

# EAA CHAPTER 80 NEBRASKA IOWA



# News!

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September—October 2015

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## Different missions, different machines

If you talk to me about airplanes for very long, you'll find my heart is with RV's. (Granted-I only have a sliver of aviation exposure that many in the group have had.) And, for a long time, I've had the blinders on. After all, I was many years and many \$\$\$ into an airplane and there's no time to look off the path!

In the last few months I've been in aircraft that are really fast and others that are really..... not so fast. :-) They all have a different mission and a different experience for the pilot and passenger.

Starting with going for a ride in Jerry Ronk's F1 Rocket. I hitched a ride to the Nebraska City for the Arbor Day fly-in breakfast. Takeoff was like hoping for 8 seconds on a bull at the rodeo. Luckily, you're strapped in. If the back of the seat wasn't there, you'd have a hard time ever hanging on. After the breakfast, we were screaming along at somewhere near 200 kts TAS. It was fun to ride in!

After a gathering of people dispersed on a Saturday several months back, Mike Howard was headed to Norfolk for lunch and I hitched a ride in his RV-12. I was a bit unsure of what it would be like since I was getting fairly used to my -7A, but it performed really well! The top speed wasn't what Jane-the-plane is, but it is a light and nimble plane and it definitely can get you around. It was fun to ride in!

I was at my hangar working on the plane recently and Kevin Marking stopped by. After chatting for a bit, he offered a ride in his newly restored Aeronca Chief. Why not. My very first airplane ride was in a Cessna 150(x) twenty-some years ago and we went low and slow. Hadn't done that in a long while. We headed to the Yutan / Platte River and did some sightseeing. It was pretty relaxing, actually. It was fun to ride in!

After a Young Eagles event, Bob Dyer commented he was heading up to Blair for some gliding. I had never been in a glider and really hadn't ever thought too much about it. Everything about it was pretty much new to me. Other than the concept of heavier than air flight. From 3,000 feet we were up for 23 minutes in the Omaha Soaring Club's Super Blanik. It was a completely new experience cruising around at something near 42 kts, no headset as there is not a lot of sound without an engine. Guess what?? You guessed it, it was fun to ride in!

All the aircraft are quite different from each other. They each have a personality. They all satisfy a mission each of the builders/owners was looking for. I have come to the conclusion, if you leave the ground for any length of time longer than when you jump vertically yourself, you're going to have fun!

See ya at the general membership meeting!

Chris Halfman

## August Meeting Minutes

The August membership meeting was held on 8/10/2015 at Oracle Aviation at MLE.

**New members:** Jonathan Fitzsimmons and Don Noonan are new members.

**Minutes** of the July meeting were approved as published.

**Treasurer's Report:** Ed Haffke reports \$5870.46 in checking, \$1558 in a CD, \$3912 in money market, \$11340 and some odd cents total. The treasurer's report was approved.

**Membership report:** Tim Hewett reported 104 current members.

**Young Eagles:** Kathy Callahan asked for support for the Young Eagles program. There was an upcoming rally but only three pilots signed up so far. Next year YE will probably only have half the number of rallies due to the lack of volunteers to fly. Kathy also announced the EAA 80 summer potluck to be held at Plattsmouth in conjunction with the Young Eagles rally.

**Tech Counselor:** Nothing to report.

**Flyout Report:** There was a flyout to Okoboji, where the group walked to a restaurant for lunch (where they won't go again). Mike is trying to put together an overnight flyout to the Oshkosh EAA museum October 3rd & 4th.

**Jerry** passed around a chunk of an airplane he'd flown in a previous life that exhibited some pretty severe corrosion. Fortunately it was discovered while on the ground during an inspection.

There was also a brief discussion of the NE chapter of the upcoming Antique Aircraft Association in Schuyler, as well as one or two other upcoming events which do not bear extended discussion herein due to the lateness of the minutes.

**Builders Meeting:** Chris Halfman will be hosting the September gathering.

**Builder Reports:** Brad Sanford has a Zenith 601 project for sale. Shoemakers are progressing on their RV7A, engine hung, about to start the electrical system work. Doug Humble is getting ready to move his Thatcher. Jim Beyer is working on the fuselage of his RV-10. TW's Bearhawk Patrol is not done yet, but the welded fuselage should be back at Millard in September.

**Old Business:** Mike Howard is on the list for information regarding the Tri-Motor schedule, but there is no further information yet.

**Break:** Kevin Faris provided the refreshments.

## September Meeting Minutes

The September membership meeting was held on 9/14/2015 at Millard Airport—in hangar H-9 due to construction activity at Oracle Aviation.

**Secretary's report:** There was no report due to the secretary being quite late with the meeting minutes.

**Treasurer's report:** \$5870.xx in checking, \$1558 in a CD, and \$3912.xx in money market for a total of \$11,340 and some cents. The treasurer's report was approved.

**Membership report:** We now have 105 members.

**Young Eagles:** We had a Young Eagles rally on 9/13 with 25 kids flown, which was quite low for the Plattsmouth rally. Apparently the presence of a commercial helicopter ride operator may have reduced our turnout this year. Kathy also reported on the 50th YE flown by Tom pilot Ostlund. Congrats Tom!

**Tech Counselor:** Mike Howard talked about torquing prop bolts. Remember that prop bolts need to be checked and re-torqued periodically, at least a couple of times a year if you have a wood prop. Contact Mike if you have any questions.

**Flyout:** Mike reports that there will be a flyout to the EAA museum in Oshkosh on Friday, 10/2 returning Saturday, 10/3.

**Social Coordinator:** Chris reported around 50 people at the potluck in Plattsmouth.

**Builders Meeting:** Ken Shoemaker will be hosting the meeting this month on the 19th, details to be disseminated via email.

**Tool Report:** All tools are present and accounted for; the scales are back in Jerry's hangar.

**Announcements:** Oracle Aviation has finished their overhaul of the Millard FBO, and is doing some final touch-ups on the main hangar.

**Builders Report:** Mark Miller says the FAA has taken a look at his plane and he hopes to have it flying soon. Dale Botkin is working on his RV-7 fuselage.

**New Business:** Nominations for chapter elections are coming up during the October meeting to be held 10/12, with elections in November.

**Trimotor:** EAA HQ has no schedule for the Trimotor yet, but Mike has us on the list to be contacted.

The September program was a presentation by Mile Howard about mixture controls in carburetors, and how he added a mixture control to his Rotax 912ULS.

**Minutes for the August and September membership meetings respectfully submitted (with apologies for the delay) by Chapter Secretary Dale Botkin.**

## What happened to the September newsletter?

Folks, let me apologize for combining the September and October newsletters into one issue. My job has kept me unusually busy for the past couple of months, and I just got way behind on nearly everything else. I haven't touched a rivet in weeks... which, as it turns out, is OK after all.

The November newsletter will be published on time and I hope to keep things on track in the future.

## Pilots Bill of Rights 2 Update

You may have been following the progress of the bill known as PBOR2. This bill, if passed, has several parts — but the one that will benefit the most pilots are some changes to the third-class medical certification requirements.

The latest round of compromises were an attempt to gather more support for the bill, and will limit the good news somewhat. Instead of simply eliminating the requirement for a third class medical for most private pilots, the new proposal means you won't need a new medical if you've had one in the ten years before the bill is passed. You'll need to take

an on-line aeromedical education course every two years, and see your doctor at least every four. That is unless you have had certain specific events or conditions such as open heart surgery, a heart attack, a handful of neurological conditions, etc. In those cases you will need to get a special issuance (SI) one time, but won't have to go through the SI process every year.

Of course none of it means anything unless the bill is actually passed, which is uncertain.

## Congratulations to Tom Ostlund!

During the September meeting it was reported that Tom Ostlund has flown his 500th Young Eagle. This is a wonderful accomplishment, and congratulations are in order! Be sure to congratulate and thank Tom when you see him.

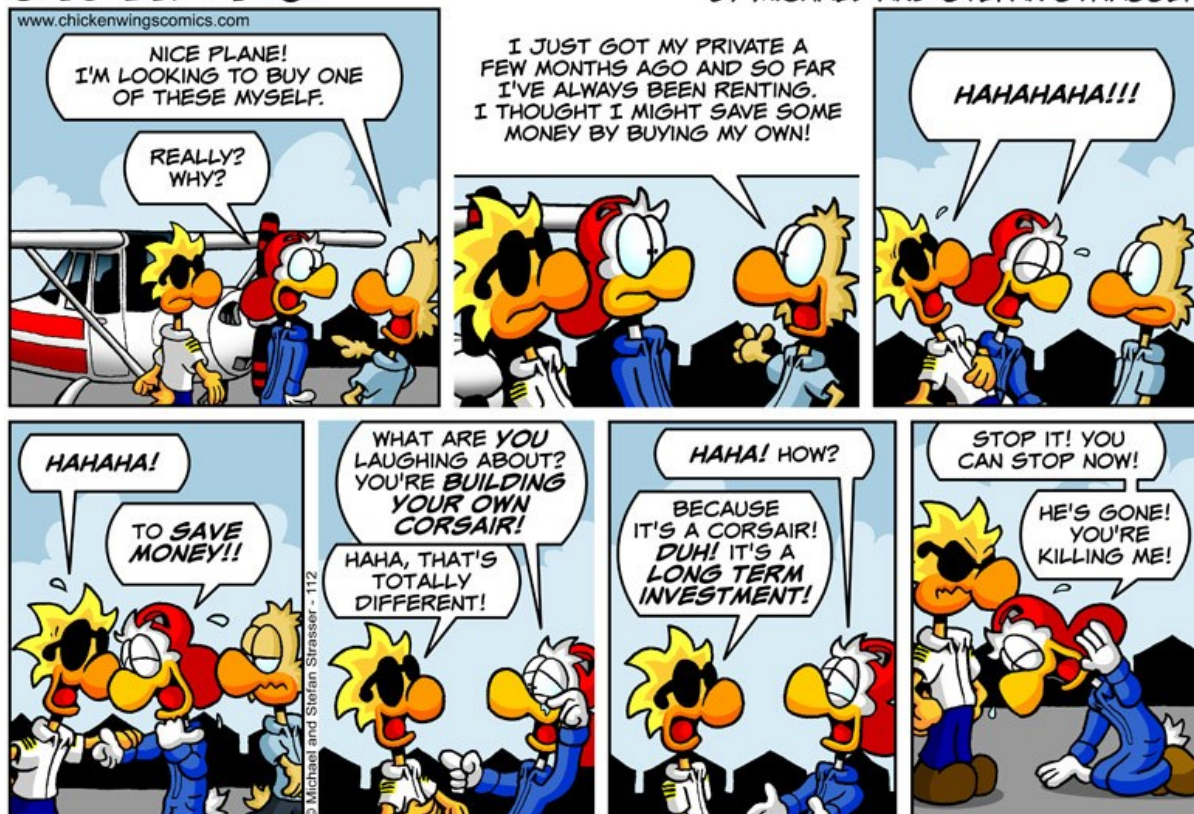
## Upcoming Events:

**Chapter 80 meeting:** Monday, October 12 at 7 PM. Oracle Aviation, Millard Airport

**Young Eagles Rally:** Saturday, October 17 at 9 AM, Millard Airport. Contact Kathy Callahan or Dale McClure to volunteer.

## CHICKEN WINGS

BY MICHAEL AND STEFAN STRASSER





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