

# EAA CHAPTER 80 News!

NEBRASKA IOWA

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[www.EAA80.org](http://www.EAA80.org)

April 2006

## President

Ward Combs  
402-426-8041  
combshome@huntel.net

## Vice-President

Dale McClure  
402-894-1492  
mccland@cox.net

## Secretary

Scott Laughlin  
402-891-8005  
cookwithgas@hotmail.com

## Treasurer

Rob Hansen  
402-553-7777  
robhans777@cox.net

## Membership Coordinator

Bob Cartwright  
402-895-0125  
robertc@novia.net

## Tech Counselors & Flight Advisors

Bob Harvey  
402-289-2991  
bharvey91@peoplepc.com  
Mike Howard  
402-991-0403  
acepilot59@cox.net

## Librarian

Scott Laughlin  
402-891-8005

## Young Eagle Coordinator

Jim Ratte  
402-964-2645  
jrnuke@cox.net

## Newsletter Editor

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

## WebSite Manager

Scott Laughlin

## WEATHER...OR NOT?

By John Linke

Will has provided some food for thought in his last two editorials in the newsletter. I'd like to add my two cents. The nature of my job requires that I make flight acceptance and launch decisions in a short period of time, usually less than two minutes. Often, the cross country flights we embark upon are better than 200 miles, one way. As anyone who has flown for any length of time can attest, weather over a two hundred mile area can be as different as night and day. It is important to have a good weather picture in mind at the beginning of my work shift so that I can make the 'correct' decision when a flight request comes in.

Our office is equipped with a WSI monitor that provides instantaneous METAR (and SA's for us old hands), TAF, radar and prog charts. Twenty years ago, the prog chart was one of the best indicators of long term weather but times change, and between The Weather Channel and local news weather, use of the prog chart has waned. The WSI unit allows us to make quick work of at least the weather portion of the flight acceptance scenario. However, we can and sometimes are caught unawares, simply because there are too few weather reporting stations in our area of operations. To give you an example, on a pretty typical flight request from Norfolk to Wagner, SD to Sioux Falls, SD, there are basically three weather reporting stations that can provide us with a reasonable outlook of the existing conditions and two that may provide forecast information. Norfolk, Yankton, SD and Sioux Falls provide METAR's; Norfolk and Sioux Falls provide TAF's. Wagner is nearly 50 miles west of Yankton, out in the middle of nowhere. Can the weather in 50 miles be so different that it would cause a flight to be unacceptable or aborted? Absolutely! On a recent flight in that direction, near Bloomfield, snow showers obscured the ground to such a point that the flight was aborted. Checking the weather upon landing indicated clear and ten at the reporting stations. The 'rogue' storm moved through the area, reducing visibility locally.

Knowing when to say 'when', may be more important than the initial weather decision not to go. With personal minimums and the FAA standards, the flight acceptance or refusal is pretty cut and dried. Often the 'let's go see' attitude will prevail, particularly in our profession, and as often, that launch attitude gets the pilot and his passengers in real trouble. As has often been said, "I'd rather be down here wishing I was up there, than up there wishing I was down here." The idea of personal minimums that may be different from the FAA minimums is a good idea. Our company minimums are such that we can operate in uncontrolled airspace (Class G) at below VFR minimums. This is not unheard of in the helicopter industry yet many of the flights made in response to a motor vehicle accident or other medical transport should never have left the ground, even at company minimums. Too often, the 'mission' gets in the way of the pilot's judgment and he launches with little chance of success because his margin for error is so small. Think about it: if a pilot is cruising along, legally, at 700' AGL with an 800' cloud base, and the visibility or ceiling starts dropping, it doesn't take too much smarts to see that the flight will be well below minimums before the traditional "180 degree turn" is made to return to conditions behind. Now, there really is a problem: the pilot is faced with an inadvertent IMC encounter, and is trying to maintain VFR contact with the ground while trying to make a turn, while in a panic, while trying to assure passengers that they are not going to die today. In too many cases, in the medical transport profession and out of it, the result is that someone died today.

I had a fellow tell me a good number of years ago that the company paid him to say NO. I

thought about that for awhile, and I think in many ways, he is right. Whether a pilot is flying for a living or flying for fun, if VFR flight is the method of transport, observe the VFR flight rules. Don't push the weather; don't scud run; make the abort decision early enough, if necessary, so that the flight can be conducted under legal VFR flight minimums. We all want to fly and we all want to get where we are going. Sometimes the two are mutually exclusive. Think and use the resources available to make intelligent decisions regarding the acceptance of any flight operation. Your family will thank you...and so will your flying buddies! Take care and fly safely.  
John Linke

Thanks John for the article. It was nice to take a break and to get another's point of view out to the members. If any one else would like to contribute comments, news items or anything of interest to the newsletter please send them. Will Kroeger:

## April Time & Location.

The Chapter 80 monthly meeting will be held at 7PM on Monday, April 10th at the main hangar of Hangar One at Millard Airport, Omaha, NE. It is still located on South 132nd Street between O and Harrison.

## April Program.

Take a break from doing your taxes! Come listen to Steve Stevens (and maybe some of his fellow Swift buddies: Jon Breese, Tom Gulizia, Jerry Adams and Jim Steier) talk about the Global Temco Swift - a production plane that started life as an experimental. I am sure there will be some of these fine planes on display.

Next Month—Bob Condrey will talk about his RV-10A. See the picture in the Dec 2005 newsletter or on the Chapter website.

### Will you miss the cookies and coffee this month??

**No one has volunteered!!** TW can't do the audio setup and make coffee each meeting and we have not had a volunteer, soooo ... no cookies or coffee!

### EVENTS: (B) - Breakfast

1st Sat	Chapter 1055 (B)	York, NE
3rd Sat	Chapter 569 (B)	Crete, NE
Apr 08	K-State Fly-In (B)	Salina, KS

(Come tour K-State at Salina's aviation program and check out the campus-wide open house! The fly-in starts at 8 with a pancake breakfast. An FAA Wings seminar will be held at 10 a.m. Flower Aviation will offer a 50 cent per gallon discount on avgas that day for fly-in participants!)

Apr 29	Young Eagles	Millard, NE
Apr 30	Arbor Day Fly-in (B)	Nebraska City
May 13	Young Eagles	Millard, NE
May 13	Fly-In (B) Pancakes	Beaumont, KS
May 20	Spring Fly-In	Newton, KS
May 20-21	Iowa Big Kids Toy Show	Iowa City, IA

Website: <http://www.BigKidToyShow.com>

May 20-21	3rd Annual Twin City Air Festival	Festus, Mo
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May 21	Fly-In (B)	Cherokee, IA
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(Starts at 7. Free pancakes for pilots plus one. Cessna and Cirrus will have new planes on field for viewing and demo flights. Other used aircraft for sale.)

May 27-28	Memorial Day Celebration	Fairmont, NE
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(Fly-in for general aviation, ultra-lights, and model airplane enthusiasts. Plus, a guided tours of the historic former Fairmont Army Air Field.)

Jun 3	Family Fun Day Fly-in	Scottsbluff, NE
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Jun 3&4	Wings of Remembrance Airshow	Newton, KS
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Website: [www.wingsofremembrance.org](http://www.wingsofremembrance.org)

Jun 6	Airport Dedication/Fly-in (B)	Blair, NE
Jun 10&11	Fly Iowa 2006	Spencer, IA

(Annual Iowa airshow event.. Pilot activities and seminars will primarily be on Saturday with a flight breakfast and 2 airshows on Sunday - one in both the morning and afternoon)

Jun 16-18	Cherokee Pilots National Fly-in	Osage Beach, MO
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Website: <http://www.cherokeeflyin.com>

Jun 17	Young Eagles	Millard, NE
Jun 24	Young Eagles	Millard, NE
Jun 24&25	EAA Regional Fly-in	Watkins, CO

(Front Range Airport (FTG) Here is a great opportunity to get involved in the largest EAA event in the Rockies. Start your Colorado vacation here at the 28th Annual RMRFI (Rocky Mountain Regional Fly In). It's only a 15 minute drive from Denver International Airport. Free Camping to all fly-in pilots and visiting volunteers. You can Sign up on line at : <http://www.rmrfi.org/> ).

July 8	Young Eagles	Millard, NE
July 24-30	EAA AirVenture	Oshkosh, WI

**Young Eagles** - April 29 starting at 0900 at Millard is our first event of the year. See ya there! If you have any questions or want to volunteer, call Jim Ratte.

**May Fajitas Madness (MFM). May 6th, 1100-1230.** Why May? Because the initials match the March one that was cancelled. Once again, TW and his gang of merry cooks are preparing to tempt our taste buds with steak and chicken fajitas at the still famous Wahoo Hangar. Tom picked the date because it coincides with "Cinco de Mayo". Ok, it is one day off, but who would come to a fly-in on Friday? Any PIC who flies over Wahoo at 5280 AGL (6503 MSL ) and descends the mile will eat free in honor of Cinco de Mayo! All other are asked to make a nominal contribution. TW would still like to get some kind of idea how many people will show up, so call or see him at the meeting on the 10th if you plan on being there for fun and food or if you are willing to help out.

**MEMBERSHIP INFO** If any one has forgotten to pay their 2006 dues, now is the time to do it. Bob Cartwright would like to hear from you.

**New engine type** - Jim Rush sent me this email on a new engine type from Innodyn Turbines (well, it is new to me). You may want to go to the following web site to see if you could use it in your next or current project.  
<http://www.innodyn.com/aviation/products.html>

**FAA Online Learning Center** - Like everyone else I have received email and snail mail from different companies offering aviation education courses. Well, the FAA also has courses and theirs are free. Go to <http://www.faasafety.gov/ALC/> for more information. Note: They have only two online courses, but their Learning Center Library and Online Resources sites have a lot of good info.

## ***EAA Chapter 80 March 2006 Minutes***

March 13, 2006

The meeting was called to order at 7:05 PM by President Ward Combs at the FNG hangar at the Plattsmouth Airport in Plattsmouth, Nebraska. In attendance were 50 members.

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

### **Treasurers Report:**

- Treasurer Rob Hansen reported expenses of \$1,918.75, income of \$2246.76 and a balance of \$5043.32 in the checking account. Total cash assets were reported to be \$11,692.90. A motion was made and passed to accept the treasurer's report.

### **Young Eagles:**

- Upcoming Young Eagle events were noted as available on the Chapter 80 website ([www.eaa80.org](http://www.eaa80.org))

### **Builder's Reports:**

- TW reported he was working on the exhaust manifold and cowl on his RV-6.

### **Tech Counselor / Flight Advisor:**

- Mike Howard reported on a VANS "mandatory service bulletin" covering a fuel fitting inside the fuel tank that should be safety wired. This covers all RV models.

### **Fly-out Schedule:**

- Mike Howard wants to schedule a trip to Beaumont, Kansas in early July.

### **Librarian Report:** Nothing to report

### **Old Business:** No old business was discussed

### **New Business:**

- The maintenance guy at Wahoo wants to borrow our trailer to haul a flag pole to the American Legion. Members agreed to allow this.
- The manager at the Wahoo airport has asked us to park in the parking lot when attending events at the Wahoo hangar. Some hanger tenants have complained that our vehicles have blocked the taxiways.
- Mike Howard researched the possibility of reviving the solar heater at the Wahoo hangar and determined that it would take \$750 plus volunteer time. This issue was left for further study.
- Special recognition is in order for the hard work of Marty Evans. Marty built a large storage cabinet for the chapter equipment at Hangar One. This large cabinet will hold many of the items we use at our meetings at Millard Airport such as speakers, podium, coffee pots, etc. Thanks Marty for your effort and volunteer spirit.

### **Monthly Raffle:**

- Marty Evans won the raffle and donated the proceeds back to the club. Thanks Marty!

### **Program:**

- Kevin Faris was kind enough to bring his RV-7 project to the hangar and discuss the building process and some of his creative electrical work on the airplane. It was a real treat to see his project in the final stages of building.

The meeting was adjourned at 8:15 PM.

Have a good day,  
Scott Laughlin

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

A share of a **1956 Cessna 172 for \$6,000**, 6200 total time. New annual. 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.

**FREE for the Taking** - 42 inch high 4'x 8' work bench at the Wahoo Hangar. We need the space. Contact Ron Wood for more info.



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

***Pictures For April 2006***



Just a heads up as to what TW may look like when preparing for MFM. This was TW getting ready for the Wahoo Sloppy Joe Feed. Photo taken from our Chapter Website.



Steve Stevens and his Swift during a Young Eagles flight in May of 2005. Photo taken from our Chapter Website.