

EAA CHAPTER 80 News! NEBRASKA IOWA

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June 2006

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Do you Know How to Buy a Plane?

A couple of weeks ago I flew some friends to look at an airplane. It had been a while since I purchased a plane, but I felt I still remembered a thing or two. Well, they did not need my assistance or even ask for it. They had done their homework. They knew everything about the history and issues with the airplane model they were looking at. They even created a notebook full of data, questions, 337s and ADs. They were prepared! I was impressed!

Hence, this article. Now, I am not going to give you Will's words of wisdom on buying aircraft. It would not only be a short article, but may have some incorrect opinions. Therefore, I went to the experts on planes for information. The following was taken from the EAA website <http://members.eaa.org/home/homebuilders/selecting/articles/EAA's%20Homebuilt%20Aircraft%20Buyer's%20Checklist.html>

EAA'S HOMEBUILT AIRCRAFT BUYER'S CHECKLIST:

THE ESSENTIALS

The decision to purchase a homebuilt aircraft or kit can be a daunting challenge. There seems to be a full range of behaviors with which people respond to that challenge. On the one hand, the numbers of envisioned risks and questions to be explored might come to seem overwhelming, so much so that the task can become endless, never reaching a conclusion. That's disappointing, and probably not really warranted. Not all questions can be answered up front; many will be resolved as a project unfolds.

At the other extreme (and perhaps more dangerous) is the chance that a potential buyer/builder will be driven exclusively by the emotional appeal of a given design to the extent that important practical issues are never addressed, much less answered. The answer lies somewhere in between – but how does one find the right formula for his or her own decision-making process, particularly when one may be new to the homebuilding movement? In general, it is a good start if one, at least, knows the questions. Answers will come and EAA is one good source.

Since its beginning in 1952, EAA has witnessed an explosive growth of homebuilt activity, and an expanding industry that now offers over 700 designs of kits and plans-built aircraft to eager customers. Amateur-built aircraft have come to comprise over 15% of the registered U. S. civil, single-engine general aviation fleet. Most of the activity is now concerned with construction from kits, and more and more of the kits offer high performance, sophisticated designs. Prefabrication, reduced construction times, and ease of the building process have become advertising hallmarks for many kits. Significantly, an increasing number of these aircraft are being acquired second-hand from the original builders.

It is a very different climate for the prospective buyer/builder than could have been envisioned even 10 or 20 years ago. Two key measures of the continued homebuilt community success are the safety record (particularly the first hours of flight) and the completion rate. Both measures can be improved by all potential builder / owners carefully considering the advise in this material.

To keep homebuilding a safe and satisfying pastime, prospective builders and/or buyers of aircraft, plans, or kits to be registered as experimental amateur-built should be more than minimally knowledgeable as to the suitability, performance, and track record of the aircraft that attracts their attention. Buyers have the right to expect that designers and kit manufacturers will accurately and objectively aid them in developing the requisite knowledge. The potential list of information to be gained during the decision-making process can be long and varies by aircraft design. The EAA Homebuilt Aircraft Council has attempted to sort out

those aspects that seem crucial and most applicable to the wide spectrum of customers and products. A generic checklist has been developed consisting of a series of questions, which should be considered while reaching a decision to embark upon the purchase of a given aircraft or project.

Fundamental to considering the purchase and/or construction of an experimental amateur-built aircraft is an understanding and observance of the regulation that makes possible FAA-authorized inspection and certification in this category (FAR21.191(g)). In simplest terms, the regulation states: (1) that such aircraft must have been constructed with the sole intent being the education and recreation of the builder or builders, and (2) that the builders must have executed the majority portion (at least 51%) of the construction of the airframe (that is, excluding engine, propeller, avionics, upholstery, and paint). FAA Advisory Circular (AC 20-139) reaffirms the intent and legal basis of this regulation. EAA advocates the true intention of this regulation and believes that kit manufacturers and customers have a shared obligation to observe, promote, and protect it.

Next Month - The Checklist.

June Meeting Time & Location.

The Chapter 80 monthly meeting will be held at 7PM on Monday, June 12th at the main hangar of Hangar One at Millard Airport, Omaha, NE. It is still located on South 132nd Street between Q and Harrison.

June Program.

Our members are the program. We will have two events going on at the same time. One - We will be hosting an **Old Eagle Flying Event**. So, what is an Old Eagle? Well, it is anyone older than ??? who would like an opportunity to fly in an airplane. This person does not have to be a Chapter member. Bring a friend who has an interest in aviation but has never had the opportunity to fly in a "real" plane. So, bring your planes and share a ride with an "Old Eagle". Two - A **Swap Meet** for those between flights or who are not flying. Bring any aviation related item. Clean out those hangars or basements. You will have to bring your own table or set up. Now, where did I put that stuff?

EVENTS: (B) - Breakfast

1st Sat	Chapter 1055 (B)	York, NE
3rd Sat	Chapter 569 (B)	Crete, NE
Jun 3	Family Fun Day Fly-in	Scottsbluff, NE
Jun 3&4	Wings of Remembrance Airshow	Newton, KS
	Website: www.wingsofremembrance.org	
Jun 3	Airport Dedication/Fly-in (B)	Blair, NE
Jun 4	Fly-in (B)	Central City, NE
Jun 4	Fly-In (B)	Audubon, IA
Jun 10&11	Fly Iowa 2006 (B) on 11th	Spencer, IA
	(Annual Iowa airshow event.. Pilot activities and seminars will primarily be on Saturday with a flight breakfast and 2 airshows on Sunday - 1030 & 1500. Go to www.flyiowa.com or spenceriowaairshow.com or more info.)	
Jun 11	Fly-In (B)	Red Oak, IA
Jun 11	Fly-in (B)	Fremont, NE

Jun 11	Fly-in (B)	Tekamah, NE
Jun 11	Fly-in (B) pancakes	Lee Summit, MO
Jun 16-18	Cherokee Pilots National	Osage Beach, MO
	Fly-in Website: http://www.cherokeeflyin.com	
Jun 16-18	NE State Fly-in. Sat: Fly-in (B), Fly overs 10-6, airshow 11am: Sun: Fly-in (B)	McCook, NE
Jun 17	Fly-in (B)	Norfolk, NE
Jun 17	Young Eagles	Millard, NE
Jun 18	Open House Fly-in (B)	Osceola, IA
Jun 18	Fly-in (B)	Harlan, IA
Jun 18	Fly-in (B)	Creighton, NE
Jun 24	Young Eagles	Millard, NE
Jun 23-24	Balloons in June	Clinton, IA
Jun 24&25	EAA Regional Fly-in	Watkins, CO
	(Free Camping to all fly-in pilots and visiting volunteers. You can Sign up on line at : http://www.rmfi.org/).	
Jun 24&25	Aviation Extravaganza III	Kearney, NE
Jun 24&25	Midwest Aerobatics Competition. Primary through unlimited. Its free and they expect 35-40 competitors.	
Jun 25	Fly-in (B)	Pender, NE
Jun 29-Jul 3	EAA B-17 Aluminum Overcast is at Ankeny Regional Airport, Iowa.	
July 2	Fly-in (B) and Airshow	Columbus, NE
July 4	Fly-in (B)	Estherville, IA
July 4	Fly-in (B)	Corning, IA
July 4	Fly-in (B)	Paullina, IA
July 8	Young Eagles	Millard, NE
July 8	Fly-in (D)	Emmetsburg, IA
July 9	Fly-in (B)	Emmetsburg, IA
July 15	CAF Open House 10 - 4	Council Bluffs, IA
July 24-30	EAA AirVenture	Oshkosh, WI

Get your copy of the official EAA AirVenture Oshkosh 2006 NOTAM booklet by calling 800/JOIN-EAA (564-6322) today. Or download a PDF document from AirVenture website.

New this year is a theater . The walk-in theater is reminiscent of the famous drive-in theaters of the past, complete with popcorn! There is no admission charge for the theater, which is open to all AirVenture guests. Each evening's show begins at approximately 8:30 p.m., with an introduction by a celebrity presenter, followed by a classic aviation film at about 9 p.m, shown on a projection screen measuring five stories high. The Theater will be located on the north side of Camp Scholler right behind the Camp Store.

YOU KNOW— If you are not doing something aviation related in June or July, then you are just not trying hard enough.

Young Eagle Events - We have a lot of events planned for this month.

June 3rd - Blair dedication for their new runway. Fly-in with Pancake man at 0800 while YE flights start at 1100.

June 17th - Aviation Youth Camp kids (35-40) starting at 0900 at Millard.

June 24th - Boy Scouts starting at 0900 at Millard.

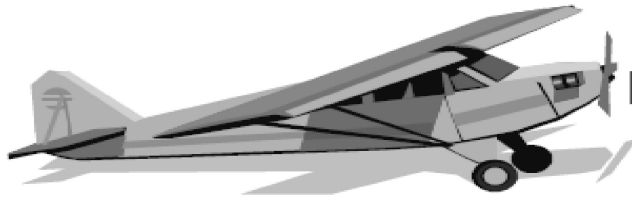
Please call Jim Ratte if you have any questions or want to volunteer for any of these event.

Blair Airport Website - www.blairairport.com Checkout this site if you are interested in what is going on or want to review their board minutes.

Congratulations to the following members for participating in the Pilot Proficiency Award (WINGS) program (level). Harlon Hain (4) and Hal Ellis (12). I know there are more of you out there who have participated in this program. Let me know.

Rotary 2006

Fly-In Breakfast



Sunday, June 11th
Fremont Municipal Airport
7:30-11:30am

Admission:

Pilot.....FREE
Tickets.....\$5.00

Tickets may be purchased at the event.

Airport Information:

Runways.....18(RT)/36
.....13(RT)/31
CTAF.....122.8
AWOF.....121.275

Any questions?

Please call
Diane Mallette
Call 753-2264
Email dmallette@fremontnational.com



Featuring:
The
Pancake Man

All proceeds from the breakfast will be used by the Fremont Rotary to fund area youth activities.

Special thanks to Tom Wieduwilt (TW) and Bill Stromenger for hosting the Brat and Burger feed on May 13th. We only had a few kids for the Young Eagle event since the winds were a-gusting. So, our reward for showing up was to get some good food at the Wahoo Hangar from TW and Bill. Also, thanks to those who stayed and helped them clean up.

Own a share of a **1956 Cessna 172 for \$6,000**, 6200 total time. New annual. 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,)Time out, Total time 1244 Hrs. on eng. Complete engine...everything there. Call: Jan Daniels Home: 402-493-0789 (try 1st) or Cell: 402-670-2375.

1973 18' FORESTER TRAVEL TRAILER. Fully self contained with many extras. Stored most of life inside. Been to Oshkosh Fly N many times. 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 June 2006 - From www.sportpilot.org

WHAT IS A LIGHT-SPORT AIRCRAFT (LSA)?

The FAA has defined light-sport aircraft as a simple-to-operate, easy-to-fly aircraft that, since initial certification, has continued to meet the following performance definition:

