

# EAA CHAPTER 80 NEBRASKA IOWA



# News!

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**November 2016**

**President**

Chris Halfman  
402-618-3148

[chris.halfman@gmail.com](mailto:chris.halfman@gmail.com)

**Vice-President**

Chris Beran  
402-980-2173

[caberan1@gmail.com](mailto:caberan1@gmail.com)

**Secretary**

Dale Botkin  
402-896-6445

[secretary@eaa80.org](mailto:secretary@eaa80.org)

**Treasurer**

Bob Cartwright  
402-895-0125

[robertca@cox.net](mailto:robertca@cox.net)

**Membership Coordinator**

Jerry Ronk  
402-980-8973

[jerryronk@gmail.com](mailto:jerryronk@gmail.com)

**Tech Counselors/  
Flight Advisors**

Mike Howard  
402-991-0403

[acepilot59@cox.net](mailto:acepilot59@cox.net)

Jerry Ronk  
402-980-8973

[jerryronk@gmail.com](mailto:jerryronk@gmail.com)

**Young Eagle  
Coordinator**

Jim Beyer  
316-213-7093

[youngeagles@eaa80.org](mailto:youngeagles@eaa80.org)

**Social Coordinator**

Chris Beran  
402-980-2173

[caberan1@gmail.com](mailto:caberan1@gmail.com)

**Newsletter Editor**

Dale Botkin  
402-896-6445

[newsletter@eaa80.org](mailto:newsletter@eaa80.org)

**Web Editor**

Dale Botkin  
402-896-6445

[webmaster@eaa80.org](mailto:webmaster@eaa80.org)

## Always learning.....

### 14 CFR §21.191 Experimental certificates

....(g) Operating amateur-built aircraft. Operating an aircraft the major portion of which has been fabricated and assembled by persons who undertook the construction project solely for their own education or recreation.

If you've filed paperwork for an amateur built aircraft, you've seen that line reworked to include your name on FAA Form 8130-12. Applies to me in more than just building - as Jane-the-plane is the first aircraft I've owned. Like most building their first airplane-there was a lot for me to learn. For the most part, there were things I was somewhat familiar with but not "aviation" familiar-working with metal, mechanical systems, and to a lesser extent-the electrical system. Being as Jane was flying for 2 years now, it was time to get her pink nose (and other fiberglass parts) some other color before it started to fade and become a victim of the sun.

Well, let's just say if my building experience had been as trying as painting was, I would not have an airplane. If there is something I've done (other than the fiberglass work) that I had no previous experience in doing at a high level of proficiency-this was it. I had sprayed the primer on pretty much all the plane parts. Wasn't too difficult. But, it's also primer, sprayed on parts that were lying flat on a bench, and mostly hidden from view when assembled.

So many lessons. Maybe it was that I had in my head how long the whole process should take that made it frustrating. I mean, sand, prime, sand, paint to a perfect surface finish, and install back on the plane. That should not take long. No problem, right? Even did a walk-through in the paint booth to make sure I could shoot all the sides of the parts and had room to do so. The first victims, I mean parts, were the wheel pants, leg fairings, and intersection fairings.

Well, my first lesson came in thinking a builder/filler primer might fill the pin holes. Had no idea how thin it went on. Well, the stuff is kinda thick compared to the paint, but not thick enough for pin holes. So, epoxy glazed and squeegeed the pinholes. Lots of sanding later, time to re-prime, but not all the holes were filled. Someone had mentioned using Akzo-Nobel 28C1 to fill pin holes. Bought it. Expensive. Every vendor had a lead time on it. Hazardous to ship. After much delay and fanfare and money, wax on, wax off. Filled pin holes. Worth every expensive penny and easy to use. Only get a quart-would be enough for two RVs or more. A gallon would do a whole Long-EZ. Or close to it.

The second lesson came about 30 seconds after the first lesson. I had hung all the parts from 2x4s spanned across the garage door tracks. Put the front section of the wheel pants on 2x2 sticks attached to a saw horse. The big parts-well, they didn't move much. The smaller parts-wow. Ended up trying to hold parts with one hand while shooting with the other. I'da been better applying the primer with a paint roller. They were either runny or so thick the surface turned wavy. Sand like a man possessed. Again. On the parts I just sanded the glaze. Opened some new pin holes. Wax on, wax off. Come up with a completely new way to support parts during painting. Re-prime. Some parts still moving more than I like. Sand in general and sand the runs out. More mods for holding smaller parts. Time to shoot some color.

Huh, not too bad, I thought. Had one bad run. But not bad. Everyone said yellow is one of the hardest colors to get to cover up everything evenly. Some parts looked good to me after I just shot it. Flowed nice, minimal dry surfaces. The old single-stage Nason made me look like a pro! Next morning went and took a look. Well, there were a lot of not so yellow areas. Third lesson-it takes more than one good coat (at least with my skill level) to get a good yellow color. Sanded. Painted. Went too fast with the gun, orange peeled like crazy, wasn't sure what I did wrong (at the time). More sanding. See a pattern here? So..... there are many more lessons, but it sort of continued like that, but not the same issues repeated. There were new issues, bad techniques, bugs, fish eyes (and I've never had the plane near fish! Ha!)..... You get the point. And if you're bored, I can tell you them ALL. And some imperfections are still in the paint surface for you to see in all their Atlas Yellow glory.

So, I learned a lot about painting. Not something all builders do, but some do. Am I an expert? No. And the floor in my paint booth in the garage is yellow. And I've gotten pretty good at sanding. Would I do it again. Sure.....probably. I think. Maybe. But not for maybe 6 or 12 months. I value my sanity. 😊 Keep learning!

*Chris Halfman*

## Meeting Minutes

The October meeting was held on 10/10. The meeting was called to order at 7 PM by President Chris Halfman.

**Minutes:** Mike Howard proposed amendments to the September meeting minutes. We did have sponsors for the Tri-Motor visit. Oracle Aviation supplied a hangar and fuel discounts worth \$1169, and Mobility Motors provided the use a crew vehicle worth \$300. The minutes were amended, and subsequently approved as amended.

**Treasurer's Report:** Our ending balance is \$11,680.49; the treasurer's report was approved. Mike Howard spoke about the income from the Tri-Motor event. Contrary to our earlier understanding of the accounting, we actually collected the full \$75 per paid seat until the \$4,000 base had been met, after which we collected \$5.00 per seat. We sold 486 seats for a total of \$2,430.00. Additionally there was \$67.55 in merchandise commissions, so we received a check for a total of 2,497.55 from EAA for the event. This is in addition to the concession sales reported earlier, which brings the total income to \$2,841.50.

**Announcements:** Benji Cunningham spoke regarding the Omaha IMC Club. The IMC Club has now combined with EAA. The Omaha chapter meets monthly to discuss instrument flying.

**Membership:** Jerry Ronk reported that our membership number is steady at 122.

**Tech Counselor:** Nothing to report.

**Young Eagles:** There was a YE rally scheduled for 10/15 at Millard.

**Tools:** All tools are accounted for. Dale McClure

brought in a few excess tools for anyone who wanted them.

**Builders Reports:** Jonathan Fant shared an unusual find during the condition inspection on his RV-8. For some unknown reason, there was wood used in or around fittings in his right fuel tank, and the flop tube fell off when touched. Scary stuff indeed! Bill Haas is working on the hydraulics on his Berkut. Jerry Ronk is working on his Sonerai; Chris Halfman is painting the fiberglass parts on his RV-7A.

**Builders Meeting:** The Builders Meeting for October will be a visit to the Omaha Soaring Club on any Saturday at the Blair Airport. The club is flying any Saturday with decent weather.

**Flyout Report:** There were four airplanes and seven people on the Paola flyout. Mike is planning one more flyout to Stearman Field in Wichita some time in November.

**Social Coordinator:** Chris Beran was not present, but Chris Halfman reported that the tentative date for the holiday party is the second week of December. (The date was subsequently established as December 9, at Oracle Aviation.)

**New Business:** Mike Howard made a motion that Chapter 80 establish a \$2,000 scholarship fund with some of the money received from the Tri-Motor event. There was a second and some discussion regarding how to select candidates and award the money. A motion was passed to table the issue until the November meeting, when the working group will present a fully formed proposal to the membership for discussion and approval.

**Nominations:** Nominations for chapter officers were made, please see the following article.

**Old Business:** The trailer has been cleaned up and fixed. The axle is still somewhat bent and the trailer is recommended for local and short haul use.

After the break, there was a presentation about soaring and the Omaha Soaring Club. The meeting was adjourned after the presentation.

Respectfully submitted,  
*Dale Botkin*  
Secretary

## Election Time!

It's November, and time for Chapter elections. Fortunately the process has not been as contentious nor as irritating as those *other* elections. Still, at the November meeting on 11/14 we will vote in new Chapter 80 officers. The nominees are as follows:

**President:** Chris Halfman

**Vice President:** Eric Stadjuhar

**Treasurer:** Bob Cartwright

**Membership:** Bob Condrey

**Secretary:** Craig Tylski

**Young Eagles:** Jim Beyer and Tim Hewett (co-chairs)

**Newsletter Editor:** Bob Dyer

**Web Editor:** Paige Hoffart

## Holiday Party

The 2016 party is scheduled for Friday, December 9 and will be

held at Oracle Aviation in Millard. More details and an “E-vite” will be coming, watch your email and the EAA 80 web site (<http://eaa80.org>) and Facebook page (<https://www.facebook.com/eaa80/>).

## October YE Rally a Success

On Saturday, 10/15 we had our last Young Eagles rally of 2016. Pilots briefed at Millard Airport at 0830, and the first flight took off around 0900. There were four pilots and several ground crew volunteers, and we flew 11 kids. Thanks to all who participated!

## Blue Skies and Tailwinds...

To our own long time member Harold Grosskopf (obituary [here](#)) and also to legendary pilot Bob Hoover. Both passed away during October.

## Upcoming Webinars

In case you don't get the emails already, EAA is offering some free webinars in November and December:

Date	Time	Title
11/2	8 PM	The Traveling Tool Kit
11/9	7 PM	How to Fly a Perfect Traffic Pattern
11/16	7 PM	The Advanced Basics of GPS
11/22	7 PM	Considerations in Aircraft Painting and Vinyl Design Applications
11/29	7 PM	Introduction to SOLIDWORKS, EAA's Newest Member Benefit
12/7	7 PM	TBM Avenger Returns to Hawaii
12/14	8 PM	When Metal Lets Us Down
12/21	7 PM	Enhance Your Flying by Adding an Instrument Rating

You can register for these free webinars at <http://www.eaa.org/> under Education & Resources.

If you have never attended one before, some are very informative. You can watch and listen from your computer, and many qualify for FAA Wings and/or AMT credit.

## Fewer Experimental Accidents in '16

October 12, 2016 (EAA website) - In September, EAA completed its annual tracking of experimental category fatal accidents, finding that such accidents involving experimental aircraft were well under the FAA-established “not to exceed” limit.

Experimental aircraft were involved in 49 fatal accidents during fiscal year 2016, with amateur-built aircraft accounting for roughly two-thirds of those accidents.

The FAA “not to exceed” number, which is based on the goal of a one percent reduction in accidents from the previous three-year average, was set at 60 for fiscal year 2016.

Experimental fatal accidents saw a decrease of more than 18 percent over fiscal year 2015 data, following a downward trend of fatal accidents in both experimental aircraft and general aviation as a whole.

## Anita, IA Flyout

There were actually two flyouts to Anita — and one succeeded.

On 10/15 a few intrepid aviators took off after the YE rally to head to Anita for lunch. Although a little windy, the weather looked like it was passable. Unfortunately, more foul weather blew in from the South than anticipated. By the time the group reached Atlantic it was obvious that proceeding any further would be ill-advised.

The following Saturday, 10/22, the weather was much more cooperative. There were eight airplanes and ten people at the diner in Anita for lunch. It was probably one of their bigger lunch crowds. The food was good, the company was fine, and the runway was in pretty good shape. It being election season, there was even a Congress-critter in an adjoining booth.

The trip back was fairly smooth as well, with some pilots opting to head up to Blair to check out the soaring club and their sailplanes.

## CHICKEN WINGS

BY MICHAEL AND STEFAN STRASSER





Experimental Aircraft Association Chapter 80  
C/O Millard Airport  
12916 Millard Airport Plaza  
Omaha, NE 68137