

EAA CHAPTER 80 News!

NEBRASKA IOWA

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February 2006

**President**

Ward Combs
402-426-8041

Vice-President

Dale McClure
402-894-1492

Secretary

Scott Laughlin
402-891-8005

Treasurer

Rob Hansen
402-553-7777

**Membership
Coordinator**

Bob Cartwright
402-895-0125

**Tech Counselors &
Flight Advisors**

Bob Harvey
402-289-2991
Mike Howard
402-991-0403

Librarian

Dean Cox
402-296-3778

**Young Eagle
Coordinator**

Jim Ratte
402-964-2645

Newsletter Editor

Will Kroeger
402-331-3887
email:
pilotwill@cox.net

WebSite Manager

Scott Laughlin
402-891-8005

What are Your Minimums?

Here I sit broken hearted because I could not fly today. I could fly, but have decided not to due to being sick. Now, I could be sick because I haven't flown for three weeks. (My wife says I get a little grumpy when I haven't flown for a while.) Sitting here looking at the nice blue sky and wishing I was airborne, but ground tied, makes me think WHY? I could be out there having fun flying any direction I want while looking down on all the unluckily people who have to go where the roads let them. So, why am I not doing it? Well, my health exceeds one of my minimums for flying: Do not fly when medicine impairs thinking!

Until last month I never really thought that I had any "hard and fast" minimums. So what made me think about it? It was Bob Meder, our guest speaker last month. He said he had "hard and concrete" minimums that he NEVER violates. I believe he stated that he requires 6 miles visibility and VFR conditions for a training flight, a rule he will not break.

My first thought was that I do not have any that are in concrete. I imagine a lot of the pilots in the room thought the same thing because one of the aspects of flying is the ability to make correct decisions, and one of those is to whether you will fly or not.

I thought hard and concrete rules did not fit my personality or concept of flying. I quietly disagreed with Bob and anyone else who believed that people should establish some minimums. Now, I was not against other people doing it, I just felt it was not necessary. I believed that the decision to fly or not should be based on the conditions at the time the decision needed to be made. My opinion was based on years of civilian and military flying, even though at times I felt that the decision was out of my hands in the military. (Even though it could be done, refusing an order to fly was not looked upon favorably in the military.)

So what changed my mind? Thinking about it! I came to realize that we have all made a list of the minimums we need to fly. Some of us may not realize that we have done it, but we have. It may be a subconscious list, but it is the list we go to when we don't even have to think about whether we will fly or not. It is that list you refer to when you wake up in the morning, see the fog outside your window, then go back to sleep instead of going to the airport to fly to that Fly-in on Sunday morning.

I realized that I do have a lot of minimums. Some are obvious. Like, do not take a plane that has a wing missing, a flat tire, a misfiring engine, or a fuel leak (I learned is acceptable in the military as long as it does not exceed some ground pounders (i.e. people who do not fly) definition of what a leak is. It has something to do with how many drops they can count in a minute.), or a broken strut (unless you are planning on doing a real smooth landing at your destination and having it fixed before returning). Other obvious disqualifiers are drinking, physical injuries and heavy sedation. I mention heavy sedation because sometimes we are fooled by over-the-counter medicine which may cause unnoticed sedation.

Recognizing that you may be violating a minimum is not always so obvious. Like: It sure was hard sleeping with the baby crying all night (fatigue); I sure hope my taxes are correct, now what was that new center frequency? (distractions); I need to make this approach or I'll miss my engagement dinner (get home-itis).

Now, I do have to admit that I have several minimum lists and I feel many pilots do. Some of us have a list that is used when we fly by our self and another for when we fly with other people, especially our families. It is not because we have an indifference to our own well being, but the fact that we want to be especially careful when we fly with other people. I think this kind of thought process is just part of human nature and is applied in all aspects of our lives whether we are flying, driving or just walking down the street. I know that I would

not apply the same rules used in my years of military flying to my personal flying in my single engine, especially when my wife is in our plane. She does not like low level, yanking & banking, or flying in the weather.

It may be that what Bob Meder was talking about is to not let other people influence your decision to go flying or not. Always apply the same standards. If you have already established your minimums and stick with them, then outside factors (good or bad) will not play into your decision.

Next month I will cover a similar topic - When Do you Decide to Not Go?

Meeting Time & Location.

The Chapter 80 monthly meeting will be held at 7PM on Monday, February 13th 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.

February Program.

A night at the movies. Our featured movie will be a DVD on flying the Huey Helicopter in Viet Nam. Dale McClure says we will have popcorn. Sorry, you will have to get your own drink. Go to <http://www.intheshadowoftheblade.com/> to preview the DVD. After watching the preview I realize that Dale is not crazy, just a former Huey pilot!

As mentioned at the last meeting, bring an airplane part for show and tell if you have one. We all love aviation, even the little parts.

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
11 Feb	Hangar Talk, Fly-In (B) 8:30 to 10:30	Shell Knob, MO
11 Feb	Fly-In (B) Pancakes (Taxi up Main St. to Beaumont Hotel and enjoy a morning of great food, good friends and fun flying)	Beaumont, KS
Apr	Sun-N-Fun*	Lakeland, FL
July 24-30	EAA AirVenture (2006 Theme - 'Hallmarks of Homebuilding'. If you have never been to Oshkosh or it has been a while, go to http://www.airventure.org/2006/planning/06planning_guide.pdf to download the 2006 EAA AirVenture	Oshkosh, WI

Planning Guide. It includes essential information about admission, lodging, driving directions, commercial flights, vehicle rental, ground transportation services, and a lot more. Get your copy today and start charting your EAA AirVenture Oshkosh adventure!)

The 2006 calendars are here. \$10 each. Don't forget Chapter hats and shirts.

From EAA e-hotline:

The EAA Young Eagles Web site hosts a live Webchat the third Wednesday of every month with various aviation celebrities. The Webchat lasts one hour and takes place between 7 and 8 p.m. Central Time. This hour of discussion is enjoyed by aviation enthusiasts -- both young and old -- as they are able to ask questions and receive live answers. Please visit <http://www.youngeagles.org/webchat/> for more information. Last month's featured guest was Maj. Rusty Keen, a United States Air Force Thunderbird pilot.

BUYER BEWARE: STORM-DAMAGED AIRCRAFT ON THE MARKET: (from AOPA_epilot)

The FAA is cautioning pilots that aircraft affected by the 2005 hurricane season are currently being sold around the country and that would-be buyers should be familiar with damage histories when determining airworthiness. The FAA said that the aircraft can be repaired under the regulations, but the long-term effects of being submerged in water need to be considered. These aircraft may require extensive corrosion control and prevention measures. More information along with links to relevant publications can be found on the FAA's Web site (<http://www.faa.gov/hottopics.aspx?id=37>).

Are you FBO material? A friend of mine received a notice from Yankton, South Dakota where they are soliciting proposals from interested persons to provide one or more aviation-related services (i.e. Fixed Base Operator (FBO)). If interested, see me (Will) for a copy of the request, or call Jeff Weldon, the Yankton City Manager, at 605-668-5221.

PIPER, TAILWHEEL WEB FORUMS LAUNCH (from AOPA-epilot) There are two more web sites for pilots to congregate: Piper Chat (<http://www.piperchat.com/forum>) is a bulletin board with forums divided into specific areas: tailwheel, single-engine (PA-28 variants), "super singles" (Six/Lance/Mirage/Meridian), and twins. There are also forums on product reviews, upcoming Piper events, and fly-ins. It's free to use, but you must register to post or reply to messages. If you speak tailwheel, you may want to surf over to Tailwheel.com (<http://www.tailwheel.com>), the site of the newly created Tailwheel Pilots Association. The site offers forums on numerous popular tailwheel makes, including Stinson, Luscombe, and Taylorcraft, plus classified ads, chat, and a photo gallery.

March Fajitas Madness (MFM). TW and his gang of merry cooks are at it again. This time they are preparing to tempt our taste buds with steak and chicken fajitas at the now famous Wahoo Hangar. They have yet to reveal the date or what other food items will be served. Soooo, look for an email or bug a friend who has one to let you know when it will be. TW did say they will need a head count for this one. Stay tuned!!!!

EAA Chapter 80 January 2006 Minutes

January 9, 2006

The meeting was called to order at 7:05 PM by President Ward Combs at the Millard American Legion Hall on January 9th. In attendance were over 40 members and two guests. We added one new member to our ranks, Mr. Tim Burkhart.

A motion was made and passed to accept the December minutes.

Treasurers Report:

- Treasurer Rob Hansen reported expenses of \$1,750.88, income of \$2223.00 and a balance of \$5983.92 in the checking account. Money Market CD's were reported to total \$12,622.15. A motion was made and passed to accept the treasurer's report.

Young Eagles:

- There was no Young Eagles activity to report

Builder's Reports:

- Bob Convey, Scott Laughlin and Kevin Faris reported progress made on their aircraft projects.

Tech Counselor / Flight Advisor: Nothing to report

Fly-out Schedule: Nothing planned due to poor weather this time of year.

Librarian Report: Nothing to report

Old Business: No old business was discussed

New Business:

- Service Award Certificates were presented to Bob Harvey, Dale McClure, Kevin Faris, Bob Cartwright, Will Kroeger, Rob Hansen, Mike Howard and Ward Combs in recognition for serving EAA chapter 80 for the previous year.
- Tom Wieduwilt reported on the Annual Sloppy Joe gathering at the Wahoo hangar and thanked Ken Bahr, Ron Wood, Bill Stromenger and Jim Rush for helping out with the event.
- In preparation for our next meeting, Tom Wieduwilt asked that members bring airplane parts for show and tell during next month's meeting.

Monthly Raffle:

- Young Mr. Dylan Humble had the honor of drawing the winning ticket which made James Theiss the big winner. Mr. Theiss then donated his winnings back to the chapter.

Program:

- Mr. Bob Meder, flight instructor talked about flight safety and involved the audience in a lively and informative discussion on rules, regulations and good sense.

The meeting was adjourned at 8:25 PM.

Have a good day,
Scott Laughlin

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.

Aircraft Instruments for Sale: Mike Howard still has a lot of instruments for sale. See last months newsletter for details or call Mike at 402-991-0403.

5 Cases of AeroShell 15-50 Oil for sale. \$35.00 per case. Robert Veneck. 402-733-1740.

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

A share of a **1956 Cessna 172 for \$10,000**, 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

Picture For February 2006



One of the photos taken at the January Meeting in the Millard American Legion Hall
by Scott Laughlin. See more photos at our website.