

# EAA CHAPTER 80 News! NEBRASKA IOWA

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

November 2007

## President

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

## Vice-President

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

## Secretary

Don Meyer  
402-650-2551  
airmeyer1@cox.net

## Treasurer

Jan Daniels  
402-493-0789  
Custmaero@aol.com

## 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

Leonard Lawton  
712-526-2198  
ldlawton4me@aol.com

## Young Eagle Coordinator

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

## Newsletter Editor

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

## WebSite Manager

Ameet Savant  
402-516-4546  
ameetsavant@Yahoo.com



## COLD WEATHER INFLIGHT HAZARDS AND TIPS

We are coming up on the cold time of the year and I have run out of time to put the newsletter together. Therefore, I am borrowing this article from a former military buddy who is a member of EAA Chapter 439 in Iron Mountain Michigan, Dave VanDenburg.

"This month I would like to discuss cold weather operations by discussing some in-flight hazards and tips applicable in the winter months.

Probably the first in-flight hazard that comes to mind when we think about winter is icing. I have flown combat aircraft in a lot of areas of the world, and short of actual combat, only two things scare me in an aircraft. One is thunderstorms (which we don't see much of in the winter) and icing, which we do. If you see ice build up on your windshield or wings, change altitude or find clear air quickly. Don't be afraid to use the "E" word (emergency) to get whatever help is available from ARTCC.

If you experience a reduction in RPM (fixed pitch prop) or a reduction in manifold pressure (constant speed prop) suspect induction system icing. This could be carb ice or impact ice on your air filter. If you think you are experiencing induction system icing, apply full carb heat or select alternate air. If you have carb ice, the engine will probably run rougher (as the ice melts) but will clear up soon. I do not recommend using partial carb heat unless you have a carb air temp gauge. Partial heat may increase the carb ice problems.

If you are flying behind a constant speed prop, cycle it every 30 minutes or so to keep warm oil in the dome. A sluggish pitch change mechanism could be slow to react and result in an engine overspeed during a rapid power application. This could be real expensive (and dangerous).

Switch fuel tanks with plenty of fuel remaining in the tank. If you have a frozen valve and cannot select the full tank, you will still have enough fuel to land safely. If you wait until the engine coughs, and then find you cannot move the selector valve, you will probably call yourself a few bad names and join the ranks of those called "Glider Pilots."

Avoid power off letdowns. A high speed, idle, descent can result in very rapid cooling of your engine (shock cooling) and cracked cylinder heads. Lycoming recommends a maximum temperature change of 50 degrees F per minute. Keeping the engine leaned until you are approaching pattern altitude can also help keep your engine temps up.

After landing, run your engine at a low power setting for several minutes prior to shutdown. This also promotes slow cooling and will reduce oil cooking if you are turbo supercharged.



Jerry Runk's Screaming Eagle RV-7 at the October meeting. I had to change the color so the name could be seen.

Lastly, I highly recommend you carry some form of survival kit. It would really stink to survive an off airport landing and then freeze to death before someone found you. Some of the things I recommend are space blankets, some duct tape, matches, an aluminum cup, knife, freeze dried coffee, tea, signaling mirror (a CD works great) and warm clothing to include a hat and gloves. Also carry a hand held radio.

These have been just a few ideas to consider when flying during the winter months. Lycoming has some cold weather tips in their book "Key Reprints." This book is available free online at [www.lycoming.textron.com](http://www.lycoming.textron.com). Your POH is also a great source of cold weather operating tips.

Winter flying is fun and can be just as safe and enjoyable as summer, if we take a few precautions."

By: Technical Counselor Dave VanDenburg (email: [WA8DOF@yahoo.com](mailto:WA8DOF@yahoo.com))  
EAA Chapter 439 (Michigan) [www.eaa.439.org](http://www.eaa.439.org)

Note: I have attached an electronic copy of the AOPA Anti-icing pamphlet for those who get the newsletter by email.

## November Meeting Time & Location.

The Chapter 80 monthly meeting will be at 7:00PM on Monday, November 12th at the main hangar of Hangar One at Millard Airport, Omaha, NE. It is still located on South 132nd Street between Q and Harrison. Yes, we will have chicken for \$5.

## November Program.

We have the greatest show on earth coming this month.... Scott Laughlin, Jim Rush, and Kevin Faris are going to share their recent experience with the FAA and their aircraft airworthiness inspections. Of course, Jim and Kevin are flying...Scott is still striving for perfection as required by the FAA inspector! Should make for interesting discussion!

**December program:** The **Chapter 80 Holiday Event** (Christmas Party) will be on Monday, December 10th at the Tiburon Golf Course Club House at 10302 S. 168th St., Omaha, NE. We are planning a steak dinner for only \$10 a person. The Chapter is picking up the difference between the actual cost and the \$10. Therefore, we are limiting this good deal to yourself and your guest/date/spouse/significant other. You are welcome to invite others, but they will have to pay \$25. Also, there will be some prizes and gifts. And a cash bar. Please bring your money to this months meeting or call or email Dale McClure today to place your reservation so we can get a good head count.

Besides eating, drinking and having fun with good ole flying friends, fellow aircraft builders, spouses, and significant others, we will have a program. John Fuller will be giving a talk about his flight to Scotland, not in an airliner but in his Beech A36. Now, that is a long cross country.

Note: We will be charging \$25 at the door if you do not have a reservation.

**EVENTS:** (B) - Breakfast / (L) - Lunch  
1st Sat Chapter 1055 (B) York, NE  
3rd Sat Chapter 569 (0730-1030) Crete, NE  
  
Dec 6 Winter Flight Safety Meeting Hangar One  
& Chile Feed Millard, NE  
Contact Hal Ellis at Hangar One for more details

## Young Eagle News:

Our big event planned for October 13th was rained out. Shades of the problems we had last year. However, the good news is that Ed Haffke and Jim Ratte managed to fly 35 kids between October 24th and Nov 3rd. They have 9 more to go. I think this will close out the year for the chapter. The 2007 total for the Chapter is 241.

## EAA Chapter 80 Poker Run and Chili Feed Results.

Unfortunately the weather was very poor on October 14th so we had no one show up to fly. That did not stop the Chili hounds. We had five pots of chili and 13 people show up to eat. We had a good time and got some good use of the hanger.  
Mike Howard

**Calendars are in** - see Scott. We have two boxes. Calendars are selling for \$8.00 each

Jan Daniels will be unavailable until the end of January 2008. Please send or give any money to a Chapter Officer.

## Member Needs Help.

Mark Miller is about to start a Zenith 601 project. He is wondering if any members know of a good local source for clecos? He has all the other tools he needs at this time. Are there any members who have finished their project and want to sell them? Thanks for your help.

## AIR SAFETY FOUNDATION DEBUTS AGING AIRCRAFT ONLINE COURSE

With the average general aviation aircraft more than 30 years old, pilots and aircraft owners - even those of newer airplanes - should pay special attention to the maintenance of their airplanes. To educate pilots, the AOPA Air Safety Foundation and AOPA's Government Affairs division teamed to develop a free Aging Aircraft online course (<http://flash.aopa.org/asf/agingaircraft/swf/flash.cfm?>). The course defines aging aircraft, discusses factors that influence the rate of aging, and suggests inspection and maintenance practices for these aircraft. Manufacturer-specific concerns are addressed in four separate tracks: Beechcraft, Cessna, Mooney, and Piper. (From AOPA\_ePilot)

## BACK BY POPULAR DEMAND...

Announcing the release of the EAA AirVenture Oshkosh 2007 DVD! Due to the incredible number of requests from EAA members, we've decided to once again release an official EAA AirVenture Oshkosh souvenir DVD. It features the best of the 2007 convention compiled from the new [www.AirVenture.org](http://www.AirVenture.org) online video player. This 75-minute DVD includes daily highlights, the F-22 Raptors, Goodyear Blimp, the seaplane base, North 40 campers, interviews with Jim Lovell and Morgan Freeman, and much more. You can pre-order your copy today (item #F09503, DVD format only) by calling 800-JOIN-EAA, or by ordering through EAA's online or print catalog starting in today!! (from EAA ehotline)

**EAA Chapter 80**  
October 9, 2007  
**Official Meeting Minutes**

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

- Scott Laughlin, President
- Dale McClure, Vice President
- Don Meyer, Secretary
- Jan Daniels, Treasurer
- A dinner was served.
- Introduction of guest and new members

**Treasurers Report:**

- Reported expenses of \$169.01, income of \$230.00 and a balance of \$1,972.38 in the checking account. Total cash assets were reported to be \$11,052.09. A motion was made and passed to accept the treasurer's report. A CD will mature end of the month and treasurer will seek out best rate for renewal.

**Meeting Minutes:**

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

**Young Eagles:**

- 200 YE rides have been given for the year. Next event at MLE on Oct. 13.

**Builder's Reports:**

- 

**Tech Counselor / Flight Advisor:**

- User fees voted down by congress.

**Fly-Out Report:**

- RV Fly in at Land of Enchantment Oct. 5,6,7. Mike Howard and Gene Larsen attended.
- Poker run at AHQ Oct. 14 with 9:00 am check in. \$10.00 fee per hand. Chili feed to follow.

**Old Business:**

- The Chapter did not receive any money from the Avi8or's concert. Not enough tickets sold.
- TW picked members to form a committee to develop a survey letter to ask members for ideas to improve the chapter meetings and research items of interest to the chapter

**New Business:**

- Election of new officers for 2008:

• Tom (TW) Wieduwilt	President
• Jim Ratte	Vice President
• Don Meyer	Secretary
• Jan Daniels	Treasurer

**Librarian Report:**

- None

**Web Site:**

- [www.eaa80.org](http://www.eaa80.org)

**Program:**

Jerry Ronk shared his RV-7 building experience. We also had an opportunity to inspect his very nice airplane "Screaming Yellow".

Meeting adjourned.

Don Meyer  
Secretary

**1966 Cessna 150F commuter for sale.** Total time about 6000 hours. Engine about 250 hrs (SMOH). Original paint, good interior. VAL 720 com, KT76 transponder with altitude encoder. Wheel pants and back seat (very rare option). Alternator, Autogas STC. Current annual, no problems. \$13K or so. Hangared at Blair. Contact Terry Wilwerding 342-2795 [tmjw@creighton.edu](mailto:tmjw@creighton.edu)

**Cessna 150 for sale.** Ron Wood is selling his Cessna 150 for \$20,500.



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



Kevin Faris' RV-7 takes to the air on October 28th after 5 years, 7 months & 26 days, but whose counting The flight lasted 30 minutes with an average speed of 156 MPH. Mike Howard was the test pilot. The only squawks were high oil pressure and a heavy left wing.



Jim Rush's RV-4. It took about 8 years to build, in-between restoration of 2 Corvettes, an El-comino, and a Chevelle. The first flight was October 23rd. The only squawks are the need to hold slight right rudder pressure to keep the ball centered and a small fuel seepage at the right tank sender gasket. So far he has 8 hrs on it. Yes, it is a hoot to fly!

