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NEBRASKA IOWA

# News!

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[www.EAA80.org](http://www.EAA80.org)



January 2013

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## Great January Program - HALO Parachute Jumps

Our January program was presented by MSGT James McKeehan who has performed multiple HALO parachute jumps. HALO jumps,



high altitude low opening, jumps are used by the military on missions where secrecy is paramount.

HALO jumps typically start at 35,000 ft with the parachute being opened around a 1000 ft above ground. Standard equipment outside of normal gear is a GPS, homing beacon, and an altimeter.

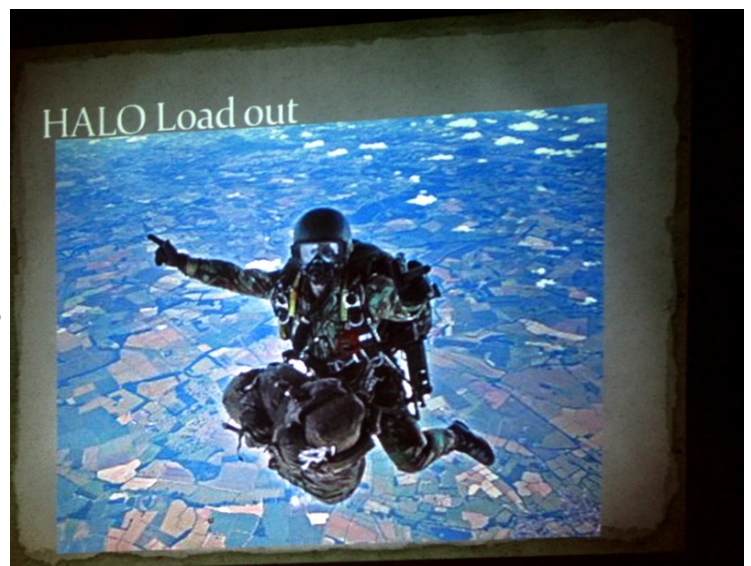
Oxygen is always used and

a velocity of approximately 120 mph is attained when jumping belly down. Parachute opening can be static line or free pull by the jumper. Usually a

jump team consists of eight members, each a specialist in some field. HAHO, high altitude high opening, describes jumps where the parachute is deployed immediately at around 35,000 ft.

The SGT indicated that from that altitude and with the right wind, it's no problem

to travel 20+ miles or so to a landing zone. Our thanks to the SGT for sharing his experiences using this technique.



## ***February Meeting Time and Program***

The February program will be held on February 11, 2013 at Hanger One, Millard Airport, 7:00 pm. A member, recently retired from military, Rod de Zafra has volunteered to share with us his experiences flying Harriers in the Marines and give us a brief on VSTOL flying. Dale McClure was contacted and setup the program. Plan on being there, sounds interesting.



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## ***January Meeting***

After President Tom Mann called the meeting to order at 19:00, MSGT James McKeehan presented his program as detailed on the opening page. We had 33 members and 3 visitors present.

Craig Vinopal reminded everyone that 2013 dues are due. Cost is \$25.00.

Dale McClure let the members know that there was a young Eagles function scheduled for Saturday, January 19th, at 10:30 am, at Millard. The chapter was asked to fly 6 to 8 boy scouts. Well as usual, our members rose to the occasion, and Tom Ostlund, Kevin Farris, and Ed Haffke showed up and helped Dale fly the scouts, while Dick Austin, T.W., and Lester Tinnin did ground crew duties and whatever else needed doing. Even

though Don Meyer's aircraft was not available because of being in the shop for an annual, he showed up to provide moral support. The flying was a success and Dale offers his thanks to all.

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T.W. discussed a future chili feed to be held at the Wahoo hanger. No date yet. He also requested the need for three or four people to share the duties of refreshment committee. If we spread the duty between three or four individuals no single person should have to do it more than three or four times a year. Member Gary Parker has volunteered to be one of the committee members.

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Doug Humble now has all club tools accounted for and under his control. Contact Doug at 402-572-1702 if you need to use any of the club tools.

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Dick Austin held the lucky ticket which won the meeting raffle. Dick is also unofficial club photographer.

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## ***Builders Corner***

Steve Farner is building an RV-10. He states that progress is slow, as every skill is new to me and I haven't learned yet how to "build on" after small mistakes. I am currently finishing both the horizontal stab and the elevators. When I get stuck, I move to another piece so I always have a couple of things on the bench. I'm looking forward to getting these pieces done because the tailcone will start to make this look like a "real airplane".

Jim Beyer is also working on an RV-10.

He is currently working on the cabin top and then onto the firewall forward. Lately progress has been slow.

Chris Halfman has finished the fuselage on his RV-7A as of Jan 21. He is getting ready to start on the canopy.

Dale Botkin is working on the empennage of his RV-7A.

Tom Mann is working on small parts for his Long-EZ project.

Doug Humble is working on the fuel system of his Thatcher CX-4.

[Pictures for these projects can be sent to webmaster@eaa80.org](mailto:webmaster@eaa80.org) and they will be posted for viewing on the website [www.eaa80.org](http://www.eaa80.org).

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### Member Flying Experiences

I had asked that members who had interesting experiences while flying and felt that they learned something from the experience to let me share it with the other members. Mike Howard has submitted our first one:

#### **“When to Turn around”**

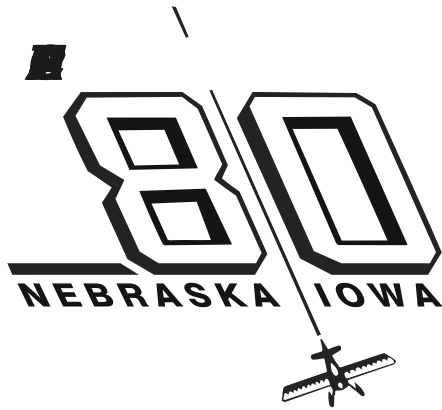
Three of us had flown from the Omaha area to Lakeland Florida for the Sun-N-Fun air show and were returning home. We had flown about 100 miles north in beautiful sun shine when the sky began to darken. Actually it was no surprise thunder storms were predicted from just south of the Florida panhandle all the way across the state. The three airplanes took advantage of good visibility under the clouds and continued north. The air was very smooth as we pressed on for

about 50 miles. Then it started to rain just after we passed Cross City Florida. Not bad just light rain. The clouds were getting very dark but the visibility was still good. Then two big lighting bolts, one to the left and one to the right. They looked close enough to touch but I am sure that they were at least a mile away. That was our clue to turn around. All three of us made an immediate 180 degree turn and went back to Cross City. We tied down the three planes and went to the FBO just in time. The sky opened up and dumped 6” of rain in the next two hours. We found a motel and spent a lovely evening in Cross City (smile).

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I Lester, had an interesting experience during my early flying days. I was shooting touch and goes in a Cessna 172 on a day when it was very windy with the wind about 30 to 40 degrees off the runway heading. As I approached the runway, I was having a heck of a time staying lined up with the runway and I was having to carry more power than I thought I should have. After landing and as I lifted back off the runway, the plane began to sway violently left and right and refused to climb with any authority. Fortunately, I didn't panic and continued to focus on flying the plane until it started to climb slowly and I was better able to maintain directional control. I then realized that I had landed and took off with 40 degrees of flaps hanging in the wind. Once I bled off the flaps, the plane performed normally. The lesson I learned was what my instructor had preached to not get into a habit (always using full flaps) but to be aware when conditions may call for a different approach. (when windy, use less flaps) I also learned that the 172 will do its best to keep you from hurting yourself.





Experimental Aircraft Association  
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12916 Millard Airport Plz.  
Omaha, NE 68137-4280

## PIREPS

### Nebraska Dept of Aeronautics

-York Airport (JYR), EAA Chapter 1055  
Fly-In breakfast (free will donation) on  
the 1st Saturday of every month, 0800-  
1000.

- Crete Airport (CEK), EAA Chapter  
569 Fly-in breakfast on the 3rd Satur-  
day of every month, 0800-1000.

-To report any tower with lights burned  
out contact [www.http://oeaaa.faa.gov](http://oeaaa.faa.gov).  
Go to light outage reporting under  
"Information Resources." or call 1-877-  
487-6867.

-June 14, 15, 2013 - Holdrege (HDE)  
Fly-in. More information to come

-Feb 18-20—Kearney, NE NATA con-  
vention, More info,  
[NATA@windstream.net](mailto:NATA@windstream.net)

EAA SportAir workshops: February 9,  
2013, Chesapeake, VA.

Courses offered are:

**Composite Construction (2 days,  
\$349\*)**

**Electrical Systems & Avionics (2 days,  
\$349\*)**

**Fabric Covering (2 days, \$349\*)**

**Sheet Metal Basics (2 days, \$349\*)  
(\$389 Non-member \*)**

**Gas Welding (2 days, \$349\*)**

**Fundamentals of Aircraft Building (2  
days, \$195\*)**

**What's involved in Kit Building**

**(Saturday evening only, \$25, may bring  
up to two family members). For work-**

**shop info go to: <http://>**

**[www.sportair.com/workshops/](http://www.sportair.com/workshops/) and se-  
lect the workshop you are interested in.**