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NEBRASKA IOWA



# News!

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

## August 2013 Newsletter

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## Aerobatics for All

David Moll, President of the Midwest Aerobatic Club, Chapter 80 was the guest speaker at our July meeting. He provided compelling information for why a pilot should consider obtaining some aerobatic training. With the increased automation being used in airplanes, many of us are becoming "pushbutton pilots" with stick and rudder concepts being less emphasized. David feels that aerobatics provides a pilot with more precision due to increased



manual feel of the aircraft, which better prepares them in case of an "upset" during turbulence or loss of control. Spins are still a major source of fatal accidents and aerobatics will teach a pilot the proper recovery procedures as well as remove the panic many pilots feel when in a spin. He cautions though on trying to teach yourself aerobatics and simulators are not a good substitute, get yourself a pro. Many of the universities who teach flight training are starting aerobatic clubs, University of So. Dakota, and K State to name a

few. David's organization has a noon meeting every 3rd Saturday at Seward airport and some aerobatic activity afterward.

He let us know that congress is moving forward with legislation requiring "upset training" for pilots in specific positions. David provided the members with a handout "Aerobatics with BEGGS" developed by IAC Hall of Famer, Gene Beggs, which spoke specifically about spins, recovery, and spin training. Copies will be

distributed to the members. David's talk was interesting and thought provoking, and looks to help the everyday pilot survive to continue flying. I for one, enjoyed the presentation.

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## Next Months Meeting

The August meeting is scheduled for August 12th, 2013 at 7:00 PM, Millard Airport. Lee Svobda will be out guest speaker and will be giving a safety review by reviewing some recent light aircraft accidents.

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### July Meeting Minutes

The meeting was called together by President Tom Mann at 19:00. There were 31 members and 1 guest. A motion was made and the minutes of the June meeting were accepted.

Membership Coordinator: Craig reported and distributed the new member rosters.

Tool Committee: Doug Humble was not present and there were no tool reports.

Treasurers Report: Treasurer Ed Haffke reports \$3080.00 in checking, \$4908.00 in the money market, \$1542.00 CD and a total of \$9,530.00. The reports were approved as presented.

Young Eagles: The YE event June 8th at Millard resulted in 25 kids being flown. There are 20-25 planned for the July 13th event.

Tech Counselor/Flyout:

- Tom and Mike flew to Emmetsburg
- IAC Chapter 80 had an event at Seward.
- There is a fly-in at Elgin Sunday, July 14.

Flight Advisor: None

Social:

- About nine people are planning to go to Oskosh.
- There was discussion of the club having hot dogs at a fall Young Eagles event.
- Reserving the Arbor Lodge for Christmas was discussed.
- A round of thanks went out to Craig and Dick for the photos and roster.
- There will be a charity event for the Wounded Warrior Project at PMV on August 17, 12:00 to 24:00.

Builders Reports:

- Jerry Ronk ran the engine in his Rocket today.
- Tom Mann is mating the wings of his LongEZ to the spar.

Old Business: None

New Business: We need a hanger work day at Wahoo this fall, perhaps in August to do drywall, carpentry, electrical, and work on the floor.

Raffle: Bob Cartwright won \$22.00 in the raffle and donated it to the club.

Program: David Moll, President of the Midwest Aerobatic Club, Chapter 80 presented the program as detailed on the front page. Please visit [www.IAC80.org](http://www.IAC80.org).

Website: <http://www.eaa80.org>

The meeting adjourned at 20:26.

Kevin Faris, Secretary

The minutes spoke of the June Young Eagles rally, but the chapter also hosted a rally on July 13, 2013. We flew 21 kids and had a great day. We also had great help from two new pilots along with our regulars; Thomas Stayer, owner of a Beechcraft V35, and Richard Perry, owner of a neat looking Cessna 170. Both are current EAA members and made multiple flights that morning.. Thomas is based at Offutt, and a new member of chapter 80, but Richard is from New Mexico and is visiting Omaha with the specific mission of teaching his granddaughters to fly. I asked him how much time he had allocated (smile), and he informed me that he was going to put in three weeks and see what he could get done. Anyway, I really appreciated their help. And a huge thank you goes to the son and daughter of Dale McClure who stepped in and took up the slack of helping me with ground crew activities.

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### **Bendix/King Introduces KLR 10 Angle of Attack Instrument**

Bendix/King's Roger Jollis announced a brand new product, the KLR 10 Lift Reserve Indicator, which is indeed an angle of attack indicator. The unit which retails for \$1600, is just for experimental airplanes for now, but the company says it is working to expand the approval status to cover certified airplanes as well, though it gave no details or timetable. The KLR 10 also includes audio annunciation, warning pilots when their angle of attack gets close to the danger zone.



### **Your Next Medical Certificate May Be A Lot Easier and Quicker To Obtain**

**By Joseph E. Burnside**

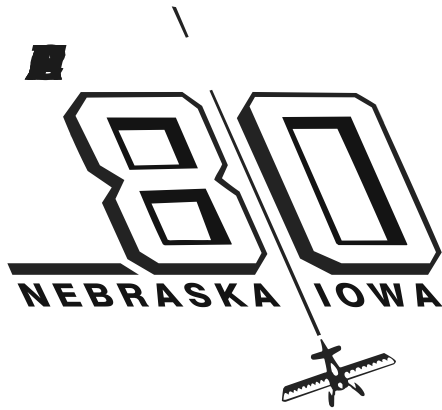
Recently the FAA made some changes to its policy on processing and approving **special-issuance medical certificates**.

The new policy is called CACI, for Conditions the AME Can Issue and authorizes an aviation medical examiner (AME) to issue a pilot's medical certificate on the spot if the pilot provides the proper documentation of certain common conditions requiring additional review. Yes, the documentation is still required, but it no longer has to be forwarded to the FAA's offices in Oklahoma City, Oklahoma, where it can be lost or delayed. Under the new policy, a pilot's AME can issue a normal-duration medical certificate the day of the examination, eliminating the delays and uncertainty of earlier policies and procedures.

Not all possible medical conditions are included in this policy change, however. The ones specifically included are arthritis, asthma, glaucoma, chronic hepatitis C, hypertension, hypothyroidism, migraine and chronic headache, pre-diabetes, and renal cancer. The FAA is expected to include additional diagnoses in the CACI in the coming months.

Those diagnoses include kidney stones, carotid artery stenosis, colitis and irritable bowel syndrome, colon cancer, bladder cancer, leukemia, and Hodgkins lymphoma.

All of this is good news for pilots. And good news for EAA, whose efforts in representing its members in these and other areas continue paying off. But don't fret; there will always be reasons for FAA bashing at your next hanger flying session.



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

### **Nebraska Dept of Aeronautics Pireps**

- York Airport (JYR), EAA Chapter 1055 Fly-in Breakfast on the 1st Saturday of every month. 0800-1000. Free to PIC.
- Crete Airport (CEK) EAA Chapter 569 Fly-in Breakfast on the 3rd Saturday of every month. 0800-1000.
- Chadron (CDR) Monthly Aviator's breakfast, 8-10AM, Aug 23, Sep 27, Oct 25, Nov 22, Dec 27.

**Aug 3—Genoa (97Y) Airport breakfast & Fly-in, 7-11AM. Fly-in free. In conjunction with Heritage Power Antique Farm & Equipment Show, free transportation to the show. More info Don Pearson 402-993-6000.**

### **EAA SportAir Workshops: August 24 - 25, 2013, Seattle, WA**

**Composite Construction (2 Days, \$349)  
Fabric Covering (2 Days, \$349)  
Sheet Metal Basics (2 Days, \$349)  
Electrical Systems & Avionics (2 Days,  
\$349)  
What's Involved in Kit Building (Evening,  
\$20)  
For workshop info go to: [http://  
www.sportair.com/workshops](http://www.sportair.com/workshops) and select  
the workshop you are interested in.**