal is now due! If you do not have your 1997 dues paid by the March meeting, you will not receive an April newsletter! Please get your membership renewal turned in.
- 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

March 4

Chapter 569 Meeting
Silverhawk Aviation, Crete • 7:30 PM

March 18

Chapter 569 Board Meeting
Mark Turner's Home • 7:00 PM

April 1

Chapter 569 Meeting
Airport Authority Candidates

July 30 - August 5 1997

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