

EAA CHAPTER 80 News! NEBRASKA IOWA

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www.EAA80.org

February 2007

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I was going to write this really great article this month about However, my vacation and work got in the way. So, that great article will have to wait until next month or later.

So, this month you will just have to settle for the bits and pieces I have collected over the last month.

February Meeting Time & Location.

The Chapter 80 monthly meeting will be at 7:00PM on Monday, February 12th at Central Cylinder Services by Eppley Airport in Omaha. It is located at 6315 Lindbergh Drive, the north end of the road across from the Post Office and next to the Omaha Fire station—not the airport fire station. If you are coming from the north on either Abbot Drive or Storz Expressway, turn left at Lindbergh Drive. If coming from the south, then turn right. If you are lost, call 402-451-6468 for directions.

February Program.

As evident by the location of the meeting, the program will be hosted by George Czarnecki. He and his fine workers will be talking about their work. Family owned and operated since 1973, Central Cylinder Service has grown and expanded to become one of the most respected and diversified engine and accessory shops in the world. Did I mention that Dale McClure says there will be pizza and pop for a nominal fee?

Now a few words from our new Website Manager:

Fellow Chapter 80 members,

For those who don't know me or have successfully forgotten (don't blame you for that), my name is Ameet Savant. I recently joined the chapter and have since volunteered to redesign and maintain the chapter's website. I am pleased to inform you that the first make over of the website has been completed. Today, there isn't much on the website and I want to change that.

Besides notifying you all that the website is out there, I want to make a plea for more (make that any) participation from each and every one of you. The intent of having a website is to communicate with others. A website, not only serves in interacting with different members of the chapter, but also provides a way to interact globally. The information you put on your website can inspire a generation of aviators across the world. That is how I got in to aviation.

The website is a tool, much like those in your garage. It is an extremely inexpensive tool that lets you share your successes, failures, lessons learned, project status and is a knowledge source for everyone. If you have something to share with others, come talk to me. We can find the best way to share this information with everyone. The chapter's website is a tool that everyone should use to its potential. I want to be clear here, I don't

decide what goes on the website, you decide that. I only help put it on there.

Right now, I am looking for someone to give me information about the chapter's history, project updates and aviation articles.

I am really excited about having this opportunity and I trust that you all will share my enthusiasm in this project. Please visit <http://www.eaa80.org> to check out your website. Please contact me at webmaster@eaa80.org or 402-516-4546.

*Sincerely,
Ameet Savant*

Talking about our Web page (www.EAA80.org) - Ameet has done a great job of reorganizing the web site and adding new features. We now have sections dedicated to member projects, meetings, events, past newsletters, photo galleries and a list of the Chapter tools and library contents. I would like to echo Ameet's comments about how it is "Chapter 80s" website. It is only as good as the input received from the members. Soooo, pass along any info and photos you may have of any old, current or future projects you may or might be working on. How about passing along the email address of a website you have used to work on a project or gain more knowledge about aviation. Once again, thanks Ameet.

EVENTS: (B) - Breakfast / (L) - Lunch

1st Sat	Chapter 1055 (B)	York, NE
3rd Sat	Chapter 569 (0730-1030)	Crete, NE
Feb 17	Fly-in (B) Pancake feed	Benton, KS
	Lloyd Stearman Field Airport	

Stories to keep an eye on:

FY2008 Budget Contains Aviation User-Fee Proposal:

The Feb 5th AVweb internet News Flash contained an article about the FY2008 FAA budget that extracted the following quote from the budget proposal: "The [Bush] Administration will transmit a reauthorization proposal in 2007 that transforms the FAA's excise tax financing system to a cost-based system that recovers most of costs of air traffic services through user fees." This is something we all should be watching very closely.

FAA May Take Away Panel-Mount Option for Portable

GPS: A Feb 2nd AOPA pilot article states: "Think your portable GPS would work great mounted to your old Cessna 172's instrument panel? If the FAA has its way, you won't be able to mount it. The parts—panel dock and connective wiring—needed to mount your portable GPS would either no longer be available or be too expensive to buy. The FAA's proposal would make it illegal for manufacturers to produce a replacement or modification part if they know (or should know) the part would end up installed in a certified aircraft—that is unless they obtain production approval from the agency. But that costs tens of thousands of dollars, something many companies can't afford."

Facilities Won't Work On Airplanes 18 Years Or Older?

Aircraft owners in Kansas and parts of the Southwest are worried about a policy adopted by one and possibly two aircraft maintenance providers to refuse to work on aircraft that are 18 years or older. A customer of Kansas City Aviation Center in Olathe, Kan., who asked not to be identified, told AVweb that officials of KCAC, a Piper dealer, told him they would no longer lift a wrench on anything beyond that age, including Piper products. He said he was told by company officials that it's an insurance issue. The time span coincides with the liability limit that forms the crux of the General Aviation Revitalization Act of 1994, the legislation credited with revitalizing GA manufacturing. In a nutshell, the law immunizes aircraft manufacturers and the makers of parts and subcomponents from product liability lawsuits after the aircraft reaches the age of 18, or 18 years after the installation of the part. It seems the law may have shifted the liability from the manufacturer to others, among those are mechanics and the shops where they work.

FAA: Plastic Pilot Certificates Mandatory in 2009

Your paper pilot certificate will be suitable for framing -- and not much else -- likely sometime in 2009 as the FAA puts every pilot on plastic. The new, more forgery-resistant certificates were introduced at EAA AirVenture in 2005 as a security enhancement. The FAA published a notice of proposed rulemaking (NPRM) that will make them mandatory two years after the final rule is adopted. A comment period lasts until March 6 so the final rule could be adopted as early as this coming spring. Those holding mechanic or flight engineer certificates will have five years to convert, but student pilots won't be affected.

EAA SEEKS VOLUNTEERS FOR SUN 'N FUN

EAA is in need of several volunteers to assist with a variety of duties at the annual Sun 'n Fun Fly-In at Lakeland Linder Regional Airport, Florida. Tasks include setting up multiple tents and displays; hanging signage; material distribution; front-gate ticket sales; membership sales; takedown/clean-up at the end of the fly-in; and more! EAA welcomes any time commitment you can offer beginning April 11 through April 24. (The event is April 17-23). Those interested in volunteering, please contact EAA Marketing Coordinator Tammy Nowland at tnowland@eaa.org, or call 920-426-6821 (toll-free at 800-236-4800, ext. 6821).

FAA Chimes In On Ethanol In Fuel

The FAA has issued a special airworthiness information bulletin (SAIB) (<http://www.faa.gov/aircraft/safety/alerts/saib/media/CE-07-06.pdf>) explaining the hazards posed to aircraft operation with automotive fuels that contain alcohol. EAA and other aviation groups have been warning about the increased use of ethanol in fuels. The alcohol is a substitute for chemical oxygenates MTBE and ETBE that have been linked to environmental concerns. But while ethanol may be safer for the environment, it's toxic to airplane engines and the FAA says that if you can't find alcohol-free mogas for your STC'd aircraft engine, you'll have to switch back to 100LL. Alcohol increases the risk of vapor lock and can also introduce water into the fuel system as it cools at higher altitudes. It's also corrosive to rubber seals used in aircraft fuel systems and reduces the amount of power available from the fuel. Although oil companies are required to prominently label their fuels that contain alcohol, if there's any doubt about its presence, the SAIB includes a simple test that anyone can perform to determine if there is alcohol in fuel.

EAA Chapter 80
January 8, 2007
Official Meeting Minutes

The meeting was called to order by President Scott Laughlin at 7:00 in the dining facility of the Tiburon Golf Course Club House. In attendance were many members and guests.

Treasurers Report:

- Treasurer Rob Hansen reported expenses of \$1162.12, income of \$2012.00 and a balance of \$4209.03 in the checking account. Total cash assets were reported to be \$13,075.50. A motion was made and passed to accept the treasurer's report.

Meeting Minutes:

- A motion was made and passed to accept the previous month's minutes.

Young Eagles:

No Report

Builder's Reports:

No Reports

Tech Counselor / Flight Advisor:

- No Reports

Fly-out/Event Schedule:

- Saturday, January 27th is the date for the Greenfield, Iowa fly-in.

Librarian Report:

- No Report

Old Business:

- None discussed due to our annual holiday party.

New Business:

- None discussed due to our annual holiday party.

Program:

- Our January meeting was our annual holiday dinner for members and guest. We were entertained by brothers Luke and Martin who provided us with enjoyable violin music.
- The program was given by Joe Kuberka, who educated and entertained the members with his knowledge and expertise about mountain flying.
Following the program the center pieces were raffled off.

Thank you to all who helped plan and make this a very enjoyable evening!

The meeting was adjourned at 8:30 PM.

Don Meyer

2007 Chapter 80 membership renewal - If you have not paid, please see Bob Cartwright at the meeting.

FOR SALE: Fly a tail dragger!! We are looking for 2 additional partners for our '41 Piper J-5 Cub. Fresh annual in November. Hangar at Blair Municipal. Partnership would be \$4,000 each for 2 new partners. Contact Bob Moser - Home 216-4847 / Cell 333-4847 email bobmoser@cox.net

FOR SALE: 1974 C 172M N12976, TT2190.9hr Good Compression, Audio switching panel, Avionics Master, Dual RT328D, Dual Nav Com 760 channel, Davtron digital radial ind, Narco AT150 Transponder, ToMorrow 604 Loran, ILS and MK Beacon, ADF, New Speaker, EGT, Hour Meter
No Damage History, Aircraft hangered at MLE \$30,000. Bob Harvey 402-289-2991.

Show Off Your Airplane - Custom Window Decal

Sporty's is offering a custom window decal depicting your airplane and N-number. Now you can let everyone know you're a pilot and what airplane you fly with a white vinyl lettering and aircraft silhouette that will adhere to any type of surface, including car windows. The silhouettes are available in high wing, low wing, twin engine, or tail-wheel. Six personalized letters are added below the silhouette. The whole decal measures 6 inches by 4.5 inches and is available for \$19.95 through www.sportys.com or 800-776-7897 or go to http://www.sportys.com/acb/showdetl.cfm?&Product_ID=10580&DID=19



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



I was going to show pictures from last month's Holiday Party, but the website has 78 pictures for your viewing. Special thanks to Scott Laughlin's daughter Laurel for taking many of the pictures.

I want to thank Dick Austin for the photos used in last month's newsletter.