

80

NEBRASKA IOWA

News!

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MARCH 2013 Newsletter

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President Tom Mann Presented A Program On “Composite Construction”

Tom is building a Long-EZ composite aircraft and shared his experiences on the building technique and materials used.

To begin with, he was highly complementary of the structural strength achieved using the foam covered in glass process. He discussed the various types of fiberglass used and the advantages/disadvantages each one presented the builder. The variables being cost, ease of use, weight, etc., and he pointed out the most appropriate parts of the structure to use for each. He discussed the various epoxy resins available and the fact that some are fuel resistant while others are temperature sensitive. He emphasized that most epoxy and resins are skin and eye irritants so appropriate hand, eye, and arm coverings are necessary when using them.

Tom covered the various methods of mixing the products which can be done by



volume, weight, and using a ratio pump. He discussed other products which can be mixed with the products like cotton flox and micro bubbles to address specific needs of the builder. And finally, he spoke on the various tools needed to build a composite aircraft with the bottom line being that there are many. But like all building projects, someone more than likely already has the tool you need and usually is more than willing to let you use it. I thought that Tom provided enough information that an undecided builder might very well give composite

construction a second look. I know I



would. Above are a few photos taken during the presentation provided, as always, by Dick Austin.



The next meeting will be held on April 8, 2013, 7:00 PM at Hanger One, Millard airport. Members are working to secure a program which would be presented by the Omaha Soaring Club. Let's hope it comes about.



Minutes of the chapter meeting held on March 11, 2013.

Meeting was called to order by President Tom Mann at 19:17. There were 27 members and 1 guest present. A motion was made and the minutes of the February meeting were accepted.

Treasurers Report: Treasurer Ed Haffke reports \$4183.97 in checking, \$4906.60 in money market, \$1540.31 CD for a total of \$10,630.88. The report was approved as presented.

Membership Coordinator: Craig

Reported about 75 to 80 percent of the membership has paid their dues for 2013. He again mentioned to get with Dick Austin if you would like an updated picture for the new roster being created.

Young Eagles: Dale McClure and Lester Tinnin have agreed to be co-coordinators of the Young Eagles program. The 2013 Young Eagles schedule will be on printed cards for anyone who needs some. In the meantime the schedule is on the chapter website and the national EAA young eagles website. The first event will be Saturday, April 13th at 9:00 AM at Millard. Ground assistance will be needed.

Tech Counselor: Nothing to report.

Flight Advisor: Mike Howard is Flight Advisor as well as Tech Counselor for Chapter 80. He reminded the membership he is available for consultation with members to design a flight test program. Mike is an excellent pilot and has assisted many in their flight testing programs. Mike has made several "first flights" himself.

Social:

- There will be a poker run / chili feed at the Wahoo hangar on Sunday, April 21. The chapter will provide drinks for the chili feed.
- We are looking for interest in a "summer picnic".

Tool Committee: Doug Humble reported that the aircraft jacks have been

borrowed by Jim Beyer.

Builders Reports: Chris Halfman has finished fitting his canopy. He will be working the firewall forward next.

Old Business: The Ford Tri-Motor would like to visit Omaha on the June 23 weekend if we can provide hosting. They want sponsors and will share part of the proceeds with our club.

New Business:

- The club made a donation to Hanger One as a token for supporting our club meetings.
- The aviation oriented television programs are over for the season.
- President Tom Mann requested members to email the club with comments, good or bad.
- Mike Howard made a motion to give Kathy Callahan a \$50.00 gift certificate for her excellent work with the Young Eagles program. Motion carried with overwhelming support.
- Long time member Dean Kruger passed away and his L-5 is for sale if someone is interested.

Raffle: The raffle was \$20.00 and was won by Ed.

Program was presented by President Tom Mann on composite aircraft construction as discussed on page one. Tom is building a Long EZ.

Website: www.eaa80.org

Meeting was adjourned at 20:46

Kevin Faris, Secretary

Short Final by Gerald Sheey

My first flying job was as a flight instructor at Hanger One at Millard Airport (MLE) in Nebraska. One evening in 1989, while working with an instrument student in a Cessna 150, I overheard another instructor, Karl Lindholm, familiarizing his student with tower communications at Epply Airfield in Omaha, Nebraska. With calm winds and no other traffic in the area, the tower was allowing them to perform touch and goes on different runways. I then overheard the following:

Tower:

“Cessna 12345, you are cleared for the option on all runways.”

Karl:

“Roger, so are we cleared to run amok?”

Tower:

“Affirmative. 12345 is cleared to run amok. Advise when you are ready to return to Millard.”

The story kind of reminds me of a time when I was flying into Epply VFR a little after dark and the tower cleared me for 14R (which I believe is the long runway). It was the only runway lit up.

Since I was going to Sky Harbor FBO which was on the other side of the airport, and I preferred to land on 14L, so I called the tower and asked if it would be okay. The tower responded to wait one and as I turned base, the lights on runway 14L were turned on and up to full intensity. I made my landing and as I turned off into Sky Harbor with my thanks to the tower, the lights were turned off again. Just a little friendly service from what was a smaller airport (at that time).

Lester

Potential Aircraft Purchase

Mr. Wayne Woldt, 402-450-6170, mentioned that he had an Ercoupe 415-C located at Wahoo (KAHQ) that he was looking to sell or share. Email wwoldt1@hotmail.com. Wayne is a member of Chapter 569 and was visiting our meeting

Mid Air Flight Repair

This article was provided by one of our neighboring EAA chapters. It's an amazing story.

It is hard to believe that stunts such as these used to be accomplished frequently. Does anyone recall the air-to-air re-fueling of one biplane to another using a long hose? Those people had to be either fearless or just “plane crazy”.

This woman has more guts than a sausage factory. Take a look at this film. Fabulous footage, although grainy due to time and bad equipment in those days compared to today, but what nerve this gal had.

Gladys Ingles was a member of a barnstorming troupe called the 13 Black Cats in the 1920's. Ingles was a wing walker; in this file, she shows her fearlessness in classic barnstorming fashion to save an airplane that has lost one of its main landing gear wheels.

Ingles is shown with a replacement wheel being strapped to her back and then off she goes as "Up She Goes", a duet from the era, provides the soundtrack. In the film, Ingles transfers herself from the rescue plane to the one missing the main landing gear tire.

She then expertly works herself down to the undercarriage only a few feet from a spinning propeller. It's certainly a feat many mechanics wouldn't even try on the ground with the engine running. Gladys died at age 82. Click on the link below to see her in action.

<http://www.flixxy.com/mid-air-airplane-repair.htm>

Cessna Corvalis TT

Able to cruise across the continental United States with a single fuel stop, climb to 25,000 feet, and deliver an expected top speed of 235 knots, the much-anticipated

Cessna TT^x ([announced](#) in 2011 as the Corvalis TT^x), made its first production flight March 2. The new model was covered in detail in the [September 2012](#) edition of *AOPA Pilot*.

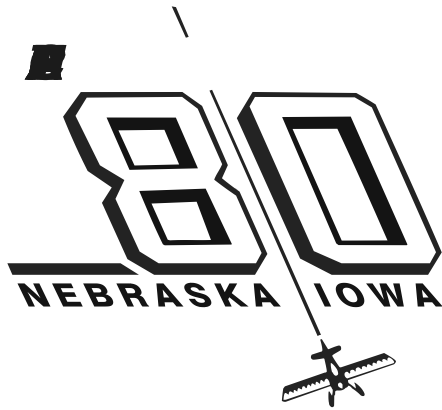
Lifting off from the Cessna factory in Independence, Kan., the TT^x climbed to 17,000 feet and reached 213 knots on this flight, the first by a production aircraft, with Brian Steele, Cessna's [business leader](#) for the TT^x, highlighting "nimble" handling and speed in a news release.

"It's the world's fastest fixed gear, single engine piston aircraft in production," Steele said. "Pilots who like to go fast and go in style are going to enjoy the TT^x."

Cessna [began production](#) of the TT^x in 2012, and announced the new model in 2011. The aircraft has logged 275 [flights](#) and 339 hours during development.

The TT^x will be the first aircraft equipped with [Garmin](#) 2000 avionics with 14.1-inch displays and touch-screen controls. The package includes Garmin's Electronic Stability Protection (ESP) system, a feature designed to help pilots remain within the flight envelope. The four-seat interior is stitched leather, and comfort is important in an airplane able to cross the continental U.S. on one stop with fuel-efficient settings.





Experimental Aircraft Association
- Chapter 80 C/O Hangar One
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 Saturday 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.
- Jun 14, 15, 2013—Holdrege (HDE) Fly-in. More info to come.
- Oct 13 - Columbus Airport. Fly-in Breakfast 0700 to 1200. EAA Young Eagle rides. For more info contact Mark Cozad 402-276-5284.
- Oct 20 - Sidney, NE 0700-1200 Western NE Community College is holding its annual fly-in breakfast. PIC eats free. For more info John Keever 308-254-7448.

EAA SportAir workshops: April 20-21, 2013, Broomfield, CO

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 *)
- What's involved in Kit Building (Saturday evening only, \$25, may bring up to two family members). For workshop info go to: <http://www.sportair.com/workshops/> and select the workshop in which you are interested .