

EAA CHAPTER 80 NEBRASKA IOWA



NEWS!

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February 2010

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Risk Management

Select and Use Conventional and Unconventional Personal Minimums

(In preparation for my Biennial Flight Review this year the instructor gave me some paperwork to fill out so he could get to know my flying habits. One of the items asked was what were my personal minimums for day, night, IFR, etc. He asked me those same questions again before we flew. Hence, this article, which I downloaded from the EAA Chapter website)

The use of a Personal Minimums Checklist is one method for identifying and managing risks when you fly. It's an excellent starting point for considering risks, especially for low-time pilots. If you have thousands of hours of experience, it's possible you didn't learn about Personal Minimums when you got your license years ago. To have survived this long, however, you have probably developed your own routine for managing risk, or have just been lucky. Rather than waiting for the luck to run out, take the time now to develop your own Personal Minimums.

First, print a copy of the FAA's Accident Prevention Brochure P-8740-56, called "Personal Minimums Checklist." Then spend some quiet time reading through the four categories of Pilot, Aircraft, Environment, and External Pressures and decide on the minimums that you'll use to guide your decision making for every flight. Think of it as a way to not only preflight the airplane, but also to preflight the pilot and other risk factors.

In the Pilot category, you might set the minimum number of hours of sleep that you'll always require before making a flight. In the Aircraft category, you might set your minimum fuel reserves at 1 hour in the daytime and 1-1/2 hours at night. That is double the legal minimums but, when you consider that 11 percent of accidents are fuel related and mostly preventable, it makes sense to carry extra fuel.

In the Environment category, you might choose to fly with at least 5 or 6 miles of visibility in the daytime, which, again, is double the legal minimum visibility of 3 miles. Or, although it is legal to take off IFR with zero visibility, you might decide to always require a ceiling and visibility that allow you to return IFR to your departure airport if you encounter a problem after takeoff.

Also, consider unconventional minimums that you will not find on the list. For example, because most night accidents occur when the moon is not in the sky or it is obscured by clouds, you might decide to not fly at night, unless at least a quarter moon is visible. Or, because fatigue is an accident factor, you might decide never to fly after 11 p.m., or after you've had a combined workday and flying time of, for example, 10 hours. Be creative in



Lisa LaMantia, owner of Advance Air FBO at CBF, was our host for the meeting.

Photo by Dick Austin

selecting personal minimums that fit your knowledge of yourself and known accident factors. Then, never violate the minimums you have established, regardless of the internal or external pressures you may experience to complete a flight.

(EAA downloaded the above from the FAASite News <http://www.faa.com/hottopics.aspx?id=64>)

The FAASite asked Max Trescott, the 2008 National CFI of the Year, to write a series of safety tips. Max, a San Francisco area-based Master CFI, specializes in teaching in and publishing training materials for glass cockpit aircraft. You can read more of his work at www.maxtrescott.com and www.g1000book.com or e-mail him at info@sjflight.com.

February Meeting Time & Location

This month's meeting is **Monday February 8th, 6:30PM** at Central Cylinder at Omaha's Eppley Airport. Use google maps and enter: 6315 Lindbergh Dr, Omaha, NE 68110 For those without internet: Go to Eppley Airport and go north on Abbott Drive, then turn right (east) on Lindbergh Drive (where the post office is). Central Cylinder is on the left.

February Program.

George and his fine crew of engine magicians will provide us another tour of his facilities. I think they will be focusing on their rebuilding operations. TW will bring pizza and soft drinks for a donation.

March ... Salute to the Young Eagles program, cake, picture show, 2010 schedule, YE pilot rules review, YE testimonials, awards, etc

EVENTS: (B) - Breakfast / (L) - Lunch
1st Sat Chapter 1055 (B) (0800-1000) York, NE
3rd Sat Chapter 569 (B) (0800-1000) Crete, NE
4th Sat Aviator's Breakfast (0800-1000) Chadron, NE

No User Fees in 2011 budget request - Thanks to the lobbying of AOPA, EAA, other aviation groups and members of congress. Also, funding for airports would remain the same as in the last two years: \$3.5 billion.

There are still a lot of good flying days left in the year. Call Ron Wood if you need a plane to fly or are looking for a less expensive way to fly. He is selling his Cessna 150 for \$17,000. Contact him at 402-333-7160 or rwood90641@aol.com

Larry Geiger has bought a **dynamic balancing unit** and is willing to help members (for a reasonable fee) to dynamically balance their experimental aircraft. If interested give him a call at 402-430-6977.

STILL HAVE A PAPER PILOT CERTIFICATE?

Pilots who still have not replaced their old paper pilot certificate should do so now or risk being unable to exercise their hard-earned privileges in the not-too-distant future. All paper pilot certificates will **expire after March 31, 2010**. FAR 61.19(h) reads: "Except for a temporary certificate issued under §61.17 or a student pilot certificate issued under paragraph (b) of this section, the holder of a paper pilot certificate issued under this part may not exercise the privileges of that certificate after March 31, 2010." The FAA says to allow 4 to 6 weeks for mail processing and 7 to 10 days for online processing so don't delay! To replace your airmen certificate go to: http://www.faa.gov/licenses_certificates/airmen_certification/certificate_replacement/

At the Strategic Air and Space Museum.



Leonardo da Vinci: Machines in Motion presents 40 full-scale machines that were built after in-depth study of Leonardo da Vinci's designs by a group of scientists and skilled craftsmen in Florence, Italy. Its uniqueness lies in the fact that many of the mechanisms are life-sized and fully operational. Visitors may touch and set them in motion, combining a fascinating hands-on experience with an exploration of the principles he employed to create each machine.

Exhibits include such visionary inventions as the helicopter, glider, armored tank, drive transmission, printing press and bicycle, among many more.

General admission applies plus an exhibit fee of \$5 per person.

EAA Chapter 80
January 11, 2010
Official Meeting Minutes

The meeting was called to order by Vice President Bill Stromenger at 7:00 PM. Meeting was held at Advance Air, Council Bluffs Airport, Council Bluffs, Iowa.

- Jim Ratte, President
- Bill Stromenger, Vice President,
- Don Meyer, Secretary
- Ed Haffke, Treasurer

Guest:

- We had several guest due to the meeting being held at CBF.

Treasurers Report:

- Motion passed to accept

Meeting Minutes:

- Motion passed to accept

Young Eagles:

- Reported that we had a record year for YE flights. Over 500 rides given.

Builder's Reports:

- TW reported that he received his Airworthiness Certificate for his RV-6 on Dec. 17, 2009. CONGRATULATIONS!
- Bob Cartwright is wiring the panel on his RV-7 and also told us about his experience building and flying his home built gyrocopter. Bob and his father built it from plans when he was in high school. The gyrocopter is now in the WarHawk Museum in Napa, Idaho.
- David Strabbing is working on his RV-6 project.

Tech Counselor / Flight Advisor:

- None

Fly-Out Report:

- Nothing on the schedule for January or February. Weather has not been cooperative.

Old Business

- Christmas Party was successful and members reported a good time. Thanks to all who planned and put together the activities.

New Business:

- TW introduced Carry Barr daughter of Ken Barr, who is one of our YE success stories. Our chapter sponsored her to attend the YE camp in Oshkosh and she has gone on to become a helicopter mechanic in the Alaska Army National Guard and will begin helicopter pilot training soon. Congratulations!
- Lisa LaMantia, owner of Advance Air FBO at CBF gave a presentation about the services available at CBF and a tour of the new terminal building. We thank her for her hospitality!

Librarian Report:

- None

Membership Report:

- 3 new members signed up at this meeting.

Tool Report:

- Engine hoist in Ronye McKay's hanger
- Trailer: AHQ
- Scales: TW
- Jacks: Ron Wood
- Brake Bleeding Set: Ron Wood
- Grills: At AHQ

Web Site:

- www.eaa80.org

Program:

- Mike Howard gave an excellent presentation on the new 51 percent rules now in place for builders.

Meeting adjourned.

Don Meyer
Secretary

Doug Humble is looking for someone **who has a slip roll**? He has some pieces of .020 alum. sheeting that he needs to put a radius in for constructing his CX4. If you can help, please contact him either by email HawkiDoug@cox.net or phone 402-250-9075.



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



Bob Cartwright talking
about his gyrocopter in last
month's newsletter.

Photo By Dick Austin.



Bill Stromenger filling for Jim at the first
meeting of the year. Thanks Bill.

Photo By Dick Austin.