

EAA CHAPTER 80 NEBRASKA IOWA



News!

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www.EAA80.org

November 2011

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AOPA and EAA Take aim at third Class medical.

These two organizations are spearheading a major new initiative to give pilots an option—continue to get a third class medical or, in addition to holding a valid driver's license, complete an online education program on medical self-certification and fly:

- In day, VFR conditions
- At 10,000 feet or below;
- With a maximum of one passenger;
- In fixed-gear, single-engine aircraft of 180 horsepower or less;
- Aircraft with four or less;
- Not for hire.

"The experience with sport pilots and LSA shows what we've long suspected," said Kristine Hartzell, AOPA manager of regulatory affairs. "The driver's license medical standard introduced by the FAA demonstrates a basic level of health. Beyond that, pilots are capable of determining whether or not they are fit to fly—and additional educational training on medical topics will enhance that even more."

AOPA and EAA will ask the FAA for an exemption in early 2012 for the changes. There is no deadline for an FAA response, but the associations will keep pushing.

"Many general aviation pilots like to fly with a friend on good-weather days in simple, single-engine airplanes," Hartzell said. "Doing away with the third class medical requirement would be a major benefit for them. It would allow them to keep flying safely, and give them the option to remove the burden of the third class medical."

If the description of the type of flying and kinds of airplanes listed above sounds familiar, that's no coincidence. The limitations are identical to those for recreational pilots.

The recreational pilot certificate came about in 1988 with the backing of AOPA in an effort to expand the pilot population. But the FAA's insistence that recreational pilots hold third-class medicals and perform almost all the same training tasks as private pilots—but with many more limitations—prevented the category from living up to its promise. Today, there are only 212 recreational pilots on the FAA registry.

AOPA and EAA propose allowing recreational, private, commercial, and ATP certificate holders to utilize the driver's license/self-certification medical exemption for flights limited by aircraft size and type of operations. For example, a single-engine aircraft with 180 horsepower or less, four seats or less, and fixed gear in operations limited to day, VFR, and with only one passenger. Instead of a third class medical, pilots would simply take an online course that goes into much greater detail on matters such as flight physiology and identifying medical conditions that could incapacitate pilots, and use that information to assess their fitness to fly



Dan Hunt our October 2011 guest speaker and his Groen Brothers Aviation Sparrowhawk II gyrocopter.
Photo by Dick Austin.

prior to each flight. (That course would be available free of charge to all pilots via the Air Safety Institute.)

"The educational program we are proposing will go well beyond the traditional topics of spatial disorientation and hypoxia," Hartzell said. "It will help pilots identify a variety of medical conditions that could affect flight safety."

The AOPA/EAA exemption won't ask for any new FAA rulemaking—a cumbersome process that can take many years to complete. Instead, the associations are seeking an exemption from existing rules.

AOPA and EAA are in the final stages of drafting the exemption, planning to present the strongest case to the FAA. After the exemption is presented to the FAA it is unknown how long the decision process—to approve, deny, or amend—will take.

(Above came from November 2011 AOPA Online)

November Meeting Time & Location

This month's meeting is Monday November 14th at 7PM at Hangar One at Millard airport in Omaha. The airport is still located on South 132nd Street between Q and Harrison. See ya there.

November Program.

In honor of veterans the November program will be our very own Dale McClure talking about flying a Huey in Viet Nam. We will also holding elections for 2012.

Did I mention that November is election month for Chapter 80? Come vote!! Come volunteer for a position!

Anyone interested in being the newsletter editor or website master? These two positions have been held by the same two people for a number of years. The web site position needs to be filled as soon as possible while there still is time on the newsletter. Talk to Ameet or myself if interested.

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

1st Sat Chapter 1055 (B) (0800-1000) York, NE
3rd Sat Chapter 569 (B) (0800-1000) Crete, NE

Young Eagles

This is the second year in a row that our last Young Eagle event of the year has been cancelled due to weather. In fact, our last two events this year were cancelled. However, even with those cancellations, we still flew 220 potential future pilots this year. We want to thank all those who helped to make this event possible - from the ground crew members to the pilots—your efforts are appreciated. I want to pass a personal thanks to the entire Callahan family for their continued efforts in the support of this program. Their efforts are evident by the number of kids at each Young Eagles event and how each event is organized and processes in an easy flow. We are lucky as a Chapter to have such volunteers.

DO YOU HAVE ANYTHING TO REPORT:

I ran this last month, but thought I would throw it out there one more time with a different twist.

As all of you know, I am not a builder. I love flying but I am at a lost when it comes to mechanical things. Yes, I do manage to repair and keep my "farm things" running, unless you count my tractor which has finally died a slow death. Therefore, I need your help in providing "builder" info to our members.

SO, I am asking if there are any members out there that would like to write an article for the newsletter on any building topic. Heck, it could be about how duct tape keeps your plane flying. Ok, if you write an article like that I promise not to forward it to the FAA. I know our Chapter members have the knowledge because I see all those home builds out there.

Do not worry if you do not have writing skills, just put in on paper and I will help word smith it.

Talking about Building, I am repeating the list of EAA Workshops available to help you in your efforts.

Begins	Course Description	Location	Cost
28-Jan-12	Composite Construction	Oshkosh, WI	\$269
28-Jan-12	Fundamentals of Aircraft Building	Oshkosh, WI	\$195
28-Jan-12	Electrical Systems & Avionics	Oshkosh, WI	\$289
28-Jan-12	Fabric Covering	Oshkosh, WI	\$269
28-Jan-12	Gas Welding	Oshkosh, WI	\$289
28-Jan-12	Test Flying Your Project	Oshkosh, WI	\$25
28-Jan-12	Repairman (LSA) Inspection	Oshkosh, WI	\$299
	-Airplane		
28-Jan-12	Sheet Metal Basics	Oshkosh, WI	\$294
28-Jan-12	What's Involved In Kit Building	Oshkosh, WI	\$25

New homebuilt web page. (received this the other day)

We just finished a new website for homebuilt aircraft www.homebuiltdirectory.com We are trying to grow it to be the world's largest single collection of homebuilt aircraft/project listings. Please visit and list your aircraft for the world to see. A huge benefit of our site is the ability for site browsers to search our site for specific aircraft ie. all homebuilts with Corvair engines.

The website just became live a few days ago. We would greatly appreciate any word of mouth advertising you can pass on to other homebuilders. Thank you very much for your time.

Sincerely,
Jim Tomaszewski

Remember in Passing:

For those of you who do not know, long time member Bob Harvey passed away on October 14th in Fremont. He will be missed, I know I will miss his smile and chuckle. God Bless you Bob.



EAA Chapter 80
October 10, 2011
Official Meeting Minutes

The Chapter 80 EAA meeting was held at the Millard airport in the facilities of Hangar One. The meeting was called to order by President Bruce Callahan at 7:01 PM. There 3 guests present.

Treasurers Report: None

Minutes: The September meeting minutes were approved as published in the newsletter.

Young Eagles:

Bruce Callahan reported the Young Eagles event scheduled for October was cancelled due to a lack of pilots. The final Young Eagles event for this year is planned for November 5 at Millard. The chapter has flown 220 Young Eagles so far in 2011.

Membership Coordinator: Nothing to report.

Old Business: Bruce Callahan discussed the repairs accomplished and planned for the Wahoo hangar. Members discussed the benefits of having a hangar at Wahoo.

New Business:

It's time again for yearly elections. Nominations are being accepted. Expect more discussion in November.

Raffle: Rick Nordgaren won the raffle.

Website: www.eaa80.org

Program: The program for October was from new member Daniel Hunt, from Blair. Daniel and his father Richard, just completed a Groen Brothers Aviation Sparrowhawk II, a gyrocopter. The aircraft flew for the first time on Oct 10th, just prior to them loading it on a trailer for transport to Millard. They started their build in May 2007, finishing it on October 6, 2011. It was a very informative program, with good lessons learned and advice to other builders in the Chapter.

Meeting adjourned at 8:08 P.M.

Kevin Faris, Secretary

***** J3 CUB and Mustang for sale *****

An Oklahoma 1946 J 3 Cub. It was built on August 7, 1946 and was the 7th one off the line in Oklahoma city, Oklahoma. The rebuild project is 98% complete airplane with many spare parts. It comes with an A65 continental engine (minus the cylinders) and a lot of spare parts.

Asking \$15,000. Want the Cub to go to a good home - someone that loves cubs and doesn't intend to build it for resale.

1970 Mustang Convertible, 351 V 8 Windsor 2 barrel carb, 107,000 original miles, unrestored

A/C and is an Automatic. Asking \$5000.

For more info contact Jan Daniels at: Home: 402-493-0789 Cell: 402-670-2375

Or her son Deny at: Pittsspecial1972@yahoo.com **CELL: 386-847-4037 (leave a message)**

Possible Cessna 195 Partnership Opportunity!

Have you always dreamed of owning a timeless radial engine, tail wheel, 5 seat aircraft? Me too! I am considering starting a 3 or 4 person partnership in a Cessna 195 that would be based in Plattsouth, NE (KPMV). The candidate aircraft would be a well maintained and fully IFR capable 195B. The up front cost would be approximately \$25/k per member, \$150/mo/ea fixed cost and \$150/hr wet variable cost. Members would need airplane single engine land, high performance and tail wheel endorsement with 200+ hours total and 40+ hours of tail wheel time (pending insurance approval). If interested, contact Brian Peterson brian@epetersons.com 402-960-0011

For sale 1/4 ownership in a 1956 Cessna 172 four seat plane. Aircraft is hangared at Millard-(MLE). Aircraft has an STC for autogas. 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.

Wanted: Steve Farner is looking to join or create a partnership for a heavy single (6-place) or light twin. Blair airport (BTA) is preferred, but would consider other options also. He can be reached at steve.farner@bellevue.edu, or at 402-690-8751.

Aircraft for Sale new price!!: 1975 Archer II, N70GK Blue-White-Maroon, 1975 Archer II N70GK Blue-White-Maroon. Good Paint (2000) and Interior (new upholstery 2005), Hangared at Millard (MLE), Fresh Annual 1 April 11 plus all 24 Month IFR Certs, Garmin Stack with a 430W plus KN64 DME and second nav/radio (KX155), AeroGuard Back up Vacuum and Century I AutoPilot, 2156 on engine, good pressures and clean oil.

Asking \$38,500 (Vref \$44, 500) Contact Jim Ratte at jrnuke@cox.net or 402-964-2645 Jim also has a pair of Bose Aviation Headsets X (original \$991) on sale for \$600 and an ICOM IC-A24 Nav/Com Handheld Transceiver for \$225.



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



Yes, it will fly, but some members were not too sure.
Photo by Dick Austin



The panel is simple but I am not too sure what those valve
wheel handles on the floor are for.
Photo by Dick Austin