

EAA CHAPTER
80
NEBRASKA IOWA



News!

Visit Our Web Site
www.EAA80.org

September 2008

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Flight Instruction in an Experimental/Amateur-Built Aircraft

(I must be getting old because these monthly newsletters keep on sneaking up on me. I could have sworn I just finished one. Anyway, as I am not prepared to part any of my wisdom on you, I have raided the EAA Homebuilders section for an article.)

Am I allowed to receive flight instruction in an Experimental /Amateur -Built aircraft?

The short answer is yes, you can receive flight training in an amateur-built aircraft. However, there are some issues that may limit this opportunity.

First, the aircraft in question must have already completed it's flight test phase (called "phase one operations"). Phase one is usually either the first 25 or 40 hours of operation, depending on what engine/prop combination is installed. During phase one operations, only the pilot can be in the aircraft, so no dual flight instruction could take place in the aircraft during this time. Assuming that the aircraft has completed phase one operations and has been moved into phase two (normal) operations, flight training in the aircraft would be allowed. The next issue is finding a CFI (certified flight instructor) who is willing to provide primary training in the homebuilt aircraft in question. Not all CFI's are willing to give instruction in homebuilt aircraft.

Another issue is whether the aircraft in question meets all the requirements of training for the license or rating sought. For private pilot certificates and above, there are requirements for night and instrument training, as well as radio navigation, so the aircraft used for training must be equipped for these operations. If the amateur-built aircraft does not have the appropriate equipment, a second aircraft will have to be used for those portions of the training. Splitting your training between two aircraft will certainly add additional hours to the flight training but will provide the added benefit of experiencing more than one aircraft's flight characteristics.

The next thing to consider is the practical test (checkride). This is governed by 14 CFR 61.45, which states that the applicant must present a standard, limited, or primary category aircraft for the practical test. However, this regulation also allows the Designated Pilot Examiner (DPE) the discretion to administer the test in an Experimental-Amateur Built aircraft. Some DPE's are not willing to give a practical test in an amateur-built aircraft, so you may have to find an aircraft acceptable to the DPE in which to take your checkride. Also, the aircraft used for the checkride must be equipped to perform all the tasks listed in the Practical Test Standards for the license or rating sought. Depending on the level of equipment in your homebuilt, you may end up taking your checkride in the aircraft in which you did your night and instrument training

As a practical matter, you will only be able to do your primary training in a homebuilt that you own. This is due to the fact that the operating limitations (which are issued as a part of the aircraft's airworthiness certificate) for a homebuilt prohibit the carriage of persons or property for compensation or hire. This means that the owner of a homebuilt aircraft cannot rent the aircraft to you, as that would constitute carrying a person for compensation or hire.

Finally, you need to make sure you can properly insure the aircraft for primary training (including solo). Depending on the aircraft, insurance may not be available for an owner that is not yet a certificated pilot. Even if you can acquire aircraft insurance as a student pilot, this

may or may not be cost-effective. You'll have to balance the cost of this insurance against the cost of renting an available training aircraft from your local FBO (Fixed Base Operator). Note that even if you rent an aircraft from an FBO it is strongly recommend that you carry non-owner insurance (often called "renter's insurance") to protect you in the event of an accident. The insurance premium for your homebuilt will probably drop considerably once you get your pilot certificate and a few hours of experience in your logbook.

For more insight on Homebuilt issues go to:
<http://members.eaa.org/home/homebuilders/>

Will Kroeger

September Meeting Time & Location.

This month's meeting is on Monday September 8th at 7:00 PM at Hangar One at Millard Airport. It is still located on South 132nd Street between Q and Harrison.

Chapter Logo Apparel: Jim Ratte will have sample hats, t-shirts and polo shirts with the Chapter 80 Logo. He will be taking orders which allows you to place special orders to include size, color and texture (cotton or 50/50 blend). In addition, he will be stocking up on hats and t-shirts for future sales. He will also be taking orders for coffee mugs. You can place your order by email if you can't make the meeting or if you can't wait.

September Program.

Our very own Steve Bennett from Great Plains Aviation will be discussing what's old and what's new on VW conversions. For more info go to Steve's website at:
<http://www.greatplainsas.com>

Future programs:

Oct 13: Gene Jedlicki, an instructor at Iowa Western community college. Topic: Iowa Western Aircraft Maintenance Program. The program will be at Iowa Western community college next to the Council Bluffs airport at 6:30 pm with Pizza. \$6/person to cover cost.

Nov 10: Scott E. Tarry, PhD Professor & Director, Aviation Institute Director, NASA Nebraska Space Grant and EPSCoR, Topic: UNO Aviation Program introduction. The program will be at the new UNO aviation facility at 6001 Dodge Street Allwine Hall 422 Omaha, NE.

Dec 8: Party time! At Anthony's on 72nd. Cost \$30/person.

Young Eagles. Next YE event is at Plattsmouth on Sept 14 as part of the Kass County King Korn Carnival. There will be a breakfast that morning at the airport with flying starting about 0900. Please contact Jim Ratte if you can help. Tom Trumble from Lincoln is looking for pilots to help with a Young Eagles event at Fremont, NE on September 13th starting at 0900 in support of a Civil Air Patrol Open House.

Last year they flew 90 kids, so they can use help. Please contact Tom at ttrumble@windstream.net or 402-464-3089.

EVENTS:	(B) - Breakfast / (L) - Lunch	
1st Sat	Chapter 1055 (B)	York, NE
3rd Sat	Chapter 569 (0730-1030)	Crete, NE
Sept 7	Fly-in (B) Fremont Rotary Club	Fremont, NE
Sept 7	Fly-in (B) (7K8)	S. Sioux City, NE
Sept 12-13	Regional Air Festival	Kirkville, MO
Sept 13	Jefferson County Balloon Glow	Festus, MO
Sept 13	Fly-in (B) Museum Pancake	Marshall, MO
Sept 20	Military Appreciation Day	Grand Island, NE
Sept 20	Western NE Community College Fly-in (B)	Sidney, NE
Sept 20	Zenith Aircraft Fly-in	Mexico, MO
Sept 20	EAA Chapter 91 Fly-in	Lee's Summit, MO
Sept 27	Fly-in Airport Appreciation Day	Augusta, KS

Special Notice request:

Fremont Rotary Club is hosting a fly in pancake breakfast on Sep, 7, 2008. Serving Pancakes and Sausage. Sun. Sept. 7, 7:30 to 11:30 A.M. Fremont, NE Airport. Pilots and 1 passenger eat free.

Financial Report on the B-17 event:

Income:

Misc	\$ 701.50
EAA	<u>\$1881.36</u>
Total	\$2582.86

Expenses:

Total	<u>\$1445.06</u>
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Profit:

Total	\$1137.80
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No-Notice Fly-in at the Wahoo Hangar. Yes, it was announced on Thursday August 28th that there would be a Breakfast fly-in at Wahoo on Sunday August 31st. Of the 18 people who RSVP'd, 24 showed up to have a good time—feasting on French toast and the famous OSK bacon Egg & cheese muffin. TW had requested a small donation to help defray his cost and ended up making the Chapter \$30. Thanks to those that helped.

The Annual (Sometimes) Chapter 80 Poker Run.

Yes, we are doing the Poker Run again this year.

When: September 21st (Sunday)

Where: The Wahoo hangar

Events: 0900 registration
 1000 aircraft takeoff
 1200 Chili feed starts

Route: Wahoo to Fremont to Scribner to Columbus to David City back to Wahoo. (AHQ-FET-SCB-OLU-93Y-AHQ) 97.2nm

What to bring: Yourself and family
 Chili or desert to share
 Fun attitude

Chapter provides: Drinks, plates, spoons, forks, crackers
 The Wahoo Hangar - a nice place

Free: Gas (not the fuel kind)

EAA Chapter 80
August 11, 2008
Official Meeting Minutes

The meeting was called to order by President Tom Wieduwilt at 7:00 at Hanger One, Omaha, NE.

- Tom Wieduwilt, President
 - Jim Ratte, Vice President,
 - Don Meyer, Secretary
 - Jan Daniels, Treasurer
- Guest: Rod Dezafra

Treasurers Report:

- Expenses \$1,137.96, Income \$873.50, Checking balance \$515.58, Money Market Account balance \$4,607.23. CD balance \$2,906.48. Total Cash Assets as of \$8,029.29.

Meeting Minutes:

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

Young Eagles:

- 2008 dates are in newsletter and on website.
- Next chapter event is Sept. 14 at Plattsmouth
- Fremont Sept.13, Civil Air Patrol YE event.

Builder's Reports:

- Various members reported on Oshkosh activities
- TW moving his RV 6 to hanger at MLE

Tech Counselor / Flight Advisor:

- None

Fly-Out Report:

- Inquired about interest in Poker Run in Sept. at either Wahoo or Plattsmouth.
- Mike Howard reported on his trip out east and flying the VFR corridor in New York City. He has finished his goal of flying his RV6 in all the lower 48 states.

Old Business

- None

New Business:

- Need to plan clean up day at Wahoo hanger, no date set.

Librarian Report:

- None

Tool Report:

- Trailer: AHQ
- Scales: Ron Wood
- Jacks: TW
- Brake Bleeding Set: Ron Wood
- Grills: AHQ

Web Site:

- www.eaa80.org

Program:

- History of Airborne EMS by John Linke

Meeting adjourned.

Don Meyer
Secretary

Would you like to fly a Cessna 172 for \$20/hr.? We are looking for additional members in our flying club. Call Ed Haffke @ 935-0803.

Ron Wood has reduced the price of his Cessna 150 to \$17,450. It has a fresh annual (June) from J&D.



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



Members get a good look at one of the local medical helicopters. (Photo by Dick Austin)



The business end of the medical helicopter.