

EAA CHAPTER
80
NEBRASKA IOWA



News!

Visit Our Web Site
www.EAA80.org

April 2010

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Taking Care of Business

April dawns, spring has sprung and the flying season is just around the corner. Time to knock the dust off of the airplane; and the pilot, after LONG winter hiatus. Just a quick reminder to keep you safe, and your airplane in good shape.

If you and your airplane have been cooped up all winter, take some time to give the ship a good going over to assure that some unwanted guests have not made it their home. If you parked it with fuel in the tanks, and have not exercised it in several months, maybe you should consider draining at least a gallon out; just to assure it is still good, particularly if it was auto fuel. Check the gascolator, carburetor and all fuel drains to make sure they work, are clean and there is no varnish build up that would inhibit fuel flow. Make sure the required lights and other equipment works, as it should. Then take a look at yourself. A several month break from active flying can leave a negative mark, even on the best of us. Sit in the cabin or cockpit and review things. If you are using an approved GPS for navigation, or even a handheld with updates available, get 'er done. Same with your maps and flight information hand book. Don't trust the old chart or Nebraska State aeronautical chart or airport guide to have current information., As the pilot in command, you have responsibility to assure that all information for a flight away from the local airport is current and readily available. Don't skimp; a new chart is cheap insurance; same with the updated Airport and Facilities Directory or Flight Guide.

Before you make that first fly-in breakfast, go out and get some landing practice in cross-winds. There are more than a few airports around that host these events where a crosswind is the norm, and a wind down the runway the exception. Make sure you are ready. I can recall one aircraft that succumbed last year, and another restored antique that dragged a wing tip as the pilot fought to maintain control. If you need to go out with an instructor, spend the money and get it done! If the ship is out of annual, leave it in the hangar until the inspection is completed. If you are out of currency (3 in 90 for carrying passengers), get current before entering the traffic pattern at some other airport where many other aircraft may be working. Refresh your radio procedures and make sure you have the correct frequency for the airport of intended landing.

Flying is fun; let's keep it that way by minding the store, and taking care of business.

Safe flying...

John Linke

EAA Examines Homebuilt Safety Data

(From EAA e-hotline)

Statistics that show a high accident rate for homebuilt aircraft may not reveal the complete picture, EAA said this week. The Nall Report, compiled annually by AOPA's Air Safety Foundation, reported last week that in 2008, amateur-built aircraft had an accident rate almost five times the rate of type-certificated aircraft and a fatal accident rate more than seven times higher. "On the surface, the statistics may give one impression of amateur-built accident and fatal-accident rates," said EAA on its Web site. "It takes some digging to get actual totals and comparisons." For example, EAA said, the FAA and NTSB often use different parameters to report the homebuilt aircraft fleet size and the accidents that occur each year. "Our analysis is in part, in response to the Nall Report," EAA spokesman Dick Knapinski told AVweb on Wednesday. "We felt the numbers that were out there could benefit from additional analysis and clarification." EAA posted an analysis by Ron Wanttaja that offers an alternate view of the data.

For example, Wanttaja notes the NTSB listed 269 "homebuilt" airplanes that were involved in accidents in 2008, but a closer look at those aircraft shows that 84 of them were not classified as "Experimental- Amateur built" by the FAA. About half of those were "grandfathered" two-seat ultralights that have been reclassified as Experimental Light Sport Aircraft, says Wanttaja. If those aircraft are not counted as part of the "homebuilt" data, the accident rate would drop by nearly one-third. Wanttaja's complete analysis (PDF) examines various accident causes and risk factors. "But when all is said and done," he concludes, "the accident rate for Amateur-Built aircraft is going to be higher than Standard-category aircraft. Homebuilt aircraft are amateur-built, amateur-maintained, amateur-flown, and often amateur-designed. The fact that more than 1,000 new homebuilts safely complete their test period every year speaks well of the abilities and dedication of the typical builder."

FAA issues recommendations for experimental Lancairs

By AOPA ePublishing staff (March 26th)

The FAA on March 25 issued an information for operators (InFO) update for experimental Lancair and other amateur-built aircraft that have high wing loading and stall speeds greater than 61 knots. The alert stems from a "large and disproportionate number of fatal accidents for their fleet size." Most of the accidents are a result of inadvertent stall/spins at slow airspeeds, low to the ground.

In the alert, the FAA acknowledges a downward trend in the fatal accidents but says that the rate is still "substantially higher than for-personal-use general aviation and the overall fatal accident rate for all amateur-built experimental aircraft." The agency attributes the higher accident rate to pilots' lack of awareness of the handling characteristics and the fact that each amateur-built aircraft has its own unique flight handling characteristics.

To help lower the accident rate in these aircraft, the FAA issued four recommendations in the alert.

Pilots should review and understand the information specific to their aircraft regarding its slow-flight and stall characteristics and obtain training from a CFI who has experience in Lancairs or other high-performance aircraft.

The FAA also recommends installing an angle-of-attack or stall warning indicator. If those indicators are already installed on the aircraft, the agency asked that the calibration be

validated.

In addition, the FAA suggests that pilots have a mechanic with builders and maintenance experience evaluate the aircraft and have a qualified test pilot determine the aircraft's unique flight handling characteristics.

April Meeting Time & Location

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

April Program.

Our speaker will be Don McBride, a Pan Am pilot who volunteered to fly the Hump for the China National Aviation Corporation (CNAC) during World War II. The Hump was a 530 mile long passage over the Himalayan Mountains that claimed over 1000 crewmembers and 600 planes as toll for its use. He has many stories to tell.

Our 2010 Young Eagles Schedule

In case you missed the news, our schedule for this year is:

April 24th	0900	Millard, NE
May 22	0900	Council Bluffs, IA
June 12	0800	Millard, NE
July 10	0800	Millard, NE
August 7	0800	Millard, NE
September 12	0900	Plattsmouth, NE
October 23	0900	Council Bluffs, IA

So, mark your calendars and come on out to support a great program. We need both pilots and ground crew to make it work.

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

1st Sat	Chapter 1055 (B) (0800-1000)	York, NE
3rd Sat	Chapter 569 (B) (0800-1000)	Crete, NE
2nd Thursday	Aviation Movie hosted by Chapter 569 Lincoln, NE Joyo theater, 6102 Havelock Ave 7pm	
Apr 10	Fly-in (B)	Ames, IA
May 2nd	Arbor Day Fly-in (B)	Nebraska City, NE
May 1st	Open House/Pancake feed	Abilene, KS
May 8th	20th Annual Hawaiian Fly-In	Greenfield, IA
May 29	Wings Over Atchison Fly-in	Atchison, KS
Jun 4-5	2010 National Bi-plane Fly-in	Junction City, KS more info at www.nationalbiplaneflyin.com
Jun 26-28	Good O Time Flyin	Gardner, KS

EAA Chapter 569 Movie Night

As mentioned above, EAA Chapter 569 in Lincoln is hosting an Aviation Movie Night every month on the 2nd Thursday. Their first movie night is scheduled for Thursday, April 8 and will feature the 1965 movie "**Those Magnificent Men in their Flying Machines**". Full popcorn, candy and soda pop will be available from the concessions, and a free-will offering will help to cover the theater rental. Movie night will be held at the Joyo Theater (**6102 Havelock Ave, Lincoln, NE**). Members of the EAA Chapters in Omaha and York are invited to attend movie night. In the future, go to www.eaa569.org to see which movie will be playing.

EAA Chapter 80
March 8, 2010
Official Meeting Minutes

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

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

Treasurers Report:

- Motion to accept passed.

Meeting Minutes:

- Motion to accept passed.

Young Eagles:

- March Program

Builder's Reports:

- Doug Humble working on fuselage for his Thatcher CX4 and starting to build the fuel tanks.
- Tom Mann working on the cooling scoop for his Long-EZ, the plane will have a water cooled engine.

Tech Counselor / Flight Advisor:

- None

Fly-Out Report:

- Planning spring fly-out/poker run, a summer chapter picnic and a fall poker run.

Old Business

- Jim Ratte will be attending EAA leadership conference end of April.
- EAA Summer camps for different age groups. Chapter will financially support those who attend from the chapter. We have over a \$1,000 worth of credits to help offset cost to attend camps.

New Business:

- Website is being updated to allow members to enter information. The site will be updated over the next couple of months.

Librarian Report:

- Jim Ratte has cleaned out old materials and organized the items we have.

Membership Report:

- None

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:

- Jim Ratte and Kathy Callaghan presented information on Young Eagles, the history, our chapter's participation and recognition of the ground crew, administration support, and pilots. We want to remind all pilots and aircraft owners of the requirements for currency for both you and your aircraft.
- First YE event is scheduled for April 24th at Millard airport.
- We also need extra headsets for those who have the seats but not headsets. Any donations would be appreciated.
- May and October dates will be in Council Bluffs, Iowa, September in Plattsmouth, Nebraska, and an additional 4 events at Millard Airport, Omaha.

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.

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.

For sale **1/4 ownership in a 1956 Cessna 172** four seat plane. Aircraft is hangared at Millard-(MLE). Aircraft has an STC for auto-gas. Share cost is \$7500.00, hourly rate is \$25.00 dry. Hangar rent (\$150.00 a mo.) and insurance (\$750.00 approx.yr.) are shared between 3 owners (for now). An ideal trainer/first aircraft or time builder. If interested, call Ken Bahr at 402-559-0133

For sale a 3hp sears **air compressor** for \$150. 240 volt. and a small glass bead **cabinet for cleaning** metal parts or aircraft spark plugs.\$50. Call Tom Wieduwilt at 734-6580 or tewied@cox.net.



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



Some of our 2009 Young Eagles ground crew members. Thanks for your hard work in keeping everything running smoothly.
(picture by Dick Austin)



Some of our 2009 Young Eagles pilots. Thanks guys for insuring every kid had a great time.
(picture by Dick Austin)