

EAA CHAPTER 80 NEBRASKA IOWA



News!

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March 2009

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Attitude

The recent aviation events in the news have focused on pilots with the skills to land planes that had lost their engines. One landed in the Hudson River while the other managed to make it to an airport. The pilots of these planes were heralded as heroes. Some people have said that these pilots were lucky. However, I prefer to believe that these pilots knew both their plane and personal abilities to the point where it allowed them to remain calm and clearheaded while exercising the right attitude so they could make good decisions.

Their actions made me think of Chapter 17, "Aeronautical Decision Making" of the Pilot's Handbook of Aeronautical Knowledge. This chapter has a section on attitudes that I think is worth repeating here.

Hazardous Attitudes and Antidotes

Being fit to fly depends on more than just a pilot's physical condition and recent experience. For example, attitude will affect the quality of decisions. Attitude is a motivational predisposition to respond

to people, situations, or events in a given manner. Studies have identified five hazardous attitudes that can interfere with the ability to make sound decisions and exercise authority properly: anti-authority, impulsivity, invulnerability, macho, and resignation.

The Five Hazardous Attitudes

Anti-Authority: "Don't tell me." This attitude is found in people who do not like anyone telling them what to do. In a sense, they are saying, "No one can tell me what to do." They may be resentful of having someone tell them what to do, or may regard rules, regulations, and procedures as silly or unnecessary. However, it is always your prerogative to question authority if you feel it is in error.

Impulsivity: "Do it quickly." This is the attitude of people who frequently feel the need to do something, anything, immediately. They do not stop to think about what they are about to do; they do not select the best alternative, and they do the first thing that comes to mind.

Invulnerability: "It won't happen to me." Many people falsely believe that accidents happen to others, but never to them. They know accidents can happen, and they know that anyone can be affected. However, they never really feel or believe that they will be personally involved. Pilots who think this way are more likely to take chances and increase risk.

Macho: "I can do it." Pilots who are always trying to prove that they are better than anyone else think, "I can do it—I'll show them." Pilots with this type of attitude will try to prove themselves by taking risks in order to impress others. While this pattern is thought to be a male characteristic, women are equally susceptible

Resignation: "What's the use?" Pilots who think, "What's the use?" do not see themselves as being able to make a great deal of difference in what happens to them. When things go



John Gutsmiert, of the US Secret Service, talks about his agency and his experiences at the February Meeting.
(photo by Dick Austin)

well, the pilot is apt to think that it is good luck. When things go badly, the pilot may feel that someone is out to get me, or attribute it to bad luck. The pilot will leave the action to others, for better or worse. Sometimes, such pilots will even go along with unreasonable requests just to be a "nice guy."

Hazardous attitudes contribute to poor pilot judgment but can be effectively counteracted by redirecting the hazardous attitude so that correct action can be taken. Recognition of hazardous thoughts is the first step toward neutralizing them. After recognizing a thought as hazardous, the pilot should label it as hazardous, then state the corresponding antidote. Antidotes should be memorized for each of the hazardous attitudes so they automatically come to mind when needed.

Will

March Meeting Time & Location

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

March Program.

Our March Program will be our own Mike Howard on his flight around Mt. Everest.

Upcoming programs are:

Apr: Tom Sears on Cardiac Health

May: Mike Howard on Aircraft Structural Design

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

1st Sat	Chapter 1055 (B) (0800-1000)	York, NE
3rd Sat	Chapter 569 (B) (0800-1000)	Crete, NE
4 April	Annual Chili Feed (L)	Fort Dodge, IA
5 April	Fly-in (B) 19th Annual	Dubuque, IA
2 May	Fly-in (B)	Abilene, KS
6 June	State Fly-in & Air Show	Fairmont, NE
29-30 Aug	Offutt AFB Open House	

Nebraska State Fly-in and Air Show, Fairmont, NE. Fly in breakfast hosted by EAA Chapter 1055. Static aircraft with and air show in the afternoon. Come visit the historic Fairmont airbase! <http://www.nebraskastateflyin.com>

THEIR BACK - Just when you thought USER FEES were dead. AOPA reports - President Barack Obama's proposed budget is calling for aviation user charges starting in 2011. The White House Office of Management and Budget (OMB) released the proposal Feb. 26, and although there is not much detail, the document makes it clear that the administration wants to replace some of the aviation excise taxes with "direct user charges."

"It is often said the devil is in the details, but even with only a few details, we are concerned," said AOPA President Craig Fuller. "We have been working constructively with the Obama administration and Congress about moving forward with air traffic control modernization and airport development. However, the warning light went on with the budget briefing documents and the plan for imposing billions in user fees on the aviation community."

The budget "proposes repealing some aviation excise taxes and replacing these taxes with direct user charges."

"Don't Trash the Beacon" CAP campaign to encourage people who are disposing an old ELT to disconnect the batteries before disposing of it to prevent an accidental activation. Old 121.5/243 MHz emergency locators could accidentally broadcast distress signals if not disposed of with care, causing emergency responders to use time and resources to track down the signal because they have no way of knowing whether it is a true emergency. (from multiple sources)

FAA Says Go Plastic. Still hanging onto your paper pilot certificate? You'll need to upgrade to a plastic pilot certificate by March 31, 2010. The FAA released its final rule on Feb. 28, announcing the required switch to the certificate it deems is more counterfeit resistant. Pilots can request the plastic certificate through the FAA's Web site. The cost is \$2. However, if you change your pilot certificate number from your Social Security number, the switch is free. (from AOPA e-pilot)

General Aviation Badging. The TSA has a secret plan to require background checks and require the badging of general aviation pilots using airports served by airlines. AOPA says it's been aware of the proposal for some time and its lobbying efforts resulted in a 60-day delay (to June 1) for implementation while the TSA considers input from general aviation operators. It's hoped that security measures more in tune with GA operations and requirements will result. Question - what happens to pilots from non-commercial airports who land at a bigger airport, minus the requisite badging and background checks? (pieced from AOPA e-pilot)



The weather is starting to get better and a lot of you are thinking about doing more flying. Well, Ron Wood has the perfect plane for you. His is asking \$17,500 for his Cessna 150. If interested, contact him at 402-333-7160 or rwood90641@aol.com

See the back cover for a letter from The Strategic Air & Space Museum thanking us for the Young Eagle rides we have provided for Space Camp kids. Thanks to all who helped. Jim

EAA Chapter 80
February 9, 2009
Official Meeting Minutes

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

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

Treasurers Report:

- Not available will be in newsletter.

Meeting Minutes:

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

Young Eagles:

- 2009 schedule on web site

Builder's Reports:

- Tom Newell has acquired a Stearman that has been in storage for past 12 years. Invited anyone interested in helping him restore it to contact him.
- TW Working on canopy for his RV-6. Tru-Trac going to help him rebuild instrument case to fit his panel.

Tech Counselor / Flight Advisor:

- None

Fly-Out Report:

- Wahoo Sloppy Joes and Onion Rings successful! 60 plus people showed up with many flying in on a nice winter day.
- Will schedule fly-out to Muelling Aviation Works, Columbus, NE for tour of facilities. Will try and tie it to a chili dinner. Mike Howard will plan this outing.

Old Business

- T-shirts and hats available. See Jim Ratte

New Business:

- Recognized members who put in extra effort for B-17 tour at Plattsmouth, NE.
- Doug Humble-Printing
- Paul Kanka-Painting signs
- Kevin & Sandy Faris- Hosting the event
- TW-Food Service

Librarian Report:

- None

Membership Report:

- 36 Members are past due. Please pay your membership dues now!
- Discussed membership books and cost. Complete roster is on CD, possibly print hard copy for those who do not have access to computer.

Tool Report:

- **Discussed chapter purchasing engine hoist, Possible used one available for \$100.00. TW checking into it.**
- **Chapter needs a projector, Ameet may have access to a very good used one that we could have for no charge.**
- Trailer: AHQ
- Scales: Ron Wood
- Jacks: TW
- Brake Bleeding Set: Ron Wood
- Grills: AHQ

Web Site:

- www.eaa80.org

Program:

- John Gutzmiedl, United States Secret Service, presented and took questions regarding the Airspace Security Program.

Meeting adjourned.

Don Meyer
Secretary

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.



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



December 2008

Dear Jim,

On behalf of the Strategic Air and Space Museum and the Education Department, I would like to thank you many times over for your partnership with us during the summers. We put a lot into our summer camps and like to offer the best, most enriching experiences for our kids and when it comes to bringing them out to see your pilots, they are getting just that!

Your working with us through the EAA and out at the Millard Airstrip has become the highlight of our Weekend Flight camps. The experience of taking flight in such an up-close and personal way leaves the kids with great, lasting impressions. They honestly love coming out and meeting the pilots and then getting the chance to get some time in the air. The camp just would not be the same without you and your help.

I hope that we can continue this partnership for years to come, for the benefit of both us and the kids.

We sincerely thank and appreciate your continued efforts to be available and willing to open up the world of aviation and flight to us.

Blessings on your new year.

Sincerely,


Zach Willett & Aimee Johns