

EAA CHAPTER 80 News! NEBRASKA IOWA

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September 2006

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Are you prepared to taxi?

The recent accident in Lexington, Kentucky made me think about what preparations I take before and during taxiing for takeoff. Before taxiing at a strange airport I review the airport diagram. I also keep the diagram out and refer to it during taxi. This is not only done at large airports such as Willy Post in Oklahoma City, but also at small airports like Minden. Now, I may do this at the small airports only because I have the diagram out from when I arrived.

The first step in referring to an airport diagram is to have one. Good places to get diagrams before you fly are the EAA membership mission planning web site and from AOPA - (<http://www.aopa.org/asf/publications/taxi/>).

Another taxi habit is to place my heading bug on the heading of the runway that I expect to use or have been told to taxi to by the tower. This habit started when I tried to do a mid-field cross wind at an airport when I should have been entering downwind. So, I figured if it works to help me determine my relationship to the landing runway upon arriving at an airport, it could also help when I am taxiing. There is nothing more embarrassing than turning left onto a taxiway and seeing another aircraft coming right at you. Oops. Setting the heading bug also reminds me to check the DG against the magnetic compass and to check the DG in turns to insure it is moving and that it is moving in the correct direction.

I also check the heading bug when I line up on the centerline of the runway and compare it, the DG and the magnetic compass with each other to insure they all agree with the runway. This habit actually helped one day when I was cleared to taxi to runway 32 at Lincoln (via taxiway N). While taxiing I became distracted while talking to one of my passengers. This resulted in my stopping short of runway 35, then calling the tower and telling them I was number one for takeoff. The tower then cleared me for takeoff while at the same time one of my passengers was talking to me. Since I had already taken off from runway 35 that day from taxiway N, my mind and body started to turn on to runway 35 before I saw my heading bug set to 32. This got my mind and aircraft back on track to the correct runway. (In reality, I just stopped and asked the tower which runway I was cleared to takeoff on. I figured it was better to be embarrassed than asked to call the tower upon landing at my final destination.)

A final preparation for taxiing is to be prepared to ask for progressive taxi instructions. I have never used this, but I have asked for assistance at airports I am not familiar with. I will admit that some of the airport signs and markings can get confusing. I refer to the FAA "Pilot Guide to Airport Signs and Markings" handout while taxiing at airports with signs and markings. This is a handy 5x7.5 guide that the FAA sent out a couple of years ago. You can order this handout at <http://www.faa.gov/runwaysafety/order/> or you can print a copy at <http://www.eaa288.org/airport.htm>.

If you are interested in brushing up on your understanding of airport signs and markings then try these web sites: AOPA Air Safety Foundation's:

Runway Safety online course - <http://flash.aopa.org/asf/runwaySafety/>



Happy looking group at the last meeting.

Runway Flash Cards - <http://www.aopa.org/asf/publications/flashcards/index.html>)
FAA - AC 91-73A, Single-Pilot Procedures During Taxi Operations and
<http://aea.faa.gov/aea200/safety/Airport%20Signs.htm>).

The more you know about the airport you are going to, or departing from, the better off you are. Remember, have fun and taxi safe. Will

September Meeting Time & Location.

The Chapter 80 monthly meeting will be held at 7PM on Monday, September 11th at the main hangar of Hangar One at Millard Airport, Omaha, NE. It is still located on South 132nd Street between Q and Harrison.

September Program.

Our program is the "Glass Panel Showdown". Who has the best? Who has the prettiest? Which one is the most functional? Which one would you want in your aircraft? Some of our guest speakers (competitors) will be fellow chapter members: Mike Howard, Dale McClure, Jerry Ronk, Kevin Faris and Harlon Hain. Come and hear what they have to say, then watch a demo of the Glass Panels in their aircraft. The final verdict will come from the Chapter members. Ok, we are not going to take a vote, but that doesn't mean you can't have a favorite.

EVENTS: (B) - Breakfast / (L) - Lunch	
1st Sat Chapter 1055 (B)	York, NE
3rd Sat Chapter 569 (B) (L)	Crete, NE
Sept 9 Young Eagles	Fremont, NE
Sept 9 Fly-in (B)	Colby, KS
Sept 9 Fly-in	Chillicothe, MO
Sept 9 Fly-in (B)	Fairfield, IA
Sept 10 KKKK, Young Eagles	Plattsmouth, NE
Sept 10 Fly-in (B) Yorkfest	York, NE
Sept 10 Fly-in (B)	Carroll, IA
Sept 10 Fly-in (B)	Maryville, MO
Sept 16 Fly-in (B)	Warrensburg, MO
Sept 16 Burger Fly-in	Shell Knob, MO
Sept 16 Fly-in (B)(L)	Superior, NE
Sept 16 Wings Over Wheat Aircraft judging & YE	Junction City, KS
Sept 17 Chapter Picnic	Wahoo, NE
Sept 16-17 Air show, Blue Angels	Downtown, Kansas City, MO
Sept 23-24 Air show, Blue Angels civilian aerobatics	Lincoln, NE
Sept 23 Fly-in	Great Bend, KS
Oct 7-8 Fly-in	Russell, KS
Oct 14 Fly-in (B)/(L)	Oswego, KS

For listings of airshow or fly-in events go to:

<http://www.iawings.com/calender/yearly.htm>
<http://www.aero-pix.com/schedule/sched2005dt.htm>
<http://www.aero.state.ne.us/>

1st Annual Dog Days Of Summer picnic/feed at the Wahoo Hangar. Ken Bahr and his helpers, Ed Haffke, Dale McClure and Ron Wood, served about 25 people. Ken wants to thanks those who helped to clean up.

Our next Young Eagle events are:

Saturday September 9th at 0900 at Fremont. This is in support of the Civil Air Patrol open house in Fremont. It is being coordinated by our friend Tom Trumble for the Lincoln Chapter. If you can support Tom please call him at 402-540-6089 or email at ttrumble@alltel.net.

Sunday September 10th at Plattsmouth. This is in support of their Kass County Korn Karnival (KKKK). Please contact Bill Stromenger if you can help. We need pilots and ground crew.

Chapter 80 Family Picnic. When: Sunday September 17th. High Noon. Where: Wahoo Hangar. What to bring: Yourself and family members. All food will be provided by the chapter and prepared by Ken Bahr and TW. Let a chapter officer, or a friend, know if you or family members need a ride.

CFI's (or any persons) Guide to Sport Pilot and Light-Sport Aircraft. EAA has put together a guide with the purpose of serving as a reference for current certificated instructors the new rules for Sport Pilot and Light-Sport Aircraft. I have read it and feel it is a good reference for all pilots on these topics. This guide can be found at: http://www.sportpilot.org/learn/cfi_guide_intro.html I will bring a copy to the meeting for those without computers to review or to take home to copy.

No extension for ultralight pilots and trainers planning sport pilot upgrade

(By David Sakrison, copied from EAAehotline)
There will be no extension of the January 2007 deadline for registered ultralight pilots to "test out" of sport pilot training requirements or of the January 2008 deadline for converting ultralight trainers to light-sport aircraft. Officials from the FAA's Flight Standards Service clarified and emphasized that position at EAA AirVenture Oshkosh. Those deadlines were specified in the sport pilot rule in 2004 and are firm, the FAA said.

Ultralight pilots who are registered with an FAA-recognized organization can transition to the sport pilot certificate if they pass the written and practical examinations before January 31, 2007. Registered ultralight pilots wanting a sport pilot ticket after that date must also complete the required flight training.

Properly logged ultralight training may be applied toward the sport pilot certificate. Ultralight pilots who do not complete the SP certificate requirements, before or after January 31, 2007, can continue to operate single-place ultralights under ultralight regulations. But, ultralight trainers (so-called "fat ultralights") must be converted to the new LSA rules by January 31, 2008. Fat ultralights that are not converted to LSA by the January 2008 deadline will not be permitted to operate in the ultralight or light-sport aircraft category after that date.

Thanks to Jan Daniels for bringing cookies this month.

p.s. Jan, this is your reminder.

ARE YOU COUNTING THE DAYS UNTIL AIRVENTURE 2007 or do you miss the last one. Go to www.AirVenture.org to relive those memories.

EAA Chapter 80 August, 2006 Minutes
August 14, 2006

The meeting was called to order by President Ward Combs at 7:00 in the Hanger One facility in Millard, Nebraska. In attendance were 52 members and 6 guests

Treasurers Report:

- Treasurer Rob Hansen reported expenses of \$611.95, income of \$33.00 and a balance of \$3427.22 in the checking account. Total cash assets were reported to be \$12,235.17. A motion was made and passed to accept the treasurer's report. Motion was made and passed to accept the minutes for June and July 2006.

Young Eagles:

- The Council Bluffs event was a success with 14 kids obtaining certificates.

Builder's Reports:

- Tom Wieduwilt Reported that he is making progress on his instrument panel and that he has a new panel clock for sale.
- Scott Laughlin reported on his progress and brought his airplane to the meeting for a show-and-tell.

Tech Counselor / Flight Advisor:

- Nothing to report.

Fly-out Schedule:

- Ed Haffke noted the Zenith open house in Mexico, Missouri and wanted to know if anyone would like to fly to Mexico with him on Saturday, August 19th. He reported he had three open seats.
- On August 25th – 27th, there is a fly-in at Minden, Nebraska sponsored by the triple-A (Antique Airplane Association).
- The September Ultralite Excursion has been cancelled.

Librarian Report:

- Nothing to report.

Old Business:

- The Hangar cleanout was a success.
- Ward reported that the propane heater would be activated for use this winter. Builders will have to pay for the propane if they want to use the heater.

New Business:

- Leonard Lawton built a four-wheel dolly for storage and moving of meeting chairs and promised to build more. Leonard did a great job on this one – Thanks Leonard!
- The Young Eagles wind socks were located during the cleanup.
- Ward mentioned an RV-4 project that has been stored at North Omaha for six years and is now for sale.
- Rob Hansen reported on his tour of the RV factory in Oregon.
- We have a new Member – Tim Hewett joined our chapter after the meeting. Great to have you aboard Tim!

Raffle:

Jack Jackson won the raffle and donated his entire winnings back to the chapter – Thanks Jack!

Program:

- Jeff Jorgenson of DWG international flew in his RV to our meeting and made a presentation on "How to keep your Aircraft Looking New."

The meeting was adjourned at around 8:10 PM.

FOR SALE: Fractional ownership in a 1941 J-5 Cub. Value of Cub is set at \$20,000, so a 1/4 ownership would be \$5,000 or a 1/5 would be \$4,000. Contact Bob Moser
Home 402-216-4847 / Cell 402-333-4847 / Work 402-554-3842 / email bobmoser@cox.net

RV-4 Project for sale: RV 4 project that has been sitting for several years at 3NO after being moved here from Las Vegas. This is a good project with a lot of work done. It includes engine, prop, radios, etc. Tools, jigs, and fixtures that are aircraft specific will be included with the plane. It needs all fiberglass work done. The builders name is Bob Fitton
Phone 402-455-7255 email fitton@cox.net

FOR SALE: This is still for sale. An Isaacs Fury II. 75% complete. Built by master builder Lester David. Includes Lyc. 0-235 (491 hrs SMOH), prop, basic VFR instrumentation and nearly everything required to complete the airplane except paint and dope. Offer a price before they part it out. Contact Ray Supalla, phone 402-423-5297 email glasair@alltel.net

Are you looking for a nice place to hangar your project? Is your spouse looking for a nice place for your project in order to reclaim the garage for the car? Do you feel closed in at your current location? Well, we have the place for you - the Wahoo Hangar! Talk to a Chapter Officer to start hangaring there today! Just think, you won't have to fly in to all the events we have there, because your there already.



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

Pictures For September 2006



Scott Laughlin brought his Zenith project for everyone to look over at the August meeting.
Photo by Scott Laughlin



This picture is proof, for those who did not attend, that the Wahoo Hangar is now clean. Now, if we could just find the other stuff