

EAA CHAPTER 80 NEBRASKA IOWA



News!

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www.EAA80.org

January 2009

President

Tom Wieduwilt
402-734-6580
tewied@cox.net

Vice-President

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

Secretary

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

Treasurer

Ed Haffke
402-935-0803
eohaffke@gmail.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
jrnuke@cox.net

Newsletter Editor

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

WebSite Manager

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

Scud Running

"Flying home on Thanksgiving weekend in 2005, the VFR-only pilot of a Piper PA-28-140 Cherokee attempted to scud run below a 900-foot ceiling. The relatively flat Nebraska terrain was forgiving, but the 1,000-foot radio tower in his path was not. The collision sheared off both wings and killed the pilot and two passengers." (From AOPA e-pilot)

We hear pilots talk about scud running all the time. So, what is it? Well, according to Wikipedia it, "is a practice in which pilots lower their altitude in order to avoid clouds or Instrument meteorological conditions (IMC). The goal of scud running is to stay clear of weather in order to continue flying with visual, rather than instrument, references. This practice is widely accepted to be dangerous, and has led to death in many cases from pilots flying into radio towers and high tension wires; however, even instrument-rated pilots sometimes elect to take the risk to avoid icing or embedded thunderstorms in cloud, or in situations where the minimum instrument altitudes are too high for their aircraft. Scud running is occasionally referred to as "maintaining visual contact with the ground while avoiding physical contact with it" or "if the weather's too bad to go IFR, we'll go VFR."

So my question is - Do you Scud Run? I will be the first to admit (fictitiously of course) that I might have scud run once or twice. I do not feel uncomfortable doing it, but then I have hundreds of hours flying very low and fast thanks to the Air Force. I received many hours of training on map reading, low altitude flight characteristics and how to stay ahead of the aircraft and what to do in an emergency. But, more importantly I was also taught to know my aircraft and personal limits. Today I continue my training by reviewing the terrain where I might fly low first on a map, then from a safe altitude to insure there are no surprises waiting to reach out and touch me. In addition, I look for safe places to land in the event something goes wrong and I need to put it down in a hurry. I will also admit that I have not always followed my training regiment because sometimes on clear VFR no-wind days the urge just takes over and I fly low (while adhering to FAA flight rules). Regardless of when I fly low, my training and



Big smiles (Heidi and Kim Fostvedt) welcomed everyone to the December Holiday Party at Anthonys. Below A.J. Hugo gets ready to fly (attack a balloon) while Will Kroeger looks on for pointers. (Photos by Dick Austin)



experience kick in. My eyes are consistently looking for anything outside that might make for a bad day while also looking inside to check my airspeed. Any other inside checks such as fuel levels, oil pressure, etc are done after climbing to a safe altitude.

So, what training have you had on flying low level? Did your instructor teach you anything about it besides the turns around a point or practice engine out procedures? Do you feel comfortable flying low? Do you feel comfortable flying low with someone else at the controls? How low is low? Is 100 feet to low for you? How about 200 feet? 50? 500?

Some of the questions pilots must ask themselves are: "Am I at 100% mentally and physically today?" "Do I have the skills to do what I am about to do?" "Do I feel lucky today?" However, the biggest question probably is, "Would I fly on a VFR day the altitude I am about to scud run at?"

If you answer "NO" to any of these questions (or many more), then maybe scud running is not for you!

Question - Is it good for anyone?

Will Kroeger

January Meeting Time & Location

This month's meeting is on Monday January 12th at 7:00PM at Hangar One at Millard Airport. The airport is still located on South 132nd Street between Q and Harrison.

Topics for discussion are using some of our Chapter's excess money to:

- Help send World War II Veterans to the War memorial in Washington D.C.
- Sponsor a kid for one of the Young Eagle Camps at EAA, in addition to the Young Eagle credits we earn.
- Buy a engine host for the Chapter members use.
- Buy a video projector.
- Any other ideas?

January Program.

How about a warm topic for the cold month of January? Our very own Gene Larson will be discussing his flight last year to the Caribbean in his RV 9. Not only has he built a cool plane, but he has taken it to cool (warm) places.

Does any one have a portable screen for Gene's computer and projector? Please call Jim Ratte if you do.

Future 2009 Programs:

The topics for the rest of our 2009 programs are wide open. We have suggestions, but need some volunteers and/or points of contact for the topics listed below

Rotax Engines
Building Skills-Fabric, Fiberglass, or painting
Aviation Weather
Aircraft Structural Design
Basics of a BFE
Local FAA Examiner
In flight Emergencies
FSDO
WWI Construction
Aviation Insurance

EVENTS: (B) - Breakfast / (L) - Lunch
1st Sat Chapter 1055 (B) (0800-1000) York, NE
3rd Sat Chapter 569 (B) (0800-1000) Crete, NE
28-31 Jan NE Aviation Symposium & Maintenance Seminar
http://avmechseminar.org Kearney, NE

There still are some people who have not paid their **2009 annual Chapter Dues**. Please contact Bob Cartwright to pay.

Tentative YE 2009 dates:

9 am 18 Apr
9 am 16 May
8 am 13 Jun (Air and Space Museum) (14 Jun Rain Date)
8 am 18 Jul (Air and Space Museum) (18 Jul Rain Date)
8 am 8 Aug
8 am 13 Sep (Cass County King Corn Carnival Fly-in)
8 am TBD Sep Fremont CAP fly-in
9 am 17 Oct
9 am 14 Nov

FAA to change charting agent policy. In an effort to cut costs and make the National Aeronautical Charting Office's Chart Agent Network more efficient, the FAA has informed chart agents about its plan to raise the minimum sales threshold for chart agents. In order to remain a charting agent after Oct. 1, 2009, the business would need to have annual chart sales of \$5,000, not the current \$500. While NACO would no longer be supplying charts to those who can't meet the threshold, the FAA has said that it will allow large charting agents to sell large quantities of charts to individual FBOs. Both AOPA and EAA are concerned that this could make it more difficult for pilots to buy charts and will work with the FAA to determine the impact. The FAA will be hosting meetings on this proposal. (from AOPA e-pilot)

FAA Changes medical application: New medical application forms will be arriving soon. A new question, 18y, asks pilots if they receive medical disability benefits - a change that arose out of a congressional investigation into Social Security fraud. Answering "yes" doesn't necessarily indicate a disqualifying medical condition, but the medical condition that results in disability payments should be reported on the application. That information can be shared with other federal agencies thanks to an accompanying change in the Privacy Act Statement for the medical application. A new section in that statement specifies that information on the medical application can be disclosed to other federal agencies for verification of the accuracy or completeness of the information. (From AOPA e-pilot)

The Biplane Expo in Bartlesville, Oklahoma to end. This year will be the last of the annual fly-ins that began in 1987. The National Biplane Association stated that increasing costs and staffing requirements convinced the board to end the event. The final Biplane Expo is scheduled for June 4 through 6, 2009. I think it would nice if this was one of our Chapter Fly-outs. Any takers.

EAA Chapter 80
December 11, 2008
Official Meeting Minutes

The meeting was called to order by President Tom Wieduwilt at 6:30 at Anthony's Steakhouse in Omaha, NE for chapter Christmas Party.

- Tom Wieduwilt, President
 - Jim Ratte, Vice President,
 - Don Meyer, Secretary
 - Ed Haffke, Treasurer
- Guest: Six Guest present

Treasurers Report:

- None

Meeting Minutes:

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

Young Eagles:

- None

Builder's Reports:

- None

Tech Counselor / Flight Advisor:

- None

Fly-Out Report:

- January 3rd, 2009 at AHQ. Sloppy Joes and Onion Rings for lunch!

Old Business

- T-shirts and hats available. See Jim Ratte

New Business:

- None

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:

- Social time with members and guest, wonderful dinner, drawing for prizes (I didn't win any) and flying gliders with pins in the nose to try and pop balloons. Mostly stuck other members with pins and popped very few balloons! Everyone had a great time and TW did not sing.

Meeting adjourned.

Don Meyer
Secretary

If you ordered your **EAA 2009 Calendar** from the Chapter, please pay or contact Ed Haffke. We will put any non-claimed calendars up for sale in February.

For sale, 1956 Cessna 172, \$30,000. Contact Ed Haffke at 402-935-0803 or Ken Bahr at 402-559-0133. Total A/C time 6438 hours and 780 hours since major overhaul

Hangar Space for Rent!!! We have space in the Chapter's "Wahoo Hangar". Anyone interested?

Sloppy Joes and Onion Rings at the "Wahoo Hangar". It seems the famous Nebraska weather got the best of us this past weekend forcing us to cancel. So, WATCH THIS SPACE or your email for the date and time.

Hi and Happy New Year to all from Jan Daniels. She is enjoying the sun and warmth of Florida. By the way Jan, thanks for the time you spent as our Treasurer and the other hours you volunteered to the Chapter.



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



More happy people at the Holiday Party.
Go to our website to see more smiles.
(photos by Dick Austin).