

EAA CHAPTER 80 NEBRASKA IOWA



News!

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www.EAA80.org

December 2015

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A Note From Jerry

EAA Chapter 80 members — what a great group of individuals. I am so proud of being your president for 2015. I got to know all of you a lot better and found out what a great group you really are. Any time I asked for your help, you were there. And you didn't make too much fun of me while I was up in front of you at the meetings! I thank you for that. I am looking forward to 2016. I think Chris Halfman will do a wonderful job as President, supported by Vice President Chris Beran, Treasurer Bob Cartwright and Secretary Dale Botkin. What a great group of leaders. You'll still have me as a Membership Coordinator. I'll be staying in contact with you on the membership dues.

Thanks again for all your help!

Jerry Ronk

Short and Sweet

This year is winding down for Chapter 80. I'd like to thank Jerry for his role as president. The chapter has tried a couple new projects this year and has increased its membership considerably. Membership numbers are good, but it's always fun to get people active in the organization. We should have a good direction for a successful 2016!

But, we aren't quite done this year-yet. If you haven't been pelted with e-mails about it yet :-), we are having the annual Holiday party at Oracle Aviation, Friday, December 11, 6:00 PM social hour and 7:00 PM dinner. If you have not seen the invitation, please e-mail me and I'll get it to you.



I'm excited for the crew that we have lined up for the chapter board next year! One of my personal goals is to ensure we have at least somewhere near the same number of social events; picnics, fly-outs, or any other non-technical gathering, as we had this year. We are a 'technical' organization as the primary premise is being able to build

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your own plane and don't plan to change that, but I think the social aspect is also quite important with our group. If you have any ideas for a project you would like to try in the chapter or an idea for a program you or someone you know would like to present to the chapter, drop me a note.

See you December 11th!

Chris

November Meeting Minutes

Officer Nominations: Nominees for Club Officer positions were announced. Nominations made during the October meeting were Chris Halfman for President, Chris Beran for Vice president, Dale Botkin for Secretary and Bob Cartwright for Treasurer. No additional nominations were made.

October Minutes: The minutes of the October meeting were approved as published in the newsletter.

Treasurer's Report: Ed made his final Treasurer's report. We have \$4118.72 in checking, \$1560.26 in a CD and \$3912.50 in the Money market account for a total of \$9591.48. The Treasurer's report was approved as read. Thanks, Ed!

Membership Report: 121 members as of the start of the November meeting.

Young Eagles: There was no report, but it was noted that there will be fewer YE rallies in 2016, probably three or four.

Tech Counselor: Mike showed and discussed the Thrust-O-Meter that is now part of the Chapter 80 tools. Contact Mike if you need to use it.

Flyout Report: The flyout to the Beaumont Hotel in KS was a success with six planes and 10 people. Steve & Laura Ousley (Glastar), Dan & Lean James (Luscomb 8A), Kevin & Sandy Faris (RV-7), Chris Halfman (RV-7A), Mike Howard & Larry Gitt (RV-12) and Rick Bernardi (Lighting). Although not an official flyout, a group of chapter members attended the fly-in breakfast in York on the 3rd of October.

Holiday Party: Chris announced the plan for the holiday party, Dec. 11 at Oracle Aviation. There will be food catered by Hy-Vee, a little background music, a "sort of" bar, happy hour at 6 and dinner at 7. E-vite will be sent via email, or contact Chris Halfman to RSVP if you don't get it. Or check the web site.

Tool Report: All tools accounted for. Jerry

showed how to use the web site to check on what tools we have and where they are.

Announcements: Steve Bennett, VW engine builder and friend of EAA 80, passed on during October. Also passing in October was chapter member Rich Tonar. Both were good friends and great assets to the aviation community, and both will be sadly missed.

Cold weather is coming! Remember to keep your engine and interior warm whenever possible.

Oracle Aviation is having an open house from 4 to 8 PM on 11/12.

The December meeting will be in conjunction with the holiday party on December 11.

Ed Kirker from Omaha Approach spoke about the challenges at Lincoln Airport with pilots taxiing to, lining up with and even landing on the wrong runways (and occasionally a taxiway as well). When approaching from the South, for example, runway 36 is the large obvious 12,000 foot runway on the left, 35 is the shorter one about a half mile east and easy to miss. 35 is used for most GA operations, as it's closer to the FBOs. Over the past couple of years the number of errors at Lincoln have been high enough to attract FAA attention at the national level. If you use LNK, please take the time to familiarize yourself with the airport and exercise extra care.

Builders Meeting: The next Builders Meeting will be held on 11/21 at Craig Vinopal's house at 17008 Decatur St. Craig is building a Sonex. Please RSVP craigvpal@cox.net or call 402-953-2268.

Elections & Appointees: There were no surprises here, as there was only one nominee for each elected position. Chris Halfman is our new President; Chris Beran takes over as V.P. Dale Botkin stays on as Secretary and Bob Cartwright takes over as the new Treasurer (with many thanks for Ed Haffke for his many years of service). Jerry Ronk will be helping Mike out with the Tech Counselor duties, as well as becoming our new Membership Director and keeping the tools. Mark Miller will handle refreshments for 2016. Chris Beran will take over as Social Coordinator. Dale Botkin will remain as web manager and newsletter editor. Bob Cartwright will continue making the name tags, and Mike Howard will coordinate flyouts. Kathy Callahan will be our Young Eagles coordinator for 2016.

After the break, an entertaining and informative program about medical factors while building was

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given by Dr. Mark Ptacek.

Respectfully submitted,
Dale Botkin
Secretary

Holiday Party Set for December 11!

The Chapter 80 annual holiday party will be held at Oracle Aviation in the main hangar. The date is December 11, with cocktails commencing at 6 PM and dinner at 7. We've spoken to Oracle to make sure the hangar is warmed up to a hospitable temperature. Please RSVP if you haven't already done so! If you did not receive a link via email, you can go here: <http://www.eaa80.org/holiday-party/>

The catered dinner will consist of sliced roast beef, herb encrusted tilapia, wild rice, green bean casserole, Caesar salad, and cookies and brownies for desert. There is a nominal fee of \$20 per person for the meal. We'll have a little holiday music playing but not too loudly.

Making The LSA Transition (Part 2)

By Dale Botkin

In late October I became the new owner of a slightly "cosmetically challenged" but low time RV-12. After the deal was struck I went to NC with a friend and CFI, George Richmond, to accomplish three things: fly the plane home, get some additional transition training and get a flight review. All three were accomplished on the way back — thanks, George!

The weather was downright uncooperative, starting with a dense fog at Ashe County Airport (KGEV) where we picked up the plane. We did, however, get some openings when we needed them most. We managed to stay VFR and get the plane to its new home with only one day of weather related delay. The flight was uneventful, although there was an increasingly pungent smell of gasoline in the cockpit. We knew there was a minor seep around the fuel sender. The plane flew fine and everything worked, but by the end of the trip I had noted a few minor squawks to be addressed. After tucking the "Screamin' Canary" away in the hangar at Millard, I started pulling the interior out in preparation for fixing the tank and catching up on a few SBs. Although it's only five years old and has pretty low hours, I view it as something of a "project" airplane.

The tank leak turned out to be bigger than we thought, with fuel seeping around the sight window and soaking into the baggage area carpeting. I needed to pull the tank anyway for upgrades and catching up on service

bulletins, so that was not a big problem. After three years of work on an RV-7, an RV-12 fuel tank overhaul seems pretty easy. I've worked my way through much of the squawk list, but all of the items are fairly minor and I did get a great deal on the plane because of the work that needed to be done. At the time I wrote this, the plane is almost ready to fly again — once the weather clears up enough for it!

The plane doesn't quite have the cruise performance of an RV-7 or Velocity, but a solid 110 to 115 knots at less than five gallons per hour isn't bad. I'm sure I can improve both those numbers with a little clean-up work. And it sure beats walking.

EAA Acquires IMC Clubs

EAA has completed the acquisition of IMC Clubs. The IMC Club's mission is to facilitate organized hangar flying that focuses on building flight proficiency. More than 100 IMC Club chapters (including one in Omaha) meet monthly, using real world scenarios that form the catalyst for "What would you do?" discussions. The interaction and sharing of knowledge creates a learning opportunity for all involved.

Existing IMC Club members are now EAA members, and IMC chapters will either form a new EAA chapter or be integrated into an existing EAA chapter during the first quarter of 2016. Also, beginning in the Spring of 2016 all EAA chapters will have the ability to begin offering IMC programming. More information will follow as it becomes available.

For Sale

- Charles Kriefel is selling a Rutan Quickie kit. He says it's about 30% complete, and includes the Onan engine. If you're interested, call Charles at 402-558-1225.
- If you're interested in a classic 1956 Cessna 172, contact Ed Haffke. (That's a 172, not a 140 as reported via typo in the last newsletter.)
- Dale Botkin has some tools for sale. C-frame, pneumatic riveter, maybe a few other odds & ends as well. Contact Dale via email at dale@botkin.org.
- Dave Miller has a Zenith 601/650 hybrid for sale. tigmiller1595@msn.com or call Dave at 402-334-1595.

Are you a web guy (or gal)?

I'm looking for someone who has some expertise with PHP, SQL and CSS to help with building a new membership roster for the Chapter 80 web site. If you have worked with these before or are a WordPress

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expert, have a little time to spare and would like to help out with this effort, please contact me via email at dale@botkin.org — or catch me at the holiday party.

PBOR2 Update

We may be closer than ever to seeing some degree of reform to the requirements for a third-class medical certificate for private pilots. Unfortunately, the medical certification changes that we have been waiting for in the form of the "Pilot's Bill of Rights 2" (S.572 and a matching House bill) have been largely gutted.

Recent compromises added to the bill to get more Senate support would now require all pilots to obtain a third class medical certificate at least once. You would not need to renew the medical unless you have certain events detailed in FAA regulations such as a heart attack, bypass surgery, some neurological conditions, etc. There would be a requirement to log a visit with your primary care or other physician on a regular basis. Of course the pilot's responsibility to assess your own condition and ability to safely conduct a flight before leaving the ground each time would not change.

If you do experience one of a list of medical conditions, you would still need to go through the special issuance (SI) process at least once. The big problem with this is that there is a significant risk associated with that process. Of course there is the time involved, and the potential expense of tests required for the application process. If you apply for SI and are denied, you're done flying even though you could have not even applied for the SI, and keep flying under Sport Pilot rules.

I suppose it's better than nothing. The other provisions of PBOR2 will benefit other certificate holders such as A&P, charter operators, etc. by limiting the ability of the FAA to act in ways that many of us would find

unreasonable.

Winter Flying Season is Upon Us

It's cold outside! Remember these tips for cold weather operations:

Preheat — Use a plug-in preheater when it's cold. Don't subject your engine to starting with cold oil if you can avoid it.

Park toward the sun — Let the sun do some of the work to warm up the interior and melt ice and snow off of your airplane.

Clean It Off — Make sure to get all of the ice and snow from your airframe before proceeding. Ice can be a killer!

Warm It Up — Allow extra time to warm up your engine before the run-up and takeoff.

Add air to tires and struts — Cold temperatures can decrease pressure in your tires and struts. Check them now and again in the spring.

Carb Heat — Some engines may like a little carb heat even during cruise if outside temperatures are cold.

Be Ready for Cold — Dress warmly, carry a well stocked emergency kit, and take along a snack bar for yourself.

Take Care of Your Battery — Remember to test, clean and charge your battery. Cold temperatures are hard on batteries and so is cranking a cold engine.

Inspect Cabin Heat System — Remember to carefully inspect your cabin heat system. Exhaust leaks can cause carbon monoxide to enter the cabin. Invest in a CO detector.

Use the Right Oil — You may need a lighter weight oil for winter operations. Check your plane's or engine's owner's manual for proper oil viscosity for winter temperatures in our area.

Dress warm and fly safe! Don't let the cold weather rush you. Be sure to do a thorough preflight inspection.



From the Beaumont Hotel flyout in October



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