



News!

August 2017

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Airventure 2017 has come and gone. I got to go for 3 days and experience just a part of all that's available. Many thanks to our own Rick and Nancy Jacobsen for their great hospitality in the Ultralight Campground. I'm sure many of us have pictures and stories that the rest of the chapter would like to see and hear. Please send any contributions to newsletter@ea80.org. Thanks



From the President

Chain of Events

The term 'chain of events' is used a lot in aviation. Usually when describing a bad incident. But, there is a such of thing as a chain of events that lead to good things, too. For example-

As many of you probably saw in an e-mail I forwarded around

a couple weeks ago, back in 1996 a young kid became a Young Eagle. The pilot gave him a ride and took the time to answer his questions. That influenced him to to become an Army Apache helicopter pilot. He server several combat tours, was wounded, and is becoming a US Army test pilot. He said he owes it all to the Young Eagles program. Even if you aren't a parent or a 'school' teacher, you can still influence a (young) person's life.

Chris Halfman

Upcoming Events

Presentations

August

Bob Condrey

RV-10 Build

Builder's Meetings

August

Tim Hewett

August 19, 9-11 AM

Council Bluffs Airport Building "E"
hangar 17

Non-Aviation Chain of Events

Chris Halfman

On a not-so-serious note, another chain of events led me to install an egress window in my basement. By myself. Maybe it's a good thing, but..... maybe not a smart thing! There's always a beginning to every story.

Mine start is I was raised on a farm and always wanted to see how things worked. I tried making stuff-but most of it was junk. This included hacking up a Honda ATC 90 and making it into a Honda Fat Cat, deciding that was junk, and using the ATC 90 engine/gearbox on a go-kart frame. That wasn't too bad. Then, thought I'd move up and build a go-kart that was bigger and better.

Well.... it was bigger, faster, but far from better. I built a frame up and

ended up with 1976 Kawasaki KH400 3-cylinder 2-stroke on it. I was only planning to put a 125cc twin on it. So... the weight was completely jacked up. It was deadly fast. In fact, I learned what skidding across asphalt at ~55 MPH on your back with only a worn out t-shirt on felt like. And just as a side note-I ended up with grass stains on my butt and the go-kart followed me in the ditch and hit me in the back. That got sold after I decided it was not all that I hoped it would be.

I worked on cars at the local car garage / gas station my last couple years of high school and first couple years of college. I learned a lot. I also started trying to fix, not just tear apart, things that didn't work. Finished college and saw how contractors made poured foundations, erected buildings, fabricated process pipe, ran electrical wiring, moved large equipment, etc. In just watching how they did things, I learned there were many errors of my ways as a younger kid. But, I was living in an apartment and didn't do too much of anything handy / creative with my hands.

I moved to Kansas and bought a house with an unfinished basement. So many other people finished their basements on their own, I figured I could. It wasn't going to win any awards, but it turned out pretty decent. A huge part of that was learning from just watching how contractors did things. That was one of the first times in my life I wanted

something to not only function, but look good. If the contractors could fabricate things outside a factory setting without jigs and tooling and make it look dang near perfect, so could I! I continued to fix things that maybe could have been junked. And then, the start of building an airplane entered my life.

It took a lot of time. A lot of patience. A lot of asking others how to do things. But it slowly went together, until one day it was done! Won't lie-pretty proud of how the airplane turned out for the most part. Not going to win a Lindy, but it doesn't look like a cobbled together piece of junk, either. True-a lot of the parts are pretty much completed for you when you open the crate for Vans, but there was still a lot of fabricating small parts. As the build goes on, you develop your skills on how to fabricate parts. This bleeds into other areas, too. Let's just say, after finishing an airplane, you pretty much think you can do anything! Ask me. :-)

I decided I could fix a 46" LED flat screen that I had gotten for free. It involved a lot research, dis-assembly, re-assembly, and walking away at one point. I ruined a card and bought the one that wasn't broken (darn shorting out of things unintentionally).

With some soldering help from Dale Botkin, it eventually worked! Truth be told, I still am hooorrrrible at soldering electronics. It seems to be a skill that eludes me.

Let's see, I've more or less fixed everything on my own cars since I was 16, built lots of stuff, fixed lots of stuff, built a plane..... I then wanted to put an egress window in my basement. I was going to hire it out. I mean, I've never done that before. But after more and more digging for information, I concluded I could put an egress window in my basement. I mean-it's a hole in concrete, framed out with a window stuck in it. There's also the window well, but the widow is going in on a side of the house with a sloping grade and most of the window is already above grade so the widow well should be to bad. How hard can it be?

It's not easy. Haven't ever seen anyone cut a hole in a poured concrete wall. Had a good idea on how to do it. The over-inflated idea that it wouldn't be that hard was a bit off.

The first problem was renting an electric saw with a 23 peak amp motor. That in and of itself isn't a problem. The problem arises when the only outlet close enough (even with a large gauge extension cord with the rental) is on a 15 amp circuit---that most of the rest of the basement is already on. Turning off 3 lights can make a world of difference between running the saw and tripping the breaker. So, never was really able to load the saw up without tripping the breaker. Oh, and then you need to cut from both sides and get the cuts to

mostly line up. That took measuring, remeasuring, drilling some verification holes, and then crossing your fingers!

Second problem-cheap blades. When you have the option between a \$45 dollar diamond blade or an \$80 diamond blade-buy the \$80 blade. Trust me on this. I probably spend several hours longer doing the project. That can kick a desk dweller in the butt. I ended up having to buy the expensive blade to finish the project, anyway!

After that massive chunk of concrete (it was actually sawed into 4 parts) was knocked out of the wall, it went better, but was still a lot of work. And now, I have a window in a spot where there used to be a wall! Never would have I thought I could cut a hole in the concrete wall of my house and install a window. I chalk a lot of it up to..... a long chain of events!

EAA Chapter 80 Meeting Minutes July 2017

The chapter meeting was held on July 10th at Millard Airport, Oracle Aviation. The meeting was called to order at 7 PM by President Chris Halfman.

Numerous guests were present. Jason Maham and sons Will and Sam (future pilots). Dale Gibbs,

recently retired and drawn in by the Tri-Motor. Mallory, RV7A flier and hoping to build an RV10. Andy Miller, years ago licensed pilot and A&P. Steve Cott, retired Air Force, doesn't fly, but drawn in by the Tri-Motor. Jim Harbuckle, retired Air Force, has V35 at Millard.

Meeting Minutes: The June 2017 meeting minutes were approved as published.

Treasurer's Report: The July treasurer's report was approved as published (Bob Cartwright not present). Ending balance \$12,515.25

Membership: Bob Condrey reported there are 125 members, of whom 37 have not paid their 2017 dues yet. No progress has been made on proposing an updated Membership directory.

Tech Counselor: Mike Howard reported that the EAA Webinar website has an excellent presentation on using borescopes to evaluate engine wear – specifically exhaust valves. He brought in pictures to demonstrate what a good versus a bad valve condition looks like. A green corner or edge indicated the valve was close to failure. The borescope could also be used to look for deposits under the valve seats. Detonation was described as the valve face looking like it had been sand blasted.

Young Eagles: Tim Hewett reported that the next YE weekend is September 10th at Plattsmouth, starting at 9am, and should have a good turnout. Please contact Tim if you would like to help out either on the ground or in flight.

Tools: Jerry Ronk reported that all tools are accounted for and back in the hangar.

Builder Reports: A member reported he purchased and is working on a half-built Zenith 750 STOL kit. Bill Haas reported he is installing redundant brakes in his Berkut. Ken Shoemaker is preparing his RV for the canopy installation. The Aviation Nation (AN) RV12 now has the rudder and vertical stabilizer completed, with the horizontal stab assembly next (after the 10 AN youth return from Oshkosh).

Builders Meeting: Tom Mann's builder's meeting for his Velocity is July 15th at 9am, Millard Hangar B14. Tom expects the aircraft to be flying this summer. Tim Hewett will present his RV-8A for review the third weekend in August at Council Bluffs airport.

Fly-outs: Mike Howard reported four aircraft flew out to Norfolk for lunch. The restaurant is back in full service with "good food".

Social Coordinator: Nothing to report.

Old Business:

- 1) Tri-Motor. Tommy Ostlund reported that there were 405 total seat rides given (362 paid, 43 donated). Our chapter income came to \$1,823.99 (of which \$13.99 was from a 10% merchandise commission). There's a chance the Tri-Motor could come back next year, but they generally do not come out two years in a row. Chris thanked all those who helped volunteer this event.
- 2) The 501c(3) proposal. Bruce Mundie was not present, no update this month.

New Business:

- 1) Mike Howard had two week-long Oshkosh 2017 wristbands for sale (EAA Members, \$125 value). Buyers found at the meeting.

August Meeting: Millard Airport, August 14, 7pm. Presenter will be Bob Condrey, RV-10.

Raffle Drawing: Sixty-six dollars total. The winner returned the money to the chapter

Upcoming Events

[Solar Eclipse Fly-In](#)

Sunday, August 20 - Monday, August 21 · 8:00 AM - 5:00 PM
Lathrop, Missouri
[Add to My Itinerary](#)

[Fly Iowa 2017](#)

Saturday, August 26 - Sunday, August 27 · 6:00 AM - 6:00 PM
Ottumwa, Iowa
[Add to My Itinerary](#)

[EAA 80 Young Eagles Rally](#)

Sunday, September 10 · 9:00 AM - 12:00 PM
Plattsmouth, Nebraska
[Add to My Itinerary](#)

[EAA 80 Fly-in/drive-in Picnic](#)

Sunday, September 10 · 12:00 PM - 2:00 PM
Plattsmouth, Nebraska
[Add to My Itinerary](#)

[Omaha IMC Club](#)

Thursday, October 12 · 7:00 PM - 8:30 PM
Omaha, Nebraska

[Add to My Itinerary](#)

[EAA 80 Young Eagles Rally](#)

Saturday, October 21 · 9:00 AM - 12:00 PM
Millard, Nebraska
[Add to My Itinerary](#)

[EAA 80 Christmas Party](#)

Friday, December 8 · 6:00 PM - 9:00 PM
Millard, Nebraska
[Add to My Itinerary](#)

[Omaha IMC Club](#)

Thursday, December 14 · 7:00 PM - 8:30 PM
Omaha, Nebraska
[Add to My Itinerary](#)

This space for rent:

Plenty of room here for your stories, photos, tall tales, or aviation themed jokes.

Please send to:

newsletter@eaa80.org

Thanks,

Bob Dyer

Here is the August 2017 treasurer report for the August newsletter and meeting.

EAA 80 MONTHLY TREASURER REPORT			
Aug-17			
Checking			
Acct. 310			
Opening Balance		\$12,515.25	
Receipts			
6/15/17	FDMS Dep Dues/shirts	\$60.00	
7/3/17	FDMS Disount	\$1.75	
7/31/17	EAA Trimotor	\$1,823.99	Note: Trimotor Statement Attached
			Net Minus Abe's Portables
			\$1,722.33
Expenses			
	Trimotor		
7/2/17	Abe's Portables	\$101.66	
7/5/17	FDMS Fee	\$1.75	
(Note: Credit card amounts will be accounted on cash basis when recorded)		FDMS is First Data Management System (Credit Card)	
Ending Balance		\$14,297.58	

The credit card machine is up and running and we took one dues and one shirt payment with it at the June meeting. The July bank statement included the credit card credits and debits. I got the EAA Trimotor check from Tom Ostlund and it's recorded this period. The EAA Trimotor statement is included as a scanned Jpeg. If there's a problem with this format, let me know and I can convert it to Word or a pdf.





EAA Chapter 80

Membership Application

Year: 2017

Yearly dues: \$25.00 payable to "EAA Chapter 80" New Member Renewal

Contact Information		
Name		EAA #:
Street Address		
City, ST, ZIP Code		
Spouse Name		
Home Phone	Work/Cell Phone:	
E-Mail Address		
Occupation		Retired? Yes / No

Membership Profile		
Aircraft (N#)		
Aircraft Project		% Complete:
License(s)	<input type="checkbox"/> Private <input type="checkbox"/> Commercial <input type="checkbox"/> ATP <input type="checkbox"/> A&P <input type="checkbox"/> None	
Rating(s)	<input type="checkbox"/> Single <input type="checkbox"/> Multi-engine <input type="checkbox"/> Instrument <input type="checkbox"/> CFI / CFII <input type="checkbox"/> None	
Skills / Talents <small>1=some, 3=Lots</small>	Wood: 1 2 3	Tube/Fabric: 1 2 3
	Metal: 1 2 3	Composite: 1 2 3
E-Mail Lists: <input type="checkbox"/> Announcements <input type="checkbox"/> Flyout List <input type="checkbox"/> Builders Meetings <input type="checkbox"/> Young Eagles		

Note: Chapter members are also required to be members of EAA National Headquarters for insurance coverage.

Send application + dues to:

Bob Condrey
1105 Kountze Memorial Drive
Bellevue, NE 68005

Office use: Date: _____ Amt: _____ Cash/Check #: _____ Photo: Y/N

Updated: 1/2017