

EAA CHAPTER 80 News!

NEBRASKA IOWA



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January 2006

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What Will the Press Say About You?

The recent aircraft accident at Millard has got to make you think if it could happen to you. I know my wife and I received a lot of calls from friends on Thursday morning to see if it was us. Obviously it was not, but it starting me thinking of how this event occurred and how it would be covered in the media. The following is what I have read.

The known facts of this crash are: a plane crashed in a field near 117th street and Giles Road with three people on board sometime between 11:30 pm Wednesday and 9:52 am Thursday, all died, no flight plan had been filed, there was no evidence of fire, the wreckage was scattered over 200 yards.

The known facts about the pilot are: he was from Abilene, KS, he received his license in May 05, he had about 53 hours, he was 45 years old, he was not instrument qualified, he had been taking country dance lessons with his passengers at a Ralston saloon, he had a couple of drinks before flying.

The known facts about the aircraft are: it was a 1966 Piper PA28-180, it was white with a blue strip, it was insured through AIG, it's ELT was destroyed during the crash.

The known fact about the weather is: the NWS office in Valley was reporting fog and mist with visibility at 1.5 miles around the speculated takeoff time.

It is speculated that the crash: occurred while returning to the airport based on the debris pattern, the engine may have quit because it was reported that the prop was not damaged consistent with a running engine, the pilot may have become disoriented in the fog, no eye witnesses are available, alcohol may have been a factor in the crash,

It is speculated that the pilot: had previously flown after having a couple of drinks because "he was a responsible person never having more than a couple of drinks before flying because he did not want to be impaired.", said he knew when not to take risks, called to check on the weather, had to be back to work the next morning.

It is speculated that the aircraft was not certified for IFR flight.

It is speculated that the weather was 300 feet overcast.

The factors listed above - pilot, aircraft, and weather - are the factors the NTSB will look at to help determine the cause of the crash. Even though the above information was derived from TV reports, internet reports and newspaper articles, the NTSB will do their own investigation.

The NTSB may use this information to start their investigation, but they will not relay on it. They will interview anyone who knows about the pilots training, his past flying history and his current capabilities. They will look into the pilots mental and physical history and current status. They will look into any thing that may have occurred in the 24 hours before the crash that could have contributed to it. They will review the status and maintenance history of the aircraft. They will determine the weather conditions not only for the suspected crash time, or window of time, but also the weather several hours before and after the crash. They will look into, analyze, review, dissect, question and interpret many more things then I can mention.

Now, I am not the NTSB or even an accident investigator, but based on what was reported in the newspaper I can sum it up. **Alcohol prevented a low time pilot from realizing that get home-itis was driving him to takeoff into weather conditions neither he nor his aircraft were equipped to handle!**

Now, I may be wrong. However, the truth still remains that 3 people died in a plane crash on a foggy night. The question you have to ask yourself is how will the non-aviation smart press portray you if you are involved in an accident. What will the FAA find out about you? Will the FAA find: your medical or biannual expired? Your aircraft out of annual?

Inappropriate behavior (drugs/drinking) before takeoff? Or that you are not qualified for the flight? Will your insurance company deny any claim because of the FAA findings?

We already have enough to think about when flying. The simple stuff like the above items should not even be a consideration.

Meeting Time & Location.

The Chapter 80 monthly meeting will be held at 7PM on Monday, January 9th at the Millard American Legion Hall. The Hall is located at 4618 S. 139th St, just off L Street. If coming from the Millard airport go north on 132nd until L St. then turn left.

January Program.

Our program will be Bob Meder of the Nebraska Flight Center talking on Safety of Flight. Bob is a CFII and multi-engine instructor at NFC which is now (as of January 2nd) located at the Blair airport. Bob is also one of the multitude of flight instructors that Rob Hansen has had over the many years as he worked obtaining his pilot license. There may be a story there!

We are still looking for that person willing to purchase cookies, show up 30 minutes early and make the coffee for the meetings? TW can't do the audio setup and make coffee each meeting. The cookies etc will be paid for by the chapter. Please contact a chapter officer.

Website: Have you visited our website lately? If not, why not? If you have something to sell or would like to share your favorite photo of your aircraft or project, then Scott has a place reserved for you. All you need to do is call or email him. If you are interested in what is for sale or what projects our members have, then go to the website. Hey, just go to the site and check it out.

EVENTS:

1st Sat	Chapter 1055 breakfast	York, NE
3rd Sat	Chapter 569 breakfast	Crete, NE
Jan 28th	9th Annual Chili Fly-In	Greenfield, IA.
Jan 25 - 28th	Nebraska Aviation Symposium	Kearney, NE
Apr	Sun-N-Fun*	Lakeland, FL

*Going to Sun-N-Fun in April of 2006? Mike Howard has an empty seat in his RV-6 going to Sun-N-Fun Monday April 3rd and returning Friday April 7th, 2006. The ride is free. The deal is that you split the cost of a hotel room and rental car. See Mike at the meeting or call him at 991-0403.

FEDS ORDER AIRCRAFT OWNERS TO UPDATE REGISTRATIONS BY FEBRUARY 2006

Aircraft owners and operators have until February 2, 2006 to ensure their aircraft registration information is properly completed and up to date (including address) or they may be denied access to the National Airspace System (NAS). Check your aircraft registration by going to <http://registry.faa.gov/aircraftinquiry/> and clicking on the link "Registrations at Risk" (left hand side), type in your N number. If your aircraft is contained in this list then your registration is "in question." You can contact Aircraft registration toll free at (866) 762-9434 for assistance.

FROM THE MEMBERSHIP COORDINATOR

FROM THE MEMBERSHIP COORDINATOR

If you have not already done so, please review your 2006 dues notice and make corrections as required. For the individuals that owe dues for 2006, the best way to pay is by check in the mail. If you want to pay at the meeting, I'd appreciate if you would bring a check. It's easier than trying to keep track of cash payments. Please make checks payable to EAA Chapter 80.

Thanks

Bob Cartwright

The 2006 calendars are here. \$10 each with a photo of Space ShipOne on the cover. Don't forget Chapter hats and shirts.

Aircraft Instruments For Sale

All of the following instruments are being removed from Mike Howard's RV-6 and are in working order. They are being replaced with a new Dynon glass panel. The price listed to the right of each instrument is the current price as taken from the 2004 Aircraft Spruce and Specialty catalog. They are for sale at 60% of the listed price or the whole bunch for \$1600. He will throw in the old RV-6 instrument panel too, if you want it.

Turn Coordinator 3 1/8" dia. (elec.)	\$497
True Airspeed 250 mph max. 210 redline 3 1/8" dia.	\$179
Vertical Speed Indicator 4000 FPM max 3 1/8" dia.	\$309
"G" meter 3 1/8" dia.	\$256
Altimeter 20,000 ft 3 1/8" dia.	\$542
Manifold pressure/Fuel pressure (mech.) 3 1/8" dia.	\$564
Mechanical Tachometer 2700 RMP red line 3 1/8" dia.	\$171
Oil Temperature gage (mech.) 2" dia.	\$ 61
Oil Pressure gage (mech.) 2" dia.	\$ 33
Volt meter 16 volt max 2" dia.	\$ 24
Electronics International CHT/EGT/OAT 2 1/4" dia. W/ probes	\$371
Dual Fuel tank level gage. 2 1/4" dia.	\$ 80

Call Mike Howard: home 991-0403 or cell 677-8451. All the instruments are still in the RV-6. They should be available sometime in January.

Special thanks to TW and his henchmen (Bill Stromenger and others whose names I did not get) for hosting the 2nd Annual January Sloppy Joe and Fried Onion Ring Feed on the 2nd. The weather was overcast, damp and windy outside but friendly and warm inside. There were aviation videos playing along with a strange one from Dean Cox. I did not see it, so maybe Dean will bring it to the meeting to share.

From EAA e-hotline: Online ELSA/SLSA Partnership Database: Mid-Atlantic Sports Planes, a regional center for SportsPlanes.com, has established a free online Experimental/Special Light Sport Aircraft (ELSA/SLSA) Partnership Database for people who would like to share ownership of a new ELSA/SLSA aircraft and reduce monthly outlays to an absolute minimum. Pilots who are interested in being listed in the database can do so at the Mid-Atlantic sports Planes website www.MASPL.com or call 703/851-9375. Their website has the complete listing of all S-LSA certified aircraft. The EAA Sport Pilot website, www.sportpilot.org/slsa/.

EAA Chapter 80 December 2005 Minutes

12 December 2005

The December meeting was held at the Millard American Legion Hall on December 12th. The turnout was excellent with 64 people in attendance including members and guests.

Treasurers Report: Treasurer Rob Hansen reports an income of \$481.00, expenses of \$105.65 with a net income of \$375.35. The ending account balance consists of \$5,511.80 in checking, \$4074.15 in Money Market, and \$2,559.15 in CD's for a total cash balance of \$12,145.10.

The December meeting was more of a dinner than a meeting and was a time to celebrate our friendship and the holiday season so many of the usual items of business were not discussed. Dale McClure made special notice of all the wives and "significant others" in attendance and thanked them for making the Christmas dinner a great event.

Program: Mr. Shane Osborn spoke on his experience of landing a spy plane in communist China and being held in captivity for 12 days along with his crew.

Santa made a surprise appearance and provided candy canes for everyone.

Christmas Dinner Photos: You can find photos of the 2005 Christmas Dinner on the EAA80.ORG website here: http://www.eaa80.org/Christmas_Dinner_2005/Christmas_Dinner_2005.html

Have a good day,
Scott Laughlin

If you are ever uncertain as how to answer questions about the **benefits of General Aviation**, then go to <http://Gaservingamerica.org> for some good info on the topic.

From the AOPA web mail:

NEW VIDEOS: ROD MACHADO AND OTHER EXPO 2005 HIGHLIGHTS: If you get tired of watching football this weekend, we have some aviation videos and/or downloadable audio files for you--highlights of AOPA Expo 2005 in Tampa. We've just added funnyman Rod Machado to our audio/video collection. And you can hear Transportation Secretary Norman Mineta say "no GA user fees" or one senior AOPA official say of the news media, "We're mad as hell, and we're not going to take it anymore." You can see the videos or listen to the audio files here (<http://www.aopa.org/epilot/redir.cfm?adid=7912>). Broadband connection recommended for viewing video files.

Chapter Hangar Space for Rent: We have space at the Wahoo Hanger. This is a great opportunity to hangar your plane or project for only \$60 per month. Contact any Chapter Officer for more info.

Stits Sky coupe side-by-side with stick project. 90hp Franklin with 50hrs. Needs wing rebuilt, prop, windshield, interior and cowling. Stored 3-4 years. \$5800. Contact Dick Baber 712-322-8074 or 402-697-5160 or dickbaber@att.net

1/3 Share of a **1956 Cessna 172**, 6200 total time. Engine 600 Hr. since complete/major overhaul. Hangared at MLE (Millard) Presently insured for flight training. Contact Tom Wieduwilt (TW) -- 734-6580 or 305-2303 cell.

Cont 0200A out of C150, Overhaul 9-19-79, Tach time: 3780, 1244 Hrs. on eng. Complete engine...everything there. Call: Jan Daniels Home: 402-493-0789 (try 1st) or Cell: 402-670-2375.



Experimental Aircraft Association -
Chapter 80 C/O Hangar One
12916 Millard Airport Plz.
Omaha, NE 68137-4280

Pictures For January 2006



The only planes that showed up at the 2nd annual January Sloppy Joe feed were the ones already in the Wahoo Hangar.



One of the photos taken at the December Christmas/Winter fest Dinner by Scott Laughlin. Go to our website for more photos.