

EAA CHAPTER 80 NEBRASKA IOWA



News!

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www.EAA80.org

February 2015 Newsletter

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New FBO Owners

The new owners of FBO introduced themselves to the chapter members. Dave Poole of Oracle aviation is the new operator as of 12/1/2014 and has some neat plans for the future. With a 25 year lease, a management team with over 50 years experience, the future seems bright. They are upgrading their equipment, and the facilities and they will have rental cars available for use. It appears A self service fuel farm could be in the future plans.

The Role of Memory & Attention in Flying

Dr. Anne Schutte, a member of UNL Dept of Psychology shared some information on the role of memory as it's used by pilots.



Sensory or short term memory when used maintains four or five items as we work through an issue.

Stress can affect memory in various ways and actually be a help to the pilot. Moderate levels of stress tend to focus the mind which may be just what's needed while shooting a difficult IFR approach. There are many factors that influence memory performance with age being one that increases as we get older. You can combat some memory problems by practice and by writing

things down. When flying, use your checklists. This is not a very comprehensive summary of the presentation, but the emphasis on understanding memory and how to use it most effectively when flying is something many of us should check out.

Our next meeting is on February 9, at 7:00 at Central Cylinder. If you are into engines, don't miss it. And then in March, Rick Bernardi has a story to share about when he and a friend landed on a lake bed at Edwards Air Force Base.

**Chapter Meeting Minutes
January 12, 2015**

Meeting called to order at 1900 by President Jerry Ronk

Dave Poole, Director of Aviation, Oracle Aviation spoke next. Dave is owner of the new FBO and he presented his plans for the future.

Next was a program presented by Dr. Anne Schutte, Psychology Professor at UNL and more importantly a Pilot. "Cognition and Aviation, The Role of Memory and Attention in Flying".

The group took a break and shared refreshments provided by Kevin Faris.

Business Meeting

No Secretaries report available from last meeting,. XMAS party.

Treasurers Report: Approved.

Membership Report: 88 paid members.

Tech Counselor: Nothing to report.
Young Eagles: 2015 Schedule being printed.

Tool Report: All tools accounted for, Scales have been certified. Being used by Jim Byer

Builders Report: TW working on Bearhawk.

Fly-Out: Stinson Field in Spring. Greenfield, IA and Harlan, IA are having chili fly ins soon.

Social Coordinator: Next Meeting at Central Cylinder, need count for pizza. Planned fly out to Norfolk for lunch on January 15. Changed due to winds, flew to Crete for breakfast.

Old Business: Ordered and installed 60" TV thru Tom Mann. Received \$500 from young Eagles toward purchase.

New Business: Need to organize lockers and clean out library.

Jim Byer announced anyone interested in obtaining an A/P should check with him as there are plans to form a night class at Iowa Western for this purpose.

Meeting Adjourned.

Don Meyer, Secretary

Classified's

Good Morning Members:

As I near the completion of my Velocity project, I am putting my Skyhawk

Flying Club membership up for sale.

If anyone is interested they can contact me at my email address

TMann@N200LZ.Com or by phone [\(402\) 689-9987](tel:4026899987).

SportAir Classes

February 6-8, 2015, Chesapeake, VA

Fabric Covering, Composite Construction, Gas Welding, Sheet Metal Basics, Electrical Systems & Avionics, Fundamentals of Aircraft Construction.

February 21-22, 2015, Lakeland, FL

Composite Construction, Fabric Covering, Gas Welding, Sheet Metal Basics, Electrical Systems & Avionics

March 7-8, 2015, Dallas, TX

Composite Construction, Fabric Covering, Sheet Metal Basics, Electrical Systems & Avionics

March 21-22, 2015, Oakland, CA

Composite Construction, Fabric Covering, Sheet Metal Basics, Electrical Systems & Avionics

PIREPS

Nebraska Department of Aeronautics

-York Airport (JYR), EAA Chapter 1055 Fly-In breakfast (free will donation) on the 1st Saturday of every month, 8:00 am to 10:00 am.

-Crete Airport (CEK), EAA Chapter 569 Fly-In breakfast on the 3rd Saturday of every month, 8:00 am to 10:00 am.

January 28-31 NAC Aviation Symposium, Kearney Holiday Inn. More info: www.nebraskaaviationcouncil.org.

February 16-18 NATA Convention. Aerial Applicators. Ramada Inn, Kearney.

Air Show Pilot Certification

Pilots who fly airshows do not wake up one morning and declare - "I'm now an airshow pilot" - and start accepting performance dates doing that double snap roll on takeoff. It's a little more complicated than that. The International Council of Air Shows (ICAS) has taken control of this segment of aviation with the goal of safety in mind. Throughout the country certain people have been authorized by ICAS as an Aerobatic Competency Evaluator (ACE). The job of ACE is to review the sequence of the air show pilot to make sure his or her aerobatic routine is safe. In order to be qualified to be an ACE, he or she has to have a superb knowledge of aerobatic energy management so the pilot doesn't run out of airspeed, altitude and ideas at the same time. Being an ACE isn't simply an advisory position because without the ACE's yearly written approval, a pilot is not allowed to fly air shows.

When you start flying air shows, the lowest altitude you are able to fly is 800 feet. After a minimum of 8 shows within 24 months at 800 feet, you can be reevaluated by an ACE to fly at 500 feet. After 12 shows within 24 months at 500 feet, you can be reevaluated by ACE to fly at 250 feet. For the next 16 shows and again within 24 months, you are allowed to fly no lower than 250 before can reapply to fly aerobatics down to ground level - or what they call a Level 1 Surface Waiver. In order to fly at the surface you must first fly four practice sessions while being critiqued by two ACE examiners, plus you'll have to fly your routine in front of a separate ACE examiner before you can be signed off.

Air Show acts like landing on the top of a car, or even a Comedy Cub act requires a Level 1 Surface waiver. So even though these routines may look easy, there are many years of air shows and practice that has gone into that routine.



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