

# EAA CHAPTER 80 NEBRASKA IOWA



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May 2016

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## From the Prez:

For those that haven't heard, Barnstormers in Norfolk is closed. The stories appear to vary from a temporary issue to a terminal problem. Regardless, it's a bummer. The food was great and it was nice to just hop in the plane to go there. But, I'm sure airport restaurants have a hard go at it-most traffic in a town is downtown or near busy commercial areas/roads, neither of which an airport (especially typically in a smaller town) mix with well. Hope to see the issues be resolved and the establishment reopen.

If you missed last meeting, our very own technical counselor Mike Howard talked to us about spark plugs. I have been around them for many years and am fairly familiar, but never knew the removal of heat from the electrode and plug itself was as important as it is to prevent detonation. Made sense after it was explained. And if you weren't there, you might have missed out on learning something you didn't know!

And, we officially have the Ford Tri-Motor Aug 11-14. Mike Howard is asking for volunteers as we will need people to help out on all the days. We will be needing a crew of four people for two crews on each of the 3 days the Tri-Motor is at Millard. The four positions that we will need to staff are fire watch, starter, escort and ticket sales. Call Mike if you want to know what each entails. I have already put in for work off those days. As they saying goes, many hands make light work. :-)

It is also a good idea to book your flight on the Tri-Motor soon as we hope to keep it full the whole time it is here. You don't want to miss your opportunity to ride on this historic airplane. It is \$70 if you book in advance and \$75 if you book on site. You should be able to book your flight about the second week of May by going to <http://www.eaa.org/en/ea80/flight-experiences/fly-the-ford-eaa-ford-tri-motor-airplane-tour/ford-tri-motor-tour-stops>

As usual, if you have any meeting presentation suggestions or have a builder's meeting idea, please feel free to drop Chris Beran a note (his email is listed to the left).

*Chris Halfman*  
*EAA 80 President*

# April 2016 Meeting Minutes

The April meeting was held at Oracle Aviation on April 11. The meeting was called to order at 7PM by President Chris Halfman.

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

**Treasurer's Report:** Bob Cartwright reported that the funds from the CD and money market accounts were transferred to the main checking account, per the decision made at the March meeting. We now have one account for all Chapter funds, which contains \$10454.60. Also, the Chapter received a \$50 check from Stratus as a result of a purchase by John Lindinger. Our thanks to John for that.

**Membership:** Jim Beyer reported 122 paid members. Jim is working on a membership directory, and there is some discussion around that subject. We want to have a useful membership directory, without publishing a large amount of personal information on line. We're looking at a limited version on the web site (which would require a login to view), and a much more complete version published in PDF format and distributed via email. More to come on that subject.

**Tech Counselor:** Mike Howard gave a very interesting presentation about aircraft park plugs, and even non aircraft spark plugs when used in aircraft engines (which would make them aircraft spark plug, I suppose).

**Young Eagles:** We are still looking for a full time YE coordinator. Jim Beyer reports that there is a proposed April 30th YE rally for a group of Burke students *[note: this was rained out, and the rain date is May 14—ed.]* There is also interest from a Boy Scout troop with a group of Scouts who want to earn their Aviation merit badge. There is a four year aviation program being started at Burke High School, and Jim would like to suggest we as a chapter consider taking some part in this project .

**Tool Report:** Bob Cartwright reported that the trailer was used to pick up what remains of Eric Stadjuhar's airplane. Chris Beran used the scales to weigh his RV-6 and they are back in the hangar.

**Builder Reports:** Doug Humble is working on the firewall forward and wiring of his Thatcher CX4 build. There is no scheduled Builders Meeting for April.

**Flyout Report:** Mike Howard reported that there was a small contingent that flew to Greedfield, IA where it was discovered that crosswinds were somewhat brisk. Another flyout was to Norfolk; 16 people in 8 planes in what turned out to be the last EAA 80 flyout to Barnstormers at least for a while.

**New Business:** Jim Beyer has established new *Google Groups* email lists for flyouts, Young Eagles and builders meetings to make communication easier. The flyout group is open to posting from all members.

The *EAA Tri-Motor* will be at the Millard airport 11-14 August of this year. It's the first stop for the 12-passenger AT5 after Oshkosh. Mike needs a co-chair to help organizing the ground crews. We'll need a significant number of people to help out with the Tri-Motor visit. We also have the opportunity to sell sodas and/or burgers during the event.

**Long term chapter goals:** We'd like to get a feel for whether the membership has a desire to have a long term goal or project for the chapter. Some ideas that have been put forward include building a hangar, building a plane, helping the Burke aviation program build a plane, etc.

TW suggested finding a place to have the Chapter owned large tools, such as the bending brake and shear, where they would be easily accessible to all members without keeping them in someone's hangar.

Bob Condrey spoke about some changes to the North 40 area at Oshkosh this year. For details see [this link](#).

If you don't have a *name tag*, please see Bob Cartwright—he probably has one for you.

Respectfully submitted,

*Dale Botkin*  
Secretary

## EAA 80 MONTHLY TREASURER REPORT

May-16

### Checking

Acct. 310

Opening Balance	\$10,454.60
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### Deposits

4/22/2016 50/50	\$75.00
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4/22/2016 Dues	\$150.00
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4/22/2016 Stratus Rebate (John Lindinger)	\$50.00
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### Expenses

4/11/2016 Refreshments	\$15.25
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<b>Ending Balance</b>	<b><u>\$10,714.35</u></b>
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<b>Total Assets</b>	<b><u>\$10,714.35</u></b>
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## Hard Landing Injures Chapter Member

On March 28th, EAA 80 member Eric Stadjuhar was injured when he made an off-field emergency landing in his Cassutt. Eric started having engine trouble and had to make an emergency landing in a farm field a couple of miles south of Louisville. There was extensive damage to both pilot and plane. Eric was flown to Methodist Hospital in Omaha and is now back at home recovering.

## EAA Partners with FAA, Dynon for STC Breakthrough to Upgrade Safety, Reduce Costs for Aircraft Owners



EAA, in partnership with Dynon Avionics and the FAA, has been awarded a Supplemental Type Certificate (STC) to install Dynon's EFIS-D10A in certain standard category aircraft. This breakthrough STC enables the inexpensive, but very capable, avionics that have served the experimental and light-sport worlds for decades to finally have a pathway into the type-certificated market. The Dynon system is a direct replacement for a vacuum-driven attitude indicator, and the STC currently applies to the Cessna 150, 152, and 172 series and the Piper PA-28 and PA-38 series. More aircraft are expected to be added soon.

EAA worked extensively with the FAA and Dynon to show compliance with regulations and develop a new certification pathway for safety-enhancing equipment. The long track record of the D10A product line and

its conformity to a variety of industry standards helped it become the first device accepted by the FAA in this pioneering effort. In addition to Dynon's proven reliability, the unit delivers a wealth of information to the pilot and even has an integrated



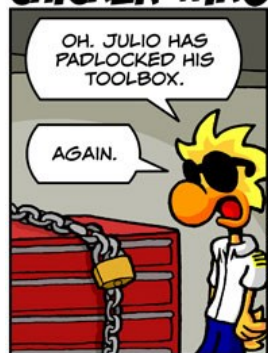
angle of attack feature (with the installation of an optional probe). EAA installed the D10A in its 1976 Cessna 172M and submitted to a series of flight tests with an FAA test pilot, which went flawlessly.

EAA intends to begin selling the STC as soon as possible, hopefully later this spring, at a nominal price point in line with its existing autofuel STC. In addition to the D10A, more



products are actively being explored as EAA is willing to work with other manufacturers to bring down costs and reduce barriers to recreational flying. Stay tuned for more details!

### CHICKEN WINGS



BY MICHAEL AND STEFAN STRASSER

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