

EAA CHAPTER

80

NEBRASKA IOWA



News!

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www.EAA80.org

February 2012

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“I’m mad as hell and I’m not going to take it anymore”

That is a line uttered from a frustrated TV commentator in the movie “Network”. I believe he was either upset with the way things were going in the country and how the government was handling it or he was upset with his own network for how it covered the news.

Regardless of what upset him, I know how he feels. While researching current aviation news for an idea of what to write this month, I have become upset with our government and it’s incompetence in regard to aviation matters.

First, Congress can not seem to piece together legislation to fund not only the FAA, but all of the government for more than two months at a time. Why do they have to wait until everything is going to shutdown before they can get their ***** act together? We all would be fired from our job if we performed the way Congress did.

Second, \$100 per flight aviation user fee!! What is the White House thinking of? PAY OUR FAIR SHARE - ARE THEY ***** KIDDING? With aviation fuel over \$5, of which part is already a federal tax, can they think of anything else that would kill GA in this country. I guess they are not concerned since they fly on the tax payers dime. They need to get their head out of their collective ***!

Thanks, I needed to get that off my chest! Just so you know, Congress has agreed to a \$63 Billion, 4 year FAA funding bill that left out user fees and does not increase taxes for avgas or jet fuel. It also has \$13 billion for airport improvements.

Now, since I am at my cabin and have only limited (PBS) access to news, I do not know if this bill has been approved or signed. So, I leave it up to you all to keep track of what our government is doing and to help hold it accountable to us - their employers.

Just so you know, the following from Avwebflash is what started me going.

White House: ‘Why we need aviation user fees’

After almost 9,000 people urged the president to take damaging aviation user fees off the table, the administration on Jan. 13 offered its response: No way. In a response to a petition on the White House’s “We the People” website, the Obama administration reaffirmed its commitment to a proposed \$100-per-flight fee for use of air traffic services, claiming that the fee would both “ensure that everyone is paying their fair share” and help reduce the deficit

Will Kroeger

p.s. I guess I should say that the above comments do not reflect the views of the EAA or Chapter 80. Also, ***** is not intended to reflect any word, but is used for emphasis.

February Meeting Time & Location

This month's meeting is Monday February 13th 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.

February Program.

Our very own Bob Cartwright will be talking about his RV-7. Some of us got to see it years ago when we did the Chapter Project tours. Bob will bring the RV-7 if the weather is nice.

Annual Dues.

It's annual dues renewal time again!! Similar to last year, individual chapter dues are \$25.00. If desired, dues may be paid up to 3 years in advance for a total of \$75.00. Please remit checks made out to "EAA Chapter 80" to:

EAA Chapter 80
c/o Craig Vinopal, Membership Coord.
17008 Decatur St.
Omaha, NE 68118-2838

OR save the postage, and bring your payment to the February meeting which is the 2012 membership dues deadline.

Talking about annual stuff...

The Online aircraft registration deadline is approaching. Miss this deadline and your aircraft will be grounded. The FAA requires all aircraft registered prior to Oct. 1, 2010 to re-register. The trick is to wait until you receive a letter from the FAA with a code to be used when re-registering online. If you have not received this letter or are concerned, go to the FAA website for more info.
http://www.faa.gov/license_certificates/aircraft_certification/Aircraft_registry/reregistration

Spring must be around the corner because I have received a lot of Fly-in notices. See below.

EVENTS: (B) - Breakfast / (L) - Lunch
1st Sat Chapter 1055 (B) (0800-1000) York, NE
3rd Sat Chapter 569 (B) (0800-1000) Crete, NE
Feb 18th Sporty's Hot Dog Fly-in
Mar 24th CAF Great Plains Wing 2nd Annual Chili
Fly-in & Open House 11-1 Council Bluffs, IA
Apr 14th Iowa State Flying Cyclones
Annual Fly-in (B) 7-12 Ames, IA

May 5&6th Sound of Speed Airshow St. Joseph, MO
May 31- National Biplane Fly-in Junction City, KS
June 3rd See separate email for info
June 2nd Fly-in (B) 8-11 Council Bluffs, IA
June 7th - WACO Club Fly-in Maryland Heights, MO
June 10th (could not find airport, will update)
June 16th 3rd Annual Fly-in (B) 7-12 Chariton, IA
June 16th 6K9 Fly-in (B) 7-10 Keosauqua, IA
June 17th 67th Annual Fly-in (B) 7-11 Harlan, IA

1954 Aerocar offered for sale

There are only six Aerocars left from the 1950s and '60s when inventor Molt Taylor hoped to put airplanes both on the highway and on the airport. One of them is for sale for \$1.25 million. Courtesy Aircraft located in Rockford, Ill., is brokering the sale of Aerocar N101D most recently owned by Greg Herrick's Yellowstone Aviation and on display at the Golden Wings Flying Museum at Anoka County/Blaine Airport 10 miles north of Minneapolis. The aircraft was serial No. 3 and won a United States type certificate. From AOPA epilot

AUSTRALIA GROUNDS OLDER BONANZAS

Australia has grounded all older-model Beech Bonanzas, Debonairs and Twin Bonanzas with the single pole style yoke attachment. The Civil Aviation Safety Administration (CASA) issued an airworthiness directive (AD) ([PDF, one of four](#)) on Beech model 33, 35-33, 35, 36 and 50 aircraft banning further flight (except for a single positioning flight) until the forward elevator cables have been inspected. The AD was issued after a cable failed on a Bonanza just before takeoff and inspection of a similar aircraft revealed damage to its cable in the same location. If the cable is frayed, it must be replaced before further flight and cables not showing any damage that are more than 15 years old have to be replaced within 60 days. Only aircraft that have had new cables since their last annual are exempt. Although the AD applies only to Australian-registered aircraft, things like this tend to spread.

OLD NEWS:

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.

EAA Chapter 80
January 14, 2012
Official Meeting Minutes

Sorry, no minutes. We will have to review them at the meeting. I am currently at my cabin in the woods which is more than a 40 minute drive to the closest internet source. Therefore, I will make the drive to send out the newsletter but driving it twice just to retrieve the minutes is ...

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), Hangered 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 jrmuke@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.

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.

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 Plattsmouth, 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

*****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)

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.

Tail/Strobe Light for Sale.

Bob Cartwright has a Whelen A500A Tail/Strobe light with a Aeroflash Power Supply 152-0007 that was removed from a RV-7 for sale. New \$250, for sale at \$125. See it at the February meeting or call him if you can not wait.



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



What is a newsletter without a picture. This is the cockpit of a Cirrus. Yeah, my Piper Cherokee 180G looks like this - not! Picture from Kevin Faris.