

EAA CHAPTER 80 News! NEBRASKA IOWA

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www.EAA80.org

July 2007

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Who is in Charge?

I was catching up on my reading of aviation magazines on my trip across the country last week and noticed several interesting articles. Many had to do with the FAA funding issues and other bull crap. However, the ones that really caught my attention dealt with Pilot-In-Command issues. More directly, the tendency of some pilots to allow others to usurp their authority.

The first one that comes to mind is the Captain of the American Airlines Boeing 757 who declared an emergency because his instruments indicated that he was running low on fuel. The Captain notified air traffic control that he needed to perform a straight-in approach to the runway he was aligned with. However, the ground controller, with approval of his supervisor, instructed the pilot that he could not perform a straight-in approach. He instructed him instead to shoot an approach to the opposite runway which would require the airliner to pass the airport, then come back. In this case the pilot followed the controllers instructions even though he felt he was very low on fuel.

Now, I can understand why the controller did this—he had a lot of traffic and rerouting them would take a lot of work and cause a lot of heart ache just for one airplane. However, I can not understand why the pilot allowed the controllers to tell him what to do. He should have told them, politely of course, that he couldn't give two hoots about their wishes and inform them that he was doing the straight-in. Why did he put his passengers in jeopardy? What was he thinking? Who was in charge?

Another was a story, from a passengers perspective, of the hostage situation that occurred at the Austin-Bergstrom International airport last winter. An American flight was diverted after a four hour flight to Austin from Dallas due to weather. However, there were no gates available to deplane the passengers and American was trying to rework the flight. So, they held the passengers captive in the aircraft on the tarmac for 8 hours until the Captain took it upon himself to taxi to the terminal where the passengers where finally deplaned. Why did this take 8 hours? Why did the Captain not act sooner? Who was in charge?

Now, I have to admit that I have never carried paying passengers. In fact, for a time in my flying career I only carried crewmembers and bombs, who at times both wanted to depart the plane early. So, I do not know the pressures these pilots face while accomplishing their profession, but I do feel that they did not do their job professionally. They momentarily forgot their prime responsibility—the safety of their passengers! In the first example, the pilot gave that over to the controller while the latter finally recovered it from his company.

I did not mean to single out American Airlines in my examples. They just happened to be the freshest ones on my mind. But I did think of another example of people attempting to assume the PIC duty while they are comfortable somewhere else. I was returning to base one day with a B-52D on fire in the rear electronic section. I had taken off just 45 minutes



Dick Davis talking about carrier landings in a variety of aircraft at last months meeting.

earlier and was still quite heavy. The military controller on the ground suggested that I fly around for a while since he felt I was too new of an aircraft commander to handle such a heavy weight landing. I will not repeat what I told him on the radio. But, I can tell you I did not let him assume control of my aircraft and tell me what to do!

A pilot phrase I heard one time comes to mind, "If you got the stick, shake it; otherwise I am doing what I want #@&!".

July Meeting Time & Location.

The Chapter 80 monthly meeting will be at 7:00PM on Monday, July 9th 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 speaker this month will be our very own Don Meyer. He will be talking about his American Champion Super Decathlon. See picture on the last page. As the norm, we will have food. I do not know what it will be, but I am sure it will be good. Freaky, but as I sit here writing this I hear Don making pattern calls at Millard.

Volunteer Needed. Our Treasurer, Rob Hansen, has moved and the Chapter is in need of someone to fill that position. You do not need to be a certified accountant, heck you don't even need to have accounting or business experience. All we ask is that you can count (slow is OK) and balance a checkbook. Some public speaking may be required, but that is waived if you can get the President to do the Treasurer's Report each month. Please contact a Chapter Officer if you are interested.

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

1st Sat	Chapter 1055 (B)	York, NE
3rd Sat	Chapter 569 (0730-1030)	Crete, NE
July 6-8	EAA 88 44th Air Capital Fly-In	El Dorado, KS
July 6-8	8th Annual Nebraska Ultralight Gathering	David City, NE
July 8	Fly-in (B) & Airshow	Emmetsburg, IA
	Fly-in 7:00 a.m. - 12:30 p.m.	
	Airshow 12:30 p.m. - 1:30 p.m. & 2:00. - 5:00p.m.	
July 13-15	Parachute Bogie	Plattsmouth, NE
July 14	Nebraska State Fly-In	Wayne, NE
	McConnell AFB Air Show	Wichita, KS
	Fly-in (B) 7-11	Creston, IA
	4th Annual Congressional Fly-in (B), display booths, flyovers and other events.	Gould Memorial Airport
July 15	Fly-in (B)	Tarkio, Mo
	Fly-in (B) 7-11	Algona, IA
	Fly-in (B) - Skydiving	Sioux City, IA
July 19	ILPA-IBDA L-Birds Fly-in	Waukon, IA
	International Cessna 150-152 Fly-in	Keokuk, IA
July 21	EAA Chapter 569 will be serving their regular breakfast from 7:30 till 10:30 at Crete (See above). The Model T club of Lincoln will also be there.	

EAA Chapter 1055 and the York Airport will be hosting a Fuel Stop/BBQ for travelers going to Oshkosh from 11:00am till the sun don't shine. They are firing up the big cooker and serving BBQ pork loin sandwiches, baked beans, potato salad and cold drinks all day long. For those of us left behind or haven't left yet, stop by and spend an hour or two or even the day at the airport, watching the aircraft, meeting the travelers and munching on the BBQ.

July 23-29 AirVenture* Oshkosh, WI

*The ATIS frequency has changed. See the NOTAM at <http://www.airventure.org/2007/flying/notam07.pdf>. Ask a member to print one for you if you do not have internet.

July 28 Planes, Trains and Automobiles Oelwein, IA
Fly-In (B)

Aug 4 16TH Annual Cowtown Fly-in Ellsworth, KS

Aug 10-11 Mid-America Antique Fly-in Halstead, KS

Aug 10-12 Make-a-wish Fly'N rally Millard, NE

Aug 12 Rotary Fly-in Humboldt, IA

3rd Annual Fly-in/Airshow Manchester, IA

September 20-23 Lincoln (LNK) EAA Chapter 569 will host the EAA's Ford TriMotor on its fall tour, rides will be available each day for \$50.00. The Trimotor will be available for public viewing when not flying. To book a flight log on to <http://www.airventuremuseum.org/fordtrimotor/>

The next YE Event will also support the Air and Space Museum summer camp. 7 July at 0800 Millard Airport with a rain day on the 8th; same time and place. Contact Jim Ratte if you can help. We flew 20 kids on June 16th. Thanks to the pilots and ground crew that helped.

LSA MALL RETURNS TO EAA AIRVENTURE 2007

The world of light-sport aircraft (LSA) will again be on display for the entire week of EAA AirVenture Oshkosh as aviation enthusiasts browse the latest models in recreational aircraft at the very popular LSA Mall. Located just south of AeroShell Square, EAA's LSA Mall introduces current and prospective pilots to economical personal flight with a wide variety of new, low-cost, light sport aircraft including categories of factory-built, amateur-built and experimental. (From EAA)

ORDER YOUR 2007 EAA AIRVENTURE PROGRAM TODAY

No need to wait until you get to Oshkosh to buy your 2007 Official EAA AirVenture Program. You can get the 208-page souvenir book before the start of convention on July 23. Revisit highlights from last year's event, find out what's new this year, and get an insider's take on presentations, the air show, exhibitors, forums, workshops, and everything else that makes this annual gathering a must-visit event. To purchase one or more copies, contact Membership Services at 800-843-3612 or order online. The cost is \$5 per book, plus shipping. To ensure pre-convention delivery, please place your order before July 16. Shipments begin on July 9. Remember, you can plan your daily AirVenture schedule on the AirVenture website. (From EAA)

GA Averages FIVE Accidents Every Day — Learn Why!

Search the AOPA Air Safety Foundation Accident Database to learn about the causes and outcomes of almost every fixed-wing general aviation accident since 1983. Search by keyword, state, aircraft make and model, weather conditions, and more. You'll gain invaluable knowledge about flying safely by learning from others' mistakes. Visit the ASF Accident Database now and get started.

EAA Chapter 80
June 11, 2007
Official Meeting Minutes

The meeting was called to order by President Scott Laughlin at 7:00 at Hanger One, MLE, Omaha, NE.

- Fried chicken and other goodies were served for dinner.
- Introduction of guest. Dennis from Chapter 569 presented their program for the EAA TriMotor arriving in Lincoln in September.

Treasurers Report:

- Treasurer Rob Hansen reported expenses of \$308.72, income of \$808.81 and a balance of \$2,166.90 in the checking account. Total cash assets were reported to be \$11,081.34. 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:

- YE event scheduled for Sat. June 16
- Please check the web site for YE dates.

Builder's Reports:

- Scott Laughlin Has finished his airplane! Harlan Hain reported his Epic is near completion.
- Chapter members have a Cessna 150 and a RV 7 for sale.

Tech Counselor / Flight Advisor:

- None

Fly-out/Event Schedule:

- None

Librarian Report:

- Leonard reported that "Firewall Forward" has been donated.

Old Business:

- Wahoo hanger is full.

New Business:

- Leonard Lawton is looking for a portable sink with a water heater for the Wahoo hanger to assist in washing utensils.

Web Site:

- www.eaa80.org Ameet would like to visit with anyone who can provide history of chapter also please forward any items, articles or news to him so he can place on the web site.

Program:

- Dick Davis presented his experiences flying in the Navy, carrier landings and as the Air Boss on a carrier.
- Bob Moser presented information on his group the Avi80rs and their fund raising project to raise money to perform at Oshkosh this year. A concert will be held at UNO on July 17 to raise funds for the group and for our chapter. More info coming.

Meeting adjourned

Don Meyer

Wanted: Anyone flying in the 2007 "Fly'N for Make-A-Wish" that needs a copilot. Chapter member Nicole Boettger is interested in learning about air races/rallies and feels she would learn a lot by acting as a copilot in the August 11-12 event. So, any members out there need a copilot or extra crewmember.

The first inaugural North Dakota **Roughrider Air Rally** will be held August 31 – September 2, 2007. Space is limited, so register early! If you register by June 15, cost is \$200. After that date the cost is \$250. If you would like to learn more, visit their website at www.ndcpd.org/roughrider or call 800-233-1737 and ask for Rich.

Two metal lathes for sale. One is a 6" Atlas with a 3 and a 4 jaw chuck, and other accessories. The other is a 9" Southbend which has a 3 and a 4 jaw chuck. Asking \$500.00 for each. Contact Tom Wieduwilt, 734-6580. He will be bringing them to the July meeting for viewing.

1969 Grumman Yankee for sale, 1870TT, 140mph, recent top & bottom overhaul; new paint, interior, glass, radios, mags, instruments and much more; extended fuel tanks; over \$30K spent last 500 hours, price is \$28K, cruise under 5gph, Paul Hamer 533-4662

Cessna 150 for sale. Someone said Ron Wood is selling his Cessna 150 for \$21,000. I was unable to contact him, so you will have to contact him if you are interested.



Experimental Aircraft Association -
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Don Meyer's American Champion Super Decathlon. I wonder how many Young Eagles have asked to fly upside down. I know I would!



Chapter planes lined up at Millard on May 19th waiting for Young Eagles. A YE flight is some of the best flying you will ever have.

