

EAA CHAPTER 80 News!

NEBRASKA IOWA

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www.EAA80.org

September 2007

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You never know who reads our Chapter Newsletters. We send one to EAA Headquarters, but I thought only the Chapter Editors read them. That is until I received the following:

Dear Will,

I enjoyed reading the August issue of Chapter 80's newsletter and particularly the recount of your Oshkosh visit. You did an excellent job in presenting a part of what you saw as there's so much to be seen and it's all worth it.

In reading a number of the other chapter newsletters, it's always brought to my attention that food costs more during the Convention than they can buy at the local McDonalds. One could ask the question, did you ever try to find a local business to come out, set up facilities, equipment, etc. besides hiring additional people to cook and serve the public and comply with all the local requirements (permits, etc.) and even harassment from inspectors... and charge the same price - it can't be done. It didn't take me long in the 55 years I've been involved to find that out.

Give everyone in the chapter my very best regards.

Sincerely,

*Paul H. Poberezny
EAA Founder and Chairman of the Board*

Receiving responses like that makes one realize how close the EAA membership is even though it has become a big organization.

Now a word about User Fees. Congress returns to session on Friday September 7, and they are expected to begin their final debate on the FAA Reauthorization Act. It's important for every EAA member to be involved. If you haven't already done so, be sure to contact our Congressional representatives and personally let them know how you feel about user fees. At issue are House bill 2881, which does not contain general aviation user fees, while the Senate version, bill 1300, does. We need to have our voices heard on this issue.

September Meeting Time & Location.

The Chapter 80 monthly meeting will be at 7:00PM on Monday, September 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.



Is it me or does Dale McClure look a little concerned about the work being done on his engine? Thank you Dale for using your plane as the demo.

September Program.

Dean Sompke from Grand Island will fly his RV-10 to Millard (if the weather cooperates) to talk about his 20 month project. We have also volunteered Bob Condrey to participate in the discussion on the RV-10s. As a backup we could always help finish the annual on Dale McClure's plane. We got a good start at the last meeting. Food will be hot dogs and brats.

We have your name tags: Robert Greenwall; Dan Jansen; Al Lown; Bob Mueller; Rick Nordgarden; & Brian Peterson.

Are you a Notary? We need your services at the next meeting. Please call Jan Daniels if you can help.

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

1st Sat	Chapter 1055 (B)	York, NE
3rd Sat	Chapter 569 (0730-1030)	Crete, NE
Sept 8	Young Eagle Flights for CAP	Fremont, NE
Sept 8	Fly-in (B) (L)	Kearney, NE
	Hosted by EAA Chapter 1091	
Sept 9	Fly-in (B)	Carrol, IA
Sept 9	Fly-in (B) (7K8)	South Sioux City Martin Field, NE
Sept 9	KKKKK Fly-in (B)	Plattsmouth, NE
	Young Eagle Flights 9-1300, Let's support our friends to the south and have a good turn out.	
Sept 15	Fly-in (B) Skyhaven Airport	Warrensburg, MO
Sept 15	Fly-in (B)	Burlington, IA
Sept 16	Fly-in (B)	Yankton, SD
Sept 22	WNCC Voc-Air Fly-In (B)	Sidney, NE
Oct 6	Fly-in (B)	Grinnell, IA
Oct 6	Fly-in	Aurora, MO
Oct 6	Fly-in	Onaga, KS
Oct 13	Fly-in (B)	Lee's Summit, MO

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 or \$40.00 for EAA members. The Trimotor will be available for public viewing when not flying. To book a flight log on to <http://www.airventuremuseum.org/fordtrimotor/>

September 27-30, 2007, Rickenbacker International Airport Columbus, OH, will host The Gathering of Mustangs & Legends, a unique opportunity to share the history of the P-51 Mustang aircraft and honor the heroes of World War II.

Young Eagle News:

We flew 29 Young Eagles on Aug 4th at Millard. Thanks to Dale McClure, Harlon Hain, Don Meyer, and Ed Haffke for their skill as Pilots and Dick Austin, Niclolle Boettger, and Tammy Ratte for Ground crew. Also, thanks to Mike Howard for his Ground Crew help on Thursday Aug 2nd with a local Cub Scout Troop.

We flew 25 Young Eagles on Aug 18 at Millard. Thanks to Bill Stromenger, Dick Austin, Duane Clausen, Nicole Boettger, Tammy Ratte, Steve Stevens, Don Meyer, Ed Haffke, Jim Rush and Will Kroeger for their support.

We are up to 157 Young eagles for this year.

Our next event is at the Kass Kounty King Korn Karnival (KKKKK) at the Plattsmouth airport (PMV) on Sunday Sept 9th. We will start flying at 0900 with set up at 0800 and

continue until about 1300. We have had mixed results at this event over the past several years. One year we did over 100 while another saw less than 20.

Come one, come all

**To the EAA Chapter 80 Poker Run and Chili Feed
Sunday, October 14th**

Wahoo Hangar

**Sign-in and pilot meeting 0900, first takeoff 1000
Chile at 1200 - Bring your best chili or dessert**

Route: TBD

Come to the meeting for more info!!!

EAA: CLOCK IS TICKING ON "FAT" ULTRALIGHTS

Next January is the absolute deadline for converting overweight and two-seat ultralights to experimental light sport aircraft (E-LSA) status, and EAA is reminding owners that they better get started now if they want to be ready by that date. Aug. 15 was the first of a series of three dates set by the FAA to help owners complete the transition process, but it is not a "firm" deadline -- there is still time to catch up, EAA says, but no time to waste. Owners need to apply for an N-number, get their aircraft inspected and allow time in case fixes must be made and a second inspection is required. The FAA has made clear that there will be no extensions to the absolute deadline of Jan. 31, 2008.

CBF RWY 14/32 Closed. There are no NOTAMS regarding the indefinite closure of 14/32 at Council Bluffs even though there are big yellow X's on the runway and heavy equipment parked on the adjacent parallel taxiway. There is a notice on the door of the FBO to that effect, but when asked why there was no NOTAM, they stated that if they NOTAMed it closed, the GPS approach could no longer be used, even if circling to land on 18/36. So, be careful at CBF. (From Cole Weidenbusch) Note: AirNav and other internet sources list 14/42 as closed, but still display all the data for it.

FOOTBALL FANS BE AWARE OF STADIUM TFRs

Football season has started, and although pilots might like to get a better view of the game by flying low over a stadium, that would be an airspace violation. In an effort to help you avoid these areas, review AOPA's list of stadiums (<http://www.aopa.org/whatsnew/stadiums.html>), complete with the latitude and longitude location and sectional chart information. Bottom line - for 1 hour before until 1 hour after remain 3000 feet above and 3 miles away if the stadium can hold more than 30,000 people.

U.S. Pilot Numbers Dip Below 600,000 (From AOPA)

Despite aggressive action -- including a whole new certificate classification -- to attract more people to flying, the number of certificated pilots in the U.S. dropped to 597,109, according to year-end preliminary stats released by the FAA. Rather than attract new pilots, the new Sport Pilot certificate appears to be extending the flying activity of older pilots. The average age of pilots as a whole was 45.6 years while the average of the 939 sport pilot holders was 52.9 years. More than 90,000 pilots, almost one in six, are instructors. The stats also raise questions about the need or viability of the recreational certificate. Only 242 people have maintained those privileges. By far the biggest segment of pilots is private certificate holders (236,147) with ATP (144,681) and commercial (130,234) in second and third place. There are 84,866 student pilots and 41,306 with rotor ratings. A total of 37,837 pilots have glider ratings and 10,511 can fly balloons.

EAA Chapter 80
August 13, 2007
Official Meeting Minutes

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

- A dinner was served.
- No guest.

Treasurers Report:

- Reported expenses of \$175.47, income of \$420.00 and a balance of \$1,923.07 in the checking account. Total cash assets were reported to be \$10,966.59. 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 on August 4 was a success. 40 YE rides were given last month.

Builder's Reports:

- We had 6 updates on building projects.

Tech Counselor / Flight Advisor:

- None

Fly-out/Event Schedule:

- None

Librarian Report:

- Librarian Leonard Lawton reported that we have some new RV building tapes in the library. He also has built table carts and would like to build two more.

Old Business:

- None

New Business:

- Leonard Lawton proposed that we pay around \$40 for materials and he will build some new table carts. A motion was passed.
- Dale McClure suggested that we purchase a Nitrogen bottle and regulator to fill airplane tires. We discovered that two members already have nitrogen bottles at the airport so it was decided not to purchase at this time.
- Tom Wiedowilt suggested that we form a committee to create a questionnaire to tally the members to determine ways to improve our meetings and chapter events. A motion was passed and TW is going to randomly draw 20 names from our roster in hopes that 10 will agree to form a committee.
- Mike Howard suggested that we have another poker run and all agreed this would be a good idea. Date to be determined and posted in the next newsletter.
- Council Bluffs has a fly-in breakfast scheduled for August 19th.

Web Site:

- www.eaa80.org Bill Northwall has volunteered to prepare a write-up on his adventures in preparing to build a Viper Jet. He has sold the kit back to the factory but wanted to share his experience with the chapter and offered to provide the write-up to be posted on the website.

Program:

- The program was given by Mike Howard and Dale McClure with Mike checking compression, timing and spark plugs on Dale's Glastar.

Meeting adjourned

Don Meyer

Due to the recent passing of my father, Richard E. "Dick" Olson, **the following items are for sale:**

- cleco's (# 30 & 40)
- cleco gun
- cleco clamps
- hose fittings (blue)
- pulleys
- aircraft bolts / nuts, numerous diameters / lengths
- nut plates, numerous sizes / shapes
- gauges / instruments (misc)
- Aluminum scrap (tubes, sheet, etc)
- Many, many more items

\$100.00 takes all. There's probably several hundred dollars worth of "stuff" here, but we need to get the house cleaned out now, so would like to just sell everything "lump sum" in one batch instead of little bits and pieces.

Contact Dan Olson for inquiries, or to see. 816-797-7510

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 \$24,995, cruise under 5gph, Paul Hamer 533-4662

Cessna 150 for sale. Ron Wood is selling his Cessna 150 for \$20,500. <== **NEW PRICE!**

1980 Beech Skipper for sale. Ralph Anderson is selling his 1980 Beech Skipper, always hangered, located at North Omaha, 1 owner last 25 years TT 880, \$35,000, like new inside and out. Last Annual 1 Dec 2006, non damage history. See picture next page. Call 402-572-0111



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



That is Mike Howard behind the prop talking about TDC (Top Dead Center) and other engine timing issues. As you can see, he had a good crowd. Now, was it 25 degrees left of TDC or..



Are you wondering what this is? If so, then:
1 - You were not at the last meeting
2 - You were sleeping at the last meeting
3 - You were still eating chicken at the last meeting and did not look up when Leonard was talking.

So, do not miss the fun, the food, the people and maybe the strange - come to the next meeting!