



News!

February 2019

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From the President

Performance Testing

Hi, everyone!

Last month I talked about Mike Howard's December presentation and the proposed phase 1 flight testing change for home-built aircraft. I really needed to test out some of those numbers myself since the airplane wasn't exactly as it had been in phase 1 and I had someone else do the phase 1 flying. I was able to check out the climb, glide, and range numbers on a nice Friday in January when I was playing hookie from work. I spent 2:40 flying up, down, and around. Amazing how quickly you can end up west of Sioux City and then Sioux Falls when you're doing stuff like this. I relied heavily on my plane's Dynon autopilot and the ability to hold an IAS or altitude, depending upon what test I was doing. Even with the autopilot the airspeed would tend to wander and the numbers were harder to get than I thought they would be. I was able to download and review all the data in a spreadsheet. I can't imagine trying to do this completely by hand and getting accurate numbers. I had a kneeboard with homemade Excel sheet tables with blanks to fill out for the various tests, but the spreadsheet numbers were usually a little bit different from the spreadsheet numbers by time things were averaged out in the spreadsheet.

What did I learn? Well, I learned (in general terms) what the performance of my airplane really was by adjusting different variables. I also learned during the first run for the climb and glide that things weren't as easy as I thought they'd be. In the end, I got a

lot of numbers, but am not really sure if they are 'good' or just so-so. The resolution of the results didn't give clear-cut, this-is-where-your- performance-is like I maybe thought it would. But, it did give me a band of where the performance is and where it isn't. I'm probably going to go up again sometime and see if I can work in those 'bands' to try to get better resolution to the data. Not as simple as I thought it would be when I set out to do it, but a good experience, non the less. And all those tests were at one W&B configuration. You're supposed to complete the testing in multiple configurations. There may be more to follow. Someday.

If you are a Young Eagles volunteer that completed a background check when the program first came out, you've probably gotten an e-mail from national reminding you to go through that process again. If you haven't gotten that e-mail yet, you will be soon. There is a test and then the submission of your information for a background check.

See you January 25 at Anthony's! The February meeting will be February 11, 7 PM at Oracle.

Chris

Aviation STEM Day

AviationNation-Omaha and the MU Omaha Alumni groups are co-hosting the second annual Greater Omaha Aviation STEM Day on Saturday, June 8th, 2019. STEM stands for Science Technology Engineering and Math. This coincides with EAA's International Young Eagle's Day and is looking to be a great event! Let's put in our request for good weather now, please. :-)

A couple months back our Chapter 80 agreed to use some of our 2017 'Young Eagle Dollars' to purchase the supplies to host a hands-on name tag riveting project for kids at this event. We have already acquired the wings and labels and Van's Aircraft donated the aluminum plates. We'll still need to purchase some rivets and the adhesive pin backings so that the kids can wear their name tag, but other than that we should be set for supplies.

However, what we need is for a Chapter 80 member(s) to lead/co-lead the effort from

here on out. What's left to do is not too terribly difficult or time consuming. We need to pre-drill two holes in the wings, which once a jig is set up should go quite quickly; coordinate to borrow air hoses and riveters/ bucking bars for the day; and for a handful of members to man the booth during the event. If this sound like something you would like to take lead on, please contact me at 316-213-7093 or by e-mail at jim.beyer@aviationSTEMday.org. Thank you for your support and leadership!

Jim Beyer

General Aviation History

Clyde Cessna

Clyde Cessna was a farmer and car salesman in Enid, Oklahoma, who in 1910 was inspired to get into aviation by a traveling airshow. He became an apprentice at the Queen Aeroplane Company, which produced copies of the Bleriot XI, and used one of the

company's fuselages for his first flying machine, which he crashed multiple times while teaching himself to fly. He nearly bankrupted himself in the process and retreated to his family farm in Wichita, Kansas. There he built his first complete design, Silver Wings, a monoplane constructed of spruce and linen, in 1911. A successful Midwest show circuit followed. Each winter, Cessna would build a new airplane, each an improvement over last year's model. After the war, which forced Cessna back to farming for a few years, he joined forces with Walter Beech and Lloyd Stearman at the Travel Air Manufacturing Company. But Cessna's strong belief in strut-less monoplane designs caused him to resign from Travel Air and start up Cessna Aircraft.

<https://www.flyingmag.com/photo-gallery/photos/51-heroes-aviation#page-27>

Upcoming Webinars

January

History of the B-17 Memphis Belle

Wed, January 30 – 7 p.m. CST

Presenter: Chris Henry

[Register Now >>](#)

February

Breaking Good

Wed, February 6 – 7 p.m. CST

Presenter: Mike Busch | *Qualifies for FAA Wings and AMT credit.*

[Register Now >>](#)

Become a Better Chapter Leader - Presidents/Vice-Presidents

Tues, February 12 – 7 p.m. CST

Presenter: Charlie Becker

[Register Now >>](#)

Paramotors: Learning, Flying, and Buying the Smallest, Most Portable Aircraft

Wed, February 27 – 7 p.m. CST

Presenter: Jeff Goin | *Qualifies for FAA Wings credit.*

[Register Now >>](#)

Become a Better Chapter Leader - Secretary/Treasurer

Thurs, February 28 – 7 p.m. CST

Presenter: John Egan

[Register Now >>](#)

March

An IA's Dilemma

Wed, March 6 – 8 p.m. CST

Presenter: Mike Busch | *Qualifies for FAA Wings and AMT credit.*

[Register Now >>](#)

First Flight, No Fright: All About Discovery Flights and Introductory Lessons

Wed, March 13 – 7 p.m. CST

Presenter: Prof Paul H. Such | *Qualifies for FAA Wings credit.*

[Register Now >>](#)

Temporary Flight Restrictions, Airspace, and ADS-B

Wed, March 20 – 7 p.m. CST

Presenter: John Townsley | *Qualifies for FAA Wings credit.*

[Register Now >>](#)

Avoiding Stalls and Spins

Tues, March 26 – 7 p.m. CST

Presenter: Gordon Penner | *Qualifies for FAA Wings credit.*

[Register Now >>](#)

April

Controllability as Affected by Weight and Balance

Tues, April 23 – 7 p.m. CST

Presenter: Gordon Penner | *Qualifies for FAA Wings credit.*

[Register Now >>](#)

These are the current webinars listed on [eaa.org](https://www.eaa.org). Please check the site at <https://www.eaa.org/en/eea/news-and-publications/eea-webinars> to see if there are other webinars available.

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EAA CHAPTER 80

2019 APPLICATION FORM

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E-MAIL ADDRESS			
PROFESSION		RETIRED	

MEMBERSHIP PROFILE									
OWNED ACFT						N-NUMBER			
ACFT BUILDER	TYPE:					COMPLETE %			
LICENSE									
SKILLS <small>1/SOME - 3/LOTS</small>	WOOD		METAL		TUBE/FABRIC		COMPOSITE		
EMAIL GROUPS	FLY-OUT		BUILDERS			YOUNG EAGLES			
PUBLISH INFORMATION IN CHAPTER DIRECTORY			HAVE A NAME TAG		YEAR JOINED CHAPTER 80				
YOUNG EAGLE VOLUNTEER					YOUTH PROTECTION TRAINING CURRENT				

OFFICE USE: (DUES \$25 PER YEAR)									
2017		2018		2019		2020		2021	
PAYMENT	TYPE				AMOUNT			DATE	

Last updated: 11/17/2018