

EAA CHAPTER 80 NEBRASKA IOWA



News!

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Let's Get Technical

How many of you out there are building an airplane? Raise your hand. I can't see you raise your hand. Ok, thanks. Keep that hand up! And how many of you have had a technical counselor stop by for a visit? Ah, ha..... Not seeing many hands stay up.

I have said, and continue to say, there are several reasons to belong to an organization like EAA: 1) hangar talk with others that like aircraft, 2) flying somewhere with others as a part of a group, 3) trying to spread the 'awesomeness' of aviation to others, be it to youth or other adults, young and old, and 4) and the ability to talk with others and ask technical questions regarding building, maintaining, even flying your aircraft. There is no other 'national' organization that provides the technical support for building an airplane in your garage.

EAA 80 has two technical counselors: Mike Howard and Jerry Ronk. They have built more than 10 aircraft between the two of them. If you don't know them stop by the general membership meeting on the second Monday of the month, introduce yourself, and say, "Hi." Or, give them a call or send an e-mail. Their contact information is on the website: <http://www.eaa80.org/chapter-information/officers-and-contacts/>. They are a RESOURCE for EVERYONE to use. Yeah, there are a lot of online builder's forums and builder's logs and technical information and even manufacturer's support for kits and plans. And they can help a lot. But sometimes it's really nice to have someone stop by and look at what you've done or answer the questions you have.

Full disclosure-I really didn't have a technical counselor stop by until I was nearing the end of my RV-7A project. I had a guy that worked maintenance at Bombardier help answer a bunch of questions at the start of the project, but never had a tech counselor stop by. One of the things I expected, but didn't experience, was a lot of personal (versus technical) critiquing of how I routed by wiring or ran the brake lines or mounted things behind the panel or pick apart anything else I did in design or execution. The reviews by the counselors, and others, were fairly objective. **In other words, I was worried someone would crush my ego on how I did things after spending 9+ years building a plane and would rather just march forward than risk getting squished. If something needed fixing, wouldn't it have been better to know sooner rather than later, even if I ended up a little ego-bruised?**

Not everyone's plane is built exactly the same. The technical counselors are there to ensure we build safe, reliable machines that we can spend tons of hours flying and all of our free ca\$h on. :-) Contact them. Use them. They are there to help you.

Chris Halfman
President

July Meeting Minutes

The EAA 80 chapter meeting was held on July 11, 2016 at Oracle Aviation. The meeting was called to order at 7 PM by President Chris Halfman.

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

Treasurer's Report: In Bob Cartwright's absence the Treasurer's Report was read by Chris Halfman, and approved as published in the June newsletter.

Membership: Jerry Ronk reported the current membership at 121. Jerry also reported that we have a number of members who have not yet picked up their name tags. If you don't have a Chapter name tag, see Bob Cartwright or Jerry Ronk at the meeting.

Tech Counselor: Mike Howard reports that there is nothing technical to report.

Young Eagles: Mike Howard said that during the previous YE event we flew 47 kids. He also addressed getting cold drinks for volunteers at the next event scheduled for July 16. Mike lined up at least four pilots for the anticipated 15-20 kids.

Tool Report: Jerry Ronk reported no changes since the previous month. The scales were used to weigh an airplane, but it was done in Jerry's hangar. Mike Howard suggested the chapter acquire a cable tension meter to add to the tool collection. Jerry will check to see if he can buy a used one from Jack Jackson at a reasonable price. A motion was passed to authorize spending chapter funds for the tool.

Builders Reports: Dick Harriman gave a report of his experiences during the 40 hour Phase I testing that resulted in a new engine. He's got the airplane for sale now. Tom Wieduwilt says he and Kim Fostveldt have the frame for their Bearhawk Patrol welded and covered and on the gear.

Builders Meeting: The July builders meeting was scheduled for 7/23, but was later postponed due to the number of people getting ready for or attending Oshkosh.

Flyout Report: Mike Howard reported that there were six airplanes from Chapter 80 at the Boone IA fly-in.

Social Coordinator: Chris Beran reported that he and Jerry Ronk discussed having some burgers and other food available during the Tri-Motor visit.

Old Business: Mike Howard spoke about the upcoming Tri-Motor event. The plane will arrive at Millard late on 8/10 and will do some VIP rides on Thursday the 11th. They'll start rides for paying customers around 2 P.M. Thursday, and will fly from 0900-1700 on Friday, Saturday and Sunday.

The only sponsor so far is Oracle Aviation, providing discounted fuel and a hangar. Mike has been working with several area Ford dealers but as of the time of the July meeting had no success in getting a sponsorship.

We've said this before but it bears repeating: If you can help

with the Tri-Motor event please contact Mike Howard. We will need a minimum of four volunteers at all times. Also, please consider buying a ticket! You can book on line at <http://flytheford.org> and save five dollars by booking in advance.

New Business: Rick Bernardi and Dale Botkin spoke about a close call at Millard Airport the previous weekend. If you're talking to Clearance Delivery before departing Millard, remember to switch back to CTAF before taking off. Check for planes on final before taking the runway. And if you see someone on the runway and have to go around, remember to offset to the left or right rather than overflying the runway.

Announcements: Aiden Morris thanked the Chapter for helping pay for his trip to Air Academy in Oshkosh, and Ronye McKay for flying him up and back. Chris showed off his new EAA Chapter 80 polo shirt. He'll publish the process for ordering shirts, hats and whatever else you want from Land's End with the Chapter 80 logo.

Respectfully submitted,
Dale Botkin
Secretary

August Treasurer's Report

<u>Checking</u>	
Acct. 310	
Opening Balance	\$11,154.67
Receipts	
7/26/2016 Dues & 50/50	\$140.00
Expenses	
7/11/2016 Jerry Ronk Batteries	\$12.00
7/24/2016 Jim Beyer Printer Ink	\$20.32
Ending Balance	<u>\$11,262.35</u>
Total Assets	<u>\$11,262.35</u>

Oshkosh Trip Report

by Dale Botkin

This year was my third trip to Oshkosh. The first year my wife and I drove out there and stayed in a hotel in Appleton. Last year I flew up with Chris Halfman, and we shared a dorm room at UWO. This year I flew my RV-12 up and camped in Homebuilt Camping. It was quite an experience.

In the week leading up to departure I made some home-brew tiedown stakes. I used 18" of steel rebar, with large fender washers welded to the tops. I also mounted the parts of my Stratux dual band ADS-B receiver on top of the fuel tank in the 12. I had never flown with it in the plane before, but it worked great! I had the benefit of NEXRAD weather, METAR and traffic

nearly the whole way out. Although the FAA has stopped transmitting weather and traffic to planes not ADS-B "out" equipped, there were enough of them in the air that I was able to benefit from their presence. Flying with Avare (a free Android app) on my tablet gave me another layer of information that came in handy more than once.

I stopped in Portage, WI (C47) to fill the plane and empty the pilot. There were fairly low ceilings in the area, well under 2000 AGL in most places. The trip to Ripon was uneventful, but there were a lot of planes in the area. A couple of miles out I was watching a high-wing on my left, getting my spacing right to tuck in behind him... and was surprised by the sudden appearance of a Cirrus banking steeply in front of me as he cut in. OK, no problem! We'll follow the Cirrus.

The Cirrus pilot then proceeded to fly the arrival at speeds ranging from 70 to 100 knots at altitudes anywhere between 1700 and 2100. When I hear the controllers at Fisk send him to 27, I was hoping for (and got) 18. The rest of the arrival was pretty uneventful. What I didn't know until later was that one of the planes just ahead of me, a Mooney, collapsed his nose gear on landing. That shut down 27 for a while, and caused a lot of lake circling, flustered pilots, short tempers and questionable arrival procedures. My timing was perfect, I was very lucky to miss it.



Now came the real challenge. I hadn't slept in a tent in well over 25 years. I got parked, pitched my tent, unpacked my stuff and spent the next few days in "Oshkosh overload". I managed to attend a few classes and forums, but of course there's never really enough time to do it all. For the first time I really didn't have many vendors I needed to talk to. I did make the rounds but when you're no longer planning your electrical system, panel, engine and interior it's not quite the same experience.

Homebuilt Camping was, quite frankly, just as good as the dorms. There are air conditioned flush toilets, air conditioned showers with plentiful hot water, readily available ice and the Welcome Wagon to help out when you get tuckered out or have something bulky or heavy to haul. Aside from a slowly leaking air mattress and the noise from the band playing at SOS Brothers it was a very good experience. The tiedown stakes worked out well. They

were easy to get in, I had no worries about the rope slipping off, and they were also easy to get back out of the ground when it came time to leave.

Departure was Wednesday morning for me. I waited for a couple of Mustangs to park, got in line behind the Aeroshell team and a couple of other interesting planes, waved to Mike Howard on the way past and departed Oshkosh on 36—with an immediate turn to 150 degrees, of course. The trip home was uneventful, with a brief stop at Baraboo Dells (DLL) for a top-off and a drink. I got to dodge some rain on my way back in, then it was over the top of Eppley and back to Millard.

I'm not sure yet whether or not I will go again next year, but I took careful note of the items that never got unpacked during the trip, as well as the ones I wished I'd taken along. Both lists were pretty short.

The Tri-Motor is coming!

If you've been to any meetings or read the newsletter in the past several months, then you already know that the EAA's Ford Tri-Motor will be at Millard Airport the weekend of August 11-14. We could still use more ground crew volunteers to help with getting passengers to and from the airplane. What we really need, though, is passengers. If you haven't been up in the Tri-Motor, here is your chance! Tickets are only \$70 per person, purchased in advance. It's \$75 if you wait until you're there, or \$50 for a child 17 and under. Buy a ticket for yourself, buy some for friends and family members. Tell your friends, your neighbors, people at work. This is an opportunity that doesn't come along every day — a chance to see and ride in a very important part of aviation history.





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