

# EAA CHAPTER 80 News! NEBRASKA IOWA

Visit Our Web Site  
[www.EAA80.org](http://www.EAA80.org)

July 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  
jrmuke@cox.net

## Newsletter Editor

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

## WebSite Manager

Scott Laughlin



## Do you Know How to Buy a Plane? Part II

### EAA'S HOMEBUILT AIRCRAFT BUYER'S CHECKLIST:

- Do I understand the legal and regulatory provisions under which experimental amateur-built aircraft can be constructed and operated?
- Do I understand FAR 21.191(g)?
  - Have I read FAA Advisory Circular AC-20-27 on Certification and Operation of Amateur-built Aircraft and AC-20-139 on Allowable Commercial Assistance?
  - Does the manufacturer of the product I am considering comply with and promote the educational intent and provisions of these documents?
  - What are the policies and capabilities of my local FAA Flight Standards District Office (FSDO) concerning homebuilt aircraft?

Can I afford the aircraft or kit in questions?

- What is the estimated full cost (including taxes, shipping charges, tools, and other indirect costs) to complete construction?
- What is the additional cost of engine, propeller, paint, and avionics that are most appropriate to the mission design of the aircraft?
- What other "aftermarket" expenses can be anticipated? Are there readily-available sources for ancillary parts?
- Looking farther ahead, how about the availability and cost of insurance, hangar fees, inspections, and operating expenses?

What is the cost of desirable builder workshops or legal builders assistance?

Do I have adequate space and facilities necessary to complete and house the project? For example, will it require a machine shop, ventilated workspace, a heated garage, a hangar, a trailer?

Do I have family support for this undertaking? Do I really know the depth or durability of the commitment?

Can I build it?

- What skills are required? If in doubt, shouldn't I try them out, for example, in one or more EAA Sport Air Workshops? Is there local assistance available through a local EAA Chapter and EAA Technical Counselors? How about knowledgeable friends and acquaintances or local mechanics?
- Are building instructions clear, complete, and up-to-date? Do they include instruction in best practices and quality control?
- What is the reputation for the manufacturer's support during the construction and early flight phases?
- Does the manufacturer provide direct after-sale builders support, or is there a reliance on user clubs and e-mail exchange groups to communicate supplemental information? Are such groups available, reliable, and effective for this design? Do I need a computer to stay abreast of needed information?
- Does any available "quick-build" option for the kit remain within the "51% Rule"? Does the kit manufacturer provide documentation to that effect?
- Does the kit manufacturer provide a "builder assistance" or "factory workshop" opportunity? If so, is it truly geared toward thorough education of the builder/buyer as to construction techniques, quality control, structural integrity, and airworthiness of the individual kit aircraft, or is it a "front" for illegal "skirting" of the 51% Rule?

• What is the record of the completion-to-sales ratio for this model? How does that statistic hold up when compared to how long the model has been available on the market?

Continued on page 3.

## July Meeting Time & Location.

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

## July Program.

Our guest speaker will be Jeff Jorgenson of DWG International - the company that manufactures and distributes the DRI WASH 'n GUARD, a vehicle cleaning and care product. Jeff is also the owner and founder of Jorgenson Enterprises, a mobile aircraft detailing service which offers everything from debugging, waterless washing and polishing to interior cleaning services. He will do a 20 to 30 minute seminar on Aircraft Detailing - **How to Keep Your Aircraft Looking Like New**. He will discuss oxidation of the paint, myths and truths about cleaning windshields, de-bugging, and talk about aircraft detailing professionals - what to expect when you hire a detailing professional. He is also looking for product distributors in the area. For more info go to: [www.waterlessjeff.com](http://www.waterlessjeff.com) or <http://www.jorgensonenterprises.com/>

### EVENTS: (B) - Breakfast

1st Sat	Chapter 1055 (B)	York, NE
3rd Sat	Chapter 569 (B)	Crete, NE
July 7-9	NE Ultralight Gathering	David City, NE
July 7-9	B-17, Aluminum Overcast	Lee's Summit, MO
July 8-9	Airshow & Fly-in	St. Joseph, MO
(B) 7-11; Airshow 1-4 go to <a href="http://www.soundofspeed.org">www.soundofspeed.org</a>		
July 6	Fly-in (B)	Wayne, NE
July 8	Fly-in (D)	Emmetsburg, IA
July 9	Fly-in (B)	Emmetsburg, IA
July 13-16	Parachute Boogey	Plattsmouth, NE
July 15	CAF Open House 10 - 4	Council Bluffs, IA
July 16	Fly-in (B)	Sioux City, IA
July 16	Fly-in (B)	Elgin, NE
July 20-23	Cessna 150-152 Int'l Fly-In	Clinton, IA
July 24-30	EAA AirVenture	Oshkosh, WI
Aug 5	CowTown Fly-in (B)	Ellsworth, KS
Aug 6	Fly-in (B)	Humboldt, IA
Aug 12	Mid America Antique Airplane Group Fly-In	Halstead, KS
Aug 19	EAA Sport Pilot Tour	Lakeville, MN

For listings of airshow or fly-in events go to:

<http://www.iawings.com/calender/yearly.htm>

<http://www.aero-pix.com/schedule/sched2005dt.htm>

<http://www.aero.state.ne.us/>

### ARE YOU COUNTING THE DAYS UNTIL AIRVENTURE (Oshkosh). Then -

Get your copy of the official EAA AirVenture Oshkosh 2006 NOTAM booklet by calling 800/JOIN-EAA (564-6322) today. Or download a PDF document from AirVenture website. New this year is a theater. There is no admission charge for the theater,

which is open to all AirVenture guests. Each evening's show begins at approximately 8:30 p.m., with an introduction by a celebrity presenter, followed by a classic aviation film at about 9 p.m, shown on a projection screen measuring five stories high. The Theater will be located on the north side of Camp Scholler right behind the Camp Store.

If you can not go to Oshkosh, then go to [www.airventure.org](http://www.airventure.org) to get the highlights of each days events.

**Young Eagle Events** - We flew 35 kids from the Aviation Youth Camp on June 17th and had to cancel the event planned for the 24th due to weather. Thanks to Jim Ratte and Bill Stromenger for coordinating these activities; Tammy Ratte and Pat Houlihan for paperwork; and Will Kroeger, Don Meyer, Jim Ratte and John Fuller for flying the kids.

**Our next event** is July 15th at the CAF open House. Please contact me (Will Kroeger) if you can help, even for just an hour. My initial guess is that we can support flying kids from 10 to 1 with breaks for any air events planned by the CAF. I will be calling people this week for support.

**EAA Sport Pilot Tour:** The next one is on Aug 19, 2006 at the Aircraft Resource Center, AirLake Airport (KLVN), Lakeville, MN (just south of Minneapolis). EAA Chapter 25 is the host. So, what is the EAA Sport Pilot Tour. Well, the tour is literally a traveling road show that brings nationally known expertise, forums, Sport Pilot Aircraft and everything you want to know about Sport Pilot to airports from coast to coast. EAA sends a team of experts to conduct forums on nearly every aspect of the Sport Pilot initiative. There are forums for people who are just getting into aviation as well as discussions for flight instructors and people who are interested in purchasing a sport pilot eligible aircraft. Manufacturers and distributors of Sport Pilot eligible aircraft are invited to exhibit. While these are primarily aircraft certificated as Special Light Sport Aircraft, which are available for purchase ready-to-fly, and can be used as trainers and rental aircraft, there are occasionally experimental amateur built on display as well. Many of the exhibitors of the Special Light sort Aircraft, or SLSA, are willing to give demo flights to qualified buyers.

Attendees to a Sport Pilot Tour get credit for having attended an FAA "Wings" safety program. If you're an EAA member, you can get a free student sport pilot certificate. EAA will have an FAA Designated Pilot Examiner (DPE) on hand to issue Sport Pilot Student Pilot Certificates at no charge to EAA members. This typically would cost about \$50.00 when done independently.

For more info, go to where I got the above info: <http://www.sportpilot.org/learn/tour.html>

**From the EAA web-newsletter:** In response to numerous customer requests, Symphony Aircraft Industries (SAI) has certified the Symphony SA 160 for "doors-off" flight. This allows the aircraft to fly with either just the passenger door removed, or with both doors removed. Cruise speed is reduced by 5.5 percent in either configuration. For more information, visit [www.symphonyaircraft.com](http://www.symphonyaircraft.com).

**Gas Prices Keeping You Grounded?** Share Expenses on Your Next Flight! Join PilotShareTheRide.com. This unique site is offered at no cost to pilots AND those who love to fly and don't have access to an aircraft. You can share costs on your next flight! Pilot Share The Ride is supported by advertisers, so there are no membership costs. Check it out. (From AVweb)

## Do you Know How to Buy a Plane? Part II The Checklist—continued

Will I have confidence in this project and the resulting aircraft?

- What is the record of the kit manufacturer regarding on-time delivery of kits, parts, and backorders? Is there a plan to protect my investment until orders are completed? Specifically, can I use an escrow account provided by the manufacturer or other entity to protect my payments?
- Is the financial stability and management of the manufacturer such that I can reasonably expect the company to remain in business – at least until all kit components are delivered, and hopefully until my project is completed?
- Are all parts and materials “aircraft quality?”
- What flight test and other data has the manufacturer verified and made available (for example, spin, structural loading, and flutter testing)?
- Were published performance data normalized to standard conditions? Are they complete and detailed?
- Are there authoritative flight test articles available for this type of aircraft (for example, CAFÉ data, EAA Aircraft Performance Reports)?
- Have I searched for accident data on this aircraft type? What cautions does this information suggest?
- Are there any restrictions or special requirements for insuring this type of aircraft? If so, what is the basis for them?

Can I fly it (and enjoy it)?

- Have I had a demonstration flight in this aircraft? Was it a thorough demonstration of the performance envelope of this airplane, did it reveal any unexpected or marginal characteristics? Did I fit in the aircraft? Will I be sure to have requisite training, licensing, and currency for this aircraft?
- Can I obtain appropriate transition training tailored to particular properties of this make and model?
- Is an FAA Inspector or Designated Airworthiness Representative (DAR) available to perform the final aircraft inspection?
- Will I be able to complete a thorough step-by-step flight test program under the FAA-required Phase I operating limitations for this aircraft once it has achieved FAA registration and final certification? Have I read FAA AC 90-89 on flight testing? Will I have an EAA Flight Advisor to help plan and assist in this phase?
- Will I, in the future, be able to have an adequate supply of the proper fuel for this aircraft?
- Will I be knowledgeable, skilled, and willing to perform maintenance on this aircraft, or will I require services of an A & P? If the latter, will one familiar with this type of construction be available?

Finally, looking beyond the esthetic and emotional appeal of the aircraft (and that may take some discipline), are my needs, resources, and skill level honestly compatible with its mission design and performance profile (for example, cross country vs. acrobatic vs. local sport flying)?

Many more questions can and should be raised – often specific to a given type. However, EAA regards the above list as fundamental and critical. While this list appears large – the answers ARE available! Help is abundant. EAA members, staff, programs, information, and services are equipped and created specifically to help you address these questions at the outset and as your project proceeds. Failure to engage in an adequate consideration for any one item noted above could result in a less than satisfactory outcome. Remember, this is the start of a process that is meant to be educational and recreational, not necessarily expedient. The focus should be on the process that will ensure a quality final product and a well-educated builder/pilot – not prematurely centered on just the product itself. Remember too that as the builder/learner of record, only you (not the FAA, kit manufacturer, or plans designer) bear responsibility for that product.

All this may seem somewhat intimidating, especially when one is anxious to purchase or start building the airplane of one's dreams. However, in homebuilding of aircraft, the real joy and satisfaction generally come when one goes about each task in a project with care and precision – and that holds true for the planning process just as it does for any other phase.

EAA wishes you much joy, success, and safety as you undertake your project. Remember to use the EAA and its programs as your guide and resource.

Article taken from the EAA website:

<http://members.eaa.org/home/homebuilders/selecting/articles/EAA's%20Homebuilt%20Aircraft%20Buyer's%20Checklist.html>

---

### *EAA Chapter 80 June, 2005 Minutes*

June 12, 2006

The meeting was called to order by President Ward Combs at 7:15 in the Hanger One facility in Millard, Nebraska. In attendance were approximately 45 members.

The April and May, 2006 minutes were handed out before the meeting. A motion was made and passed to accept the May minutes.

**Treasurers Report:** Treasurer Rob Hansen reported expenses of \$15.00, income of \$161.00 and a balance of \$3788.50 in the checking account. Total cash assets were reported to be \$12,463.18. A motion was made and passed to accept the treasurer's report.

**Young Eagles:** The June 17<sup>th</sup> event at Wahoo was mentioned. The event will start at 8:30 AM. This event is also noted on the Chapter 80 website ([www.eaa80.org](http://www.eaa80.org))

**Builder's Reports:** Scott Laughlin reported on his Canopy work and Tom Wieduwilt reported on his engine plumbing work.

**Tech Counselor / Flight Advisor:** Mike Howard talked about the difference between Mo-gas and 100LL and warned that Mo-gas (auto gas) may have lower octane than advertised at the pump since aviation octane testing is different than auto-gas testing.

**Fly-out Schedule:** The July 15<sup>th</sup> open house at Council Bluffs was mentioned.

**Librarian Report:** Nothing to report.

**Old Business:** A motion was made to make an offer for 50 used chairs for a \$5 each and was accepted.

**New Business:** Mike Howard suggested that we get together as a group and paint a compass rose at the Wahoo airport with a knife pointing to Oshkosh. .

**Monthly Raffle:** Don Meyer won the raffle. Don brought his beautiful Citabria and provided flights to willing passengers.

**Program:** This month we hosted an “Old Eagles” event. Dale McClure and Don Meyer showed up with their Glastar and American Champion Citabria to fly willing passengers around. It was a great success and many participants walked away grinning.

The meeting was adjourned at around 8:20 PM.



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

*Pictures For July - Young Eagles Event June 17th*



Bill Stromenger marshaled the flight line to insure the kids and pilots were safe in his "can you see me now" vest.



Beside pilots, John Fuller (left), every Young Eagles event needs good ground support. Pat Houlihan (middle) and Tammy Ratte (right) took care of the paperwork.