

EAA CHAPTER 80 News! NEBRASKA IOWA



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December 2005

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What's that Smell (or lack of it)?

My daughter and I were flying on a windy cold day and decided to turn on the heat. The heat felt good, but we got that initial smell one gets when the heater is turned on for the first time. Maybe it is just us getting reacquainted with the smell. Anyway, it made me think about carbon monoxide poisoning. I have read several accident reports where the culprit was suspected to be that odorless, tasteless, unseen killer - carbon monoxide (CO).

The leading symptoms of carbon monoxide poisoning are a headache, dizziness, fatigue, and nausea. The brain is slowly deprived of oxygen, so confusion and disorientation are common side effects, as well. Prolonged exposure can result in unconsciousness and death. Some people have even reported being a "happy drunk".

Carbon monoxide is a byproduct of incomplete combustion and is toxic even in minute concentration. CO enters the lungs and passes into the bloodstream, where it combines with blood to form carboxyhemoglobin. CO attaches to blood molecules at the same site where oxygen normally binds, but with an affinity 200 times that of oxygen, so breathing air with concentrations of CO as low as 0.005 percent (50 parts per million) is considered hazardous. As the blood becomes increasingly saturated with carboxyhemoglobin, oxygen is effectively blocked from the body and brain.

Typically, smokers have a 3-to-10 percent carboxyhemoglobin level, so they may be more susceptible to CO poisoning than non-smokers. Although the effects vary from person to person, a carboxyhemoglobin level of only 20 percent can cause a headache, a state of confusion, dizziness, and visual disturbances, all of which can impair a pilot's capabilities. If the CO concentration is high enough and the exposure time too long it can be fatal.

CO can enter the cockpit in any number of ways. Air leaks between the cockpit and engine compartment can allow CO-laden exhaust fumes from an exhaust system crack, faulty exhaust stack slip-joint, defective or missing exhaust manifold gasket, or crankcase breather to make its way into the cabin. CO can also accumulate in the cockpit when you're holding in position behind another aircraft on the ground.

A faulty cabin heater is the most likely source of CO. On most single-engine general aviation aircraft, a heat muff or shroud assembly on the exhaust system heats air for the cabin heater system. A crack in the heater-muffler assembly allows the exhaust to enter the heated cabin air.

Whenever you suspect CO poisoning, the first order of business is to turn off the cabin heater to isolate the most likely source of the problem. Next, open windows and vents to provide fresh air. Descending to a lower altitude can help alleviate the symptoms, as can the use of supplemental oxygen. The pilot should land at the nearest suitable airport, and seek medical attention for passengers suffering the symptoms of CO poisoning. Finally, the aircraft should be thoroughly inspected before it flies again.

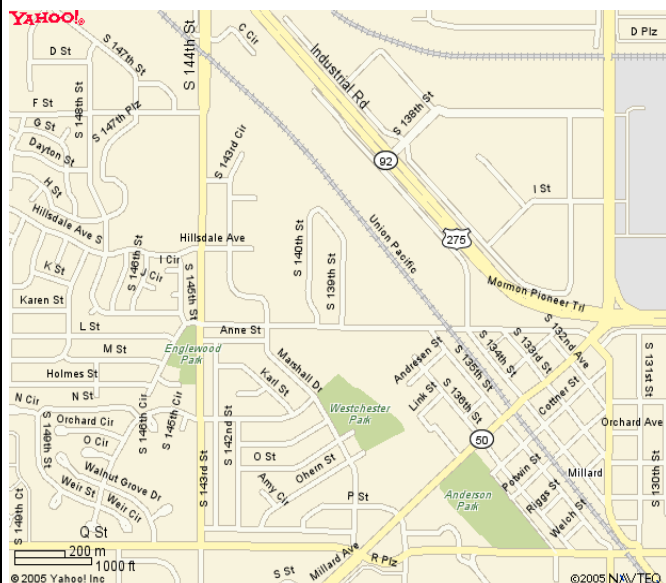
Because the onset of symptoms can be subtle, many pilots prefer to monitor the cabin air for carbon monoxide. Both active and passive CO monitors are available to alert the pilot to the presence of CO in the cabin. Electrically powered active monitors draw air from the cabin and analyze it for CO using electronic sensor elements. A meter displays the CO concentration, and an alarm flashes or sounds if the levels exceed safe limits. Passive monitors utilize colorimetric gel technology. A plastic card with a disk of sensing material is hung in a convenient location in the cockpit. Darkening of the disk indicates the presence of CO. These monitors are quite inexpensive (a few dollars each), but must be replaced at least every 30 days. For more information on CO detectors, check with your local pilot shop or FBO.

NOTE: This month's article was pieced together from two AOPA items: "Flying Safe: Learning Experiences: Carbon Monoxide Poisoning" Flight Training Magazine, Feb 1999; and "Never Again Online: That Queasy Feeling", AOPA Magazine, Nov 2005. I thought their words were better than what I could come up with. Will

Meeting Time & Location.

The Chapter 80 monthly meeting will be held at 6:30PM on Monday, December 12th at the Millard American Legion Hall. The Hall is located at 4618 S. 139th St, just off L Street. If heading west on L st, turn left at Millard Ave, then take first right. See below:

Note: We will also meet (no dinner) at the American Legion Hall next month.



December Program.

Our program will be a Christmas/Winterfest steak dinner at the Millard American Legion Hall. This is the night to bring your spouse to thank her/him for letting you spend all that time on your second love in life, whether it be building or flying. It starts at 6:30 pm. and only cost \$10 per person. An added benefit is that our guest speaker will be Shane Osborn. His presentation will not be political even though he is running for State Treasurer. I believe he will talk about an experience with an experimental aircraft. Reservations had to be in Dec 2nd, so if you want to go contact Dale McClure and beg a little.

Is there anyone willing to purchase cookies, show up 30 minutes early and make the coffee for the meetings? TW can't do the audio setup and make coffee each meeting. The cookies etc will be paid for by the chapter. Please contact a chapter officer.

Young Eagles: Jim Ratte was sad to call off the rally planned for Nov 19th at Millard. The weather had not moved in, but it was not very far away. It has been decided to wait until next year before the next event. Remember, this does not stop **you** from flying a kid on

your own if the situation arises. As of Nov 15th our Chapter has received credit for 204 Young Eagle flights. Thanks to the following for their time and efforts during 2005. Ground Crew: Jim Duke, Pat Houlihan, Ken Bahr, Jim Bolte, Doug Humble, Paul Kanka, Bill & Stromenger, Dick Austin, Kim Fostvedt, Jim & Tammy Ratte. Pilots: Mike Larson 25, John Linke 6, Jon Fuller 8, Harlon Hain 18, Mike Howard 11, Will Kroeger 29, Dale McClure 1, Ronye McKay 3, Don Meyer 2, Tom Ostlund 32, Jim Ratte 35, Steve Stevens 6, Bob Moser 25, & Jim Rush 3

EVENTS:

1st Sat	Chapter 1055 breakfast	York, NE
3rd Sat	Chapter 569 breakfast	Crete, NE
Jan 28th	9th Annual Chili Fly-In	Greenfield, IA.
Jan 25 - 28th	Nebraska Aviation Symposium	Kearney, NE

(I heard somewhere that the quest speaker may be Dick Rutan.)
TW will have about 20 invitation flyers at the meeting for this symposium being held at the Holiday Inn.

Member project: Bob Condrey (See photo on last page)

I took delivery of RV-10 tail kit #105 in late October 2004 and have about 950 hours into construction so far. The first kit orders were taken at Air Venture 2004 and there are now at least 15 RV-10s flying and close to 500 kits sold. Builders are reporting completion times of 1700-2200 hours for the standard kits so I'm at about the half way point. The fiberglass cabin top is almost ready for final installation which completes the fuselage kit. Finish kit is scheduled for early November delivery and I've already got my engine. Unfortunately my business travel schedule gets in the way of build time so first flight probably won't happen until sometime in the summer of 2007.

From EAA-e-hotline. New Online Ordering For FAA Charts

The FAA's National Aeronautical Charting Office (NACO) has launched a new online ordering service allowing pilots to purchase charts, flight publications and digital products 24 hours a day, 7 days a week. For more information visit <http://www.naco.faa.gov>. I checked this site out and their prices for a single copy or annual subscription are: VFR Sectional - \$8.00/\$32.00; Class B VFR Chart - \$4.25/\$17.00; Airport Facility Directory - \$4.20/\$19.95; IFR Enroute Low - \$4.10/\$27.65; and Terminal Procedures - \$4.25/\$19.95. Another site to check out is <http://skyvector.com>.

FROM THE MEMBERSHIP COORDINATOR

By now all members should have received the 2006 dues notice. Please review and make sure that the data is accurate. The member ship roster will reflect the information presented on the dues notice. For the individuals that owe dues for 2006, the best way to pay is by check in the mail. If you want to pay at the meeting, I'd appreciate if you would bring a check. It's easier than trying to keep track of cash payments. Please make checks payable to EAA Chapter 80 and mail to:

EAA Chapter 80	Thanks
C/O Bob Cartwright	Bob Cartwright
12874 Skypark Dr.	Membership Coordinator
Omaha, NE 68137	

The 2006 calendars are here. \$10 each and they go on sale at the dinner. We have only 35 this year. They include photos of SpaceShipOne. Don't forget Chapter hats and shirts.

EAA Chapter 80 November 2005 Minutes

14 November 2005

The meeting was called to order by President Ward Combs at the Hangar One facility at the Millard airport at 7:00 PM. There were fifty-one members and one guest present.

A motion was made and approved to accept the October 10 minutes.

Treasurers Report: Treasurer Rob Hansen reports an income of \$3342.95, expenses were \$42.24, the ending balance was \$5136.00

Young Eagles: There will be a Young Eagles event Saturday, 11-19 at 09:30.

Tech Counselor / Flight Advisor: Mike Howard discussed the outcome of the October 22 flight rally. Mike also discussed a trip to the Miami County airport near Olathe Kansas for lunch.

Librarian report: None

Old Business:

- Membership Coordinator Bob Cartwright announced he still has a few name tags for new members to pick up.
- We still need to find used chairs for the Wahoo hangar so we don't have to transport the ones at Millard.

New Business:

- Member Scott Laughlin has agreed to be our Web-master and the 2006 Secretary.
- T.W. announced he has quite a few new, unused Cleaveland tools for sale as member Ted Drefs has decided not to build.
- Scott Laughlin is setting up a "for sale" section on our website.
- Vice President Dale McClure has set up the next meeting to be a dinner meeting at the Millard American Legion. Tickets were being sold at \$10.00 for the dinner. We will have a private room and Shane Osborne will be our program speaker. The meeting will be at 6:30PM to allow more time to eat.
- Member Tom Sires reported on his trip transporting his Cessna 140 from Castle Rock, Colorado back to Omaha using the club trailer.
- Slate of Officers: Ward Combs will remain as President, Dale McClure will continue as Vice President, Rob Hansen will remain as Treasurer. Scott Laughlin will replace Kevin Faris as club Secretary.
- Membership Coordinator Bob Cartwright explained that dues are due for 2006. You will be receiving a form that you can update with your personal information. This form will also show if you owe dues or not.

Program:

Member Mario Rosales presented a nice show on air-to-air photography. Mario has photographed many world-class acts up close and personal.

Secretary's Comment:

I have enjoyed being the club Secretary for Chapter 80. I should be finished with my RV-7 project early this spring and will be quite busy with the aircraft details. After three years I think it is time for some fresh blood in this position. Member Scott Laughlin has agreed to take my position and has already reworked our website at www.eaa80.org quite a bit. Thanks for the opportunity to serve as Secretary for the Chapter. Tailwinds to all....

Respectfully submitted,
Kevin Faris, Secretary

EAA's new 2005-2006 merchandise catalog. Just in time for holiday gift-giving, the 32-page catalog features EAA clothing, as well as books, videos and other items that are perfect for any pilot or aviation enthusiast, or as a great gift for someone fascinated with flight. The catalog features both EAA-logo items along with other aviation merchandise, as well as special items specifically designed for EAA members. It is available at no charge by calling EAA Membership Services at 800/564-6322 (800-JOIN-EAA).

Chapter Hangar Space for Rent: We have space at the Wahoo Hanger. This is a great opportunity to hangar your plane or project for only \$60 per month. Contact any Chapter Officer for more info.

Stits Sky coupe side-by-side with stick project. 90hp Franklin with 50hrs. Needs wing rebuilt, prop, windshield, interior and cowling. Stored 3-4 years. \$5800. Contact Dick Baber 712-322-8074 or 402-697-5160 or dickbaber@att.net

1/3 Share of a **1956 Cessna 172**, 6200 total time. Engine 600 Hr. since complete/major overhaul. Hangared at MLE (Millard) Presently insured for flight training. Contact Tom Wieduwilt (TW) -- 734-6580 or 305-2303 cell.

Cont 0200A out of C150, Overhaul 9-19-79, Tach time: 3780, 1244 Hrs. on eng. Complete engine...everything there. Call: Jan Daniels Home: 402-493-0789 (try 1st) or Cell: 402-670-2375.



Experimental Aircraft Association -
Chapter 80 C/O Hangar One
12916 Millard Airport Plz.
Omaha, NE 68137-4280

Picture For December 2005



Just finished final install of the cabin top which finishes out the RV-10 fuselage kit.
Starting on the Finish Kit.
Photo of Bob Conrad and his RV-10A
See Chapter Website (EAA80.org) for more photos.