

EAA CHAPTER 80 NEBRASKA IOWA



News!

Visit Our Web Site
www.EAA80.org

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Working the Bugs Out, Part II

A couple months ago, I my article talked about the trials and tribulations with one of my electronic mags. Well, it gets worse. I am a believer that some bad luck is just statistics working itself out. Excessive "bad luck" typically comes from excessive marginal / bad decision making. Anyway.....

Dale Botkin rode with me to Airventure. We got there just fine. Parked and had the welcoming committee on scooters welcome us and reminded me to check my switches and enjoy my time at Airventure. So far, so good. Tied down, looked around, and saw a lot of the planes had put their flaps back up. (For those not familiar, most RV'ers leave their flaps down after landing-much easier to get on and off the wing since the flaps are not load bearing.) So, raised my flaps. On Wednesday when we came back to the plane, removed the canopy and went to raise the flaps. Oops. *Someone* left the master on. I should have left well enough alone when we got there. Luckily, the Chapter 75 emergency repair station has chargers and 2 hours later, I was putting the battery back in the plane. It started. I would like to say I've tried starting it more than once, but.....



After getting back, I decided to drop the oil. I had some oil consumption issues while doing some slow flight and dead stick landings prior to leaving for OSH. In the 5 hours of air time there and back to OSH, Jane the plane drank over a quart of oil. After getting the filter off and opening it up, there were lots of pretty "sparklies" in it. In discussion with Central Cylinder, it's probably a stuck ring. Makes sense since the #3 cylinder exhaust temps had been cooler lately and oil consumption has gone up. Hopefully, it's covered under warranty (ECi Titan engine). Hopefully. Just over 100 hours on the tach. And hopefully it's bad luck and not bad decision making!

The August business meeting presenter is Tim Hewett. He has a presentation on the construction of his RV-8A. I will host the builder's meeting, August 22, 0900, hangar E14 at Millard. I have a RV-7A. Please send me an e-mail if you plan to attend:

chris.halfman@gmail.com. I'll have doughnuts and coffee.

September for the business meeting, Mike Howard will talk to us about his addition of a mixture control to the Rotax in his RV-12. Typically, the Rotax does not have a mixture control.

Your VP,
Chris Halfman
chris.halfman@gmail.com

July Meeting Minutes

The July membership meeting was held on 7/13/2015. Meeting was called to order at 7 PM by President Jerry Ronk.

Guests & Visitors: There were no guests or visitors present.

Minutes: The June meeting minutes were approved as published..

The Treasurer being absent, there was no **Treasurer's Report**.

Membership report: We have 102 members as of the July meeting.

Young Eagles: Dale announced a YE event for the 15th, and another one for Saturday the 18th.

Chapter Web Site: Dale Botkin gave a brief presentation about the EAA 80 web site. We are working toward getting the membership directory on line and viewable by chapter members.

Oracle Aviation update: It looks like completion of the new Oracle facility will be a month or so late. They plan to re-paint the main hangar, including the floor.

Name tags: If you have not yet picked yours up, check with Tim Hewitt.

Social Coordinator: Chris announced the August builders meeting (Tim Hewitt's RV-8A build) and the August program (Mike Howard's RV-12 Rotax mixture control). There will be no July builders meeting. There will be a flyout on August 1st to Spirit Lake, IA.

Builders Reports: Jerry has upgraded the Dynon Skyview in his Rocket to a Skyview Touch and is happy with it. Chris Beran is putting a new panel in his RV-6. There's a Zenith airframe for sale, ready for firewall forward and wiring (contact).

New Business: The chapter is assessing interest in hosting the EAA Trimotor next year. More information to follow.

BREAK

Presentation: Mark Parry gave a presentation about his services as an aircraft appraiser, followed by some stories from his time working at the Lockheed Skunkworks.

Respectfully submitted,

Dale Botkin
Secretary

N286DM, then and now:

Dale McClure sent me these pics of his plane...



Then:
N286DM



Now: LY-RAI in Lithuania

CHICKEN WINGS™

LOS ANGELES GROUND,
CESSNA 3 BRAVO TANGO
HOLDING AT TRANSIENT,
READY TO TAXI FOR TAKE-OFF.



CESSNA 3 BRAVO TANGO, CLEARED
TO TAXI TO RUNWAY 25L. PROCEED
DIRECT TO TAXIWAY SIERRA,
AFTER CHARLEY, TURN LEFT
ON BRAVO, PROCEED DIRECT TO
FOXTROT, TURN RIGHT ON FOX-
TROT, HOLD SHORT ON GOLF.



BY MICHAEL AND STEFAN STRASSER

UH... LOS ANGELES GROUND...
FROM WHERE I AM PARKED...
UHM... DO I NEED TO TURN
LEFT OR RIGHT??

CHUCK,
IS THAT YOU?



New ADS-B GPS Options

If you're flying an Experimental plane and equipping for ADS-B, there's good news from two fronts: Dynon and Garmin.

To be compliant with the 2020 ADS-B mandate requires a GPS position source that meets the requirements of 14 CFR 91.227 (ADS-B Out equipment performance requirements). Until recently, GPS receivers meeting those requirements were all fairly expensive, costing several thousand dollars. For many of us looking at the cost of equipping for flying in Class B or C airspace after January 1, 2020 things were looking pretty glum. Things only got worse with the FAA's recent announcement that they would be discontinuing some ADS-B services to aircraft without a 2020-compliant GPS after 1/1/2016.

I had a feeling that something had to give. The demand for compliant GPS sources would be far too high for the existing supply of used Garmin 400W and 430W units, and the cost of new equipment would, I was afraid, just cause a lot of pilots to simply quit or severely limit their flying. I was hoping that some of the E/AB equipment suppliers would step up to the plate, and I was not disappointed.

Just a few days before Airventure on July 16th, Garmin announced their new GPS 20A, an ADS-B Out compliant WAAS GPS position source for experimental amateur-built and light sport aircraft. If you have a Mode S extended-squitter (ES) transponder, a total of about \$1250 or so with antenna will get you ready for 2020.

So where was Dynon? Great question. I have enjoyed watching the competition between Garmin and Dynon over the past few years. Every product announcement from one seems to trigger the countdown to an answering shot from the other. Competition is good, and in this case each one seems to spur the other to greater and greater efforts to try to get and stay in the lead.



In this case, Dynon's answer came only a couple of days later. The Dynon SV-GPS-2020 is a drop-in replacement for the existing SV-GPS-250, and comes in at under \$600. So, again

with an ADSB-compliant ES transponder, you're set for 2016, 2020 and beyond.

To be fair, both products are currently in the "press-release-ware" stage. You can't buy one now; each vendor is promising to have them available some time later this year. Only time will tell whether they are delivered on time. Still, it's very promising news, and I'm looking forward to what we'll see from other vendors as the market heats up. One can only hope that similar choices become available for the certified aircraft market soon.



For Sale: David Plozay is selling a mostly completed Zenith CH701 airframe project for \$6,000. You can contact him at dplozay@exavon.com or call (402) 709-5085. Mike Howard has seen this project.

Upcoming Events:

Norfolk NE (KOFK) will have tandem skydives on 8/7. Check www.skydive515.com for details.

Vermillion SD (KVMR) has a fly-in breakfast scheduled for Sunday, 8/16 from 0800-1200.

Canton SD (7G9) has a pancake breakfast on 8/22 from 0800-1200.

Sunday, 8/23 from 0730-1130 there will be a fly-in breakfast and open house at **Fremont Municipal Airport (KFET)**. Pilots eat free, non-pilots \$6 at the gate, \$5 in advance.

Cozad NE (KCZD) is hosting a fly-in breakfast on 8/29, 9/12 and 9/26. The 9/12 event is all day and there's a hangar party and dance that evening. 308-784-3868 for more info.



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