

EAA CHAPTER 80 NEBRASKA IOWA



News!

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www.EAA80.org

May 2015

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Faster!

It's amazing how I'm already wishing my plane went faster. I've only made three trips back to my parents in Stacyville from Millard and I'm already thinking it takes too long! The last trip, a few weeks ago, I was over Carroll, Iowa and thought, "Man, this is taking forever." After looking at the time in the air, I determined I probably wouldn't have even been to the I-80/I-680 split northeast of Council Bluffs. I guess I was making good time compared to driving! It's going to be difficult to ever want to make that four and a half hour trip in a car again. (The trip is approximately an hour and fifteen minutes in Jane-the-Plane.) Well, maybe my plane goes fast enough..... For now. :-)

The May program will be presented by Tom Mann. His presentation is on fiberglass construction and he plans on performing a 'vacuum infusion' demonstration for the group. Tom also happens to be the May builder's meeting host. Tom is finishing up putting the engine back on his Velocity. I really want to see that spaceship of a plane fly! The meeting will be Saturday, May 23rd at 9:00 AM. He is in the delta hangars at Millard. Meet in the Oracle Aviation lot if you don't have access to the hangars.

The June program will be on aerobatics by Dr. Jon Vanderhoof. June's builder's meeting will be at Dale Botkin's. He is building a RV-7 and making good progress.

One last item: The name of the 'fill-the-seat' program for fly outs was voted on at the last meeting, but it was then determined everyone wanted to sleep on it. The item was postponed / tabled until the May meeting. The names that will be voted on at the May business meeting will be: Gold Eagles, Bald Eagles, Silver Eagles, Old Crows, and Old Buzzards. Luckily there won't be any ads running on TV or radio to get you to vote for one name over the others!

See everyone soon!
Chris Halfman

April Events

April saw a couple of flyouts. On the 4th a group of roughly 8 airplanes from Chapter 80 flew out to York, NE (YJR) for the EAA 1055 breakfast. On the 18th a group flew out to Crete (CEK) for the EAA 569 fly-in breakfast. There was a trip out to Seward scheduled for the 25th, but weather prevented much in the way of flying that day.

Less than stellar weather on weekends was a recurring theme in April. The Young Eagles rally scheduled for the 18th was cancelled due to rain and low ceilings.



April Meeting Minutes

EAA Chapter 80 Meeting Minutes April 13, 2015
Meeting brought to order by President Jerry Ronk at 1900.
1 guest: Chris B. is the new owner of Ron Woods' RV-6
2 visitors: New Education Director of the SAC Museum
Bob Rose, President of Alphonse W. Davis
Chapter of the Tuskegee Airmen

Minutes approved

Treasurer's Report approved:
\$5,155.00 Checking
\$1,554.00 CD
\$3,911.00 Money Market
Total \$10,621.00

Membership: Current members need to invite potential new members to our meetings.

We now have Builder Meetings and Flyouts to add activities for new members.

Young Eagles: Young Eagles flights scheduled for April 18, 2015 @ Oracle Aviation. 18 Young Eagles signed up.

Tech Report: Mike Howard demonstrated a technique for the twist welding of cable ends.

Social Coordinator: May Program will be about Fiberglass Construction. The June program will be about aerobatics.

Builders Meeting, April 25, 9 am @ Mark Miller's hangar
Builders Meeting, May 23, Tom Mann. Velocity
Builders Meeting, June, Dale Botkin. RV 7

Discussed Empty Nesters Seats, our program to fill all seats on fly outs. Names for the program were discussed and tabled until next meeting.

Old Buzzards
Golden Eagles
Silver Eagles
Bald Eagles
Old Crows

Prepare to vote your choice in May.

Tool Report: Same as last time.

Fly Out: 8 Planes went to York and another flight is planned for May 1. Plan to arrive in York at 9 am.

Builders Report: Bob Dyer is attending the EAA workshop in Kansas city.

Old Business: Tri Motor visit will

not work this year, need to start planning for possible visit next year.

New Business: None

Bob Rose, President of the Alphonse W. Davis Chapter of The Tuskegee Airmen gave a presentation regarding a planned event August 24 -29. The Red Tail P-51 Mustang will be here to promote Science, Technology, Engineering and Math (STEM). Bob is requesting Chapter 80's assistance for the event.

Break

Program: Formation Flying by Paige Hoffart and Jim Beyer. Both have military backgrounds and provided valuable information for anyone interested in this activity.

Meeting Adjourned

Secretary
Don Meyer

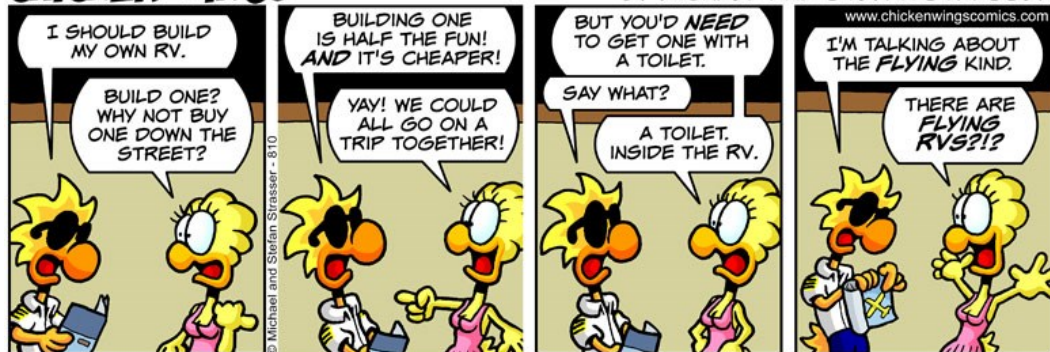
Builders Meeting

The April Builders Meeting took place at Mark Miller's hangar at Millard (MLE). Mark is building a Zenith 650. There was a pretty good turnout for this meeting—I didn't get a head count, but I would guess we had close to two dozen members and guests there.

The Zenith is a low-wing, side by side 2-seat airplane built of aluminum, and powered by a 100 HP Corvaire engine. The engine is fresh from an aero conversion done by William Wynne, who is kind of the guru and head cheerleader for Corvaire engines in aircraft. The engine looks very well built and they have a good reputation for performance and reliability. The prop is a ground adjustable 2-blade.

Construction is mostly pulled rivets. Mark is pretty far along, with the wings and tail and most of the fuselage complete. Mark has a basic but functional VFR six-pack panel mostly installed. Our thanks to Mark and his son for opening the hangar and answering questions for a couple of hours!

CHICKEN WINGS



Pilot's Bill of Rights 2 Update

For those of you who have been tracking the progress of PBOR2, there was a little bit of good news. One of our Senators, Deb Fischer, has signed on as a co-sponsor of the Senate bill S.571.

If you want this bill passed, please take a moment or two to contact Senator Ben Sasse as well as your Congressional representative. For most of us that's Brad Ashford. Ask them to support S.571 and its matching House counterpart, House bill H.R.1062. It is supported by EAA, AOPA, NBAA, and numerous Senators and Congressional representatives — as well as thousands of pilots across the country.

The Drones Are Coming!

(Is it time to panic yet?)

Drones, UAVs, R/C toys, flying targets. Call them what you will, they're a fact of life and they're probably here to stay.

Yesterday I was working on the brake pedal assemblies for my RV-7. An unusual sound caught my attention, and I walked out to the driveway to see what it was. Looking up, I saw a little radio controlled "quad copter" flying around the street. The neighbor's kid got it for his birthday, and they were out enjoying a little father-son time putting the craft through its paces. It's one of the smaller, less expensive toy variety, and I think it would be hard pressed to reach an altitude higher than maybe a hundred feet or so AGL. Definitely not enough to imperil air traffic; if you're flying that low over my neighborhood, there's going to be an impact or some very angry calls to the FAA. This little low-powered toy quad copter, less than a foot and a half across, is really no practical danger to aircraft even if we do live just a few miles from MLE and almost directly under the GPS approach. Let the kid play with it all he wants. I don't think he could get it into an airplane's way even if he wanted to.

But I could just as easily pull out my credit card and have a much larger, heavier, GPS-guided machine that could reach thousands of feet in altitude, hover, fly miles from home and return without me even seeing it, and be virtually invisible from more than a hundred feet away. We'd like to think that the danger of someone intentionally trying to interfere with manned aircraft is relatively small... but it's not negligible, as we've seen with idiots bearing laser pointers. But the casual R/C copter operator with no awareness of the dangers can unintentionally cause a lot of trouble, even including fatalities. If you're operating a craft like that more than a couple of hundred feet off the ground, you really need to be highly aware of the need to "see and avoid" — at least as much as a pilot. More so, really, since your craft has no transponder and won't show up on ATC radar. No one knows you're there, so you need to stay out of the way of other aircraft. One solution is to simply keep them low enough to not present a hazard to manned aircraft, as has been the practice with other radio controlled aircraft for many years.

As hard to believe as it may be, it would seem a lot of R/C UAV flyers are either unaware of this need or don't take it seriously. I've seen video on line taken from a camera-equipped R/C UAV flying in and out of clouds several thousand feet above ground level. While most hobbyists are responsible and thoughtful, there are still some stupid people out there.

Fortunately the number of these flying machines capable of becoming a hazard to aircraft is still relatively small. There is a serious push by the FAA, AMA (American Modelers Association) and other bodies to educate and in some cases regulate these aircraft to try to reduce the hazard to manned aircraft. We can only hope these efforts are successful as the cost of high performance systems comes down into the range of more and more hobbyists' budgets.

Is FAA certification of owners of R/C planes the answer? I would like to think not. I very much hope that the current mix of education and encouragement, with the threat of enforcement, would be enough to get and keep the situation under control. If you know someone with one of these machines, you might want to have a friendly conversation with them. We certainly can't fault anyone for wanting to explore their interest in flying! Let's try to make sure they are aware of the hazards their craft could present to pilots, and how they can avoid causing problems for others. Who knows? Maybe they'll let you try it out.

Our Thanks To...

- Lester Tinnin for his years of effort editing and publishing the Chapter 80 newsletter, as well as running a good share of the Young Eagles program.
- Don Meyer for his service as Chapter Secretary. Don is relocating to another part of the country — come back and see us some time, Don!

Upcoming Events

- May 2, 8AM—EAA 1055 breakfast @ York (KYJR)
- May 11, 7PM—EAA 80 Chapter meeting @ Millard (KMLE)
- May 16, 8AM—EAA 569 breakfast @ Crete (CEK)
- May 16—Tulip Festival Fly-In Breakfast @ Orange City, IA (KORC)
- May 23, 9AM—EAA 80 Builders Meeting @ Millard (KMLE)
- June 05 & 06: 2015 Nebraska State Fly-In & Air Show, Hebron (KHJH)
- June 14, 7-11 AM—Spencer Flight Breakfast, Spencer Municipal Airport (KSPW)



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