

# EAA CHAPTER 80 News! NEBRASKA IOWA

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[www.EAA80.org](http://www.EAA80.org)

October 2006

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## How Current is Your Information?

To start, I want to apologize to those who showed up at AMC 24 to see the 6:20 showing of Flyboys. Little did I know that the times would change on Thursday. I hope you managed to have some fun while waiting for the movie to start at 7:15. Hopefully that fun had nothing to do with thinking about what you could do to me.

However, this does raise a point. I do not know how many people went to the movie, but I only received email from one person the day of the movie to let me know the time was incorrect. So, this makes me think of a question. "How good is the information you have before flight?"

Now, it is not my intent to pass the buck for giving out bad info. I did not check all the information available to me, then I passed what I had on to others. My intent is to make people think about the info they get to make a decision. For example, have you ever heard someone say that gas is 50 cents less at airport X only to get there and find out it is not? Or that the food at airport Y is great, but in reality it tastes worse than what you might imagine a pig eats? Now, these are not examples of information that we all consider vital to a safe flight. But they are examples of single source information that we sometimes use to determine to make a flight.

The Weather channel might be a good example of a single source of vital data that people sometime use to determine whether to fly or not. On a nice VFR day that "snap shot in time" is probably all that is needed. However, for a cross country flight or marginal weather it may not be enough. I don't trust the "Local Weather on the 8s" to give me enough info in marginal weather. However, I do use the "Map in motion" feature on weather dot com to get a feel for the direction severe weather may be moving. I used that feature a couple of months ago to cancel a flight after seeing that a long line of thunder storms was moving perpendicular to my intended route of flight. Of course, I still use flight service and duats to verify/reconfirm the weather.

Sometimes we get information from sources that later prove to be unreliable. Some of these may be considered "tried & true" sources we have relied on for years. Take GPS for example. I use my GPS Moving Map to flight plan every cross country I go on. It is simple to use. It provides a flight plan with fuel used, leg and total times, and heading info. I can look at the route of flight to see which Nav Aids, airports, MOAs, Restricted Airspaces, and Class B airspaces I may over fly or come close to. However, the data is only as good as the last update I have feed into the GPS. A GPS with a two year old database is not reliable. If you look at the pictures on the last page of this newsletter you will see some fancy equipment. I am sure the pilots of these planes rely on the data stored or received in flight by these fancy displays. But, the bottom line is that they are still only as accurate as the last update.

The information we use for flight can come from many other sources - Flight Guides, Airport Directories, Sectional Charts, Flight Service, DUATS, Weather channel. Once again, how current are the ones you are using? Have you ever seen a tower in flight that was not on your



There were so many people at the Chapter Family Picnic that some had to sit outside.

map? Have you tried to call an airport on CTAF only to find out that their frequency changed two maps ago?

It is always smart to have the most current information when making decisions on the ground or in the air. Will

## October Meeting Time & Location.

The Chapter 80 monthly meeting will be held at 7PM on Monday, October 9th at the main hangar of Hangar One at Millard Airport, Omaha, NE. It is still located on South 132nd Street between Q and Harrison.

## October Program.

Latest in welding technology for welding aircraft parts. Wayne Grable and Darold Masterson of Linweld, Inc along with Mark Smith, a Miller (manufacture of welders) representative will be our presenters. They will bring some equipment along with some demonstration DVD's for our entertainment. They will also bring coupons they can weld, then pass around the crowd. Miller has a new TIG (Tungsten Inert Gas) welder called the "Dynasty" which is very small but powerful. Visit their web sites at [www.linweld.com](http://www.linweld.com) and [www.millerwelds.com](http://www.millerwelds.com) if you want some info before the meeting. Did we mention they will be doing a welding demo?

### **EVENTS:** (B) - Breakfast / (L) - Lunch

1st Sat	Chapter 1055 (B)	York, NE
3rd Sat	Chapter 569 (B) (L)	Crete, NE
Oct 7-8	Fly-in	Russell, KS
Oct 14	Fly-in (B)/(L)	Oswego, KS

### **Family picnic:**

Sunday September 17th was a beautiful day to have a picnic. We served about 95 people. It was a little windy which may have accounted for the small airplane turn out. A big thanks to Ken Bahr, Tom Wieduwilt and their helpers: Bill & Susan Stromenger, Doug Humble and Carolyn Mason. Thanks to the ladies who helped cut the cakes (sorry, we did not get their names). We believe this was the best social event of the year (so-far). A nice note, almost everyone helped clean up. That was a BIG help! Thanks, Ken

### **Young Eagles:**

We flew 28 kids on September 30th. The kids liked the new wristbands "Fly Free" that were given to them after the flights. Thanks to all the pilots and ground crewmembers who showed up. Our next event will be Saturday October 14th at 0900 at Millard.

### **EAA's SportAir Workshop:**

The next workshop is in the Chicago area. The session is scheduled for October 21-22 at Lewis University Airport in Romeoville, Illinois. Courses offered include Fabric Covering, Introduction To Aircraft Building, Sheet Metal, Composite Construction, and Electrical Systems. To register, or find out more about this and the many other upcoming SportAir Workshops, visit <http://www.sportair.com>

com or call 800-967-5746. From EAA website.

**Congratulations** to Ward Combs and Tom Ostlund for completing Phase XII of the FAA Pilot Proficiency Award (WINGS) program. Also, Brent Bowen for Phase II and Charlie Daubs for Phase VII. If you are wondering what I am talking about, then go to <http://www.faa.gov/safety/awards/wings>. Does this count as a cookie offense? Thanks to the Lincoln FSDO Plane Talk newsletter for this info.

Talking about the FSDO Plane Talk newsletter, they have several good articles in the September 2006 issue. One on the new Form 337 procedures and one by Dan Petersen on "How to get in the Pattern".

### **"Bridging The Gap Between Pilots and Chart Makers"**

The FAA is putting on a safety forum. Topic is: "Pilot Forum on Aeronautical Charts and Information Products, get the latest word." Description: Some of this information has never been taught - Will include topics about Chart Products and changes, Chart reading tips and techniques. Also includes topics on Approach Charts and Electronic Flight Bags.

When: Thursday, November 2, 2006 at 7:00 PM

Location: Aviation Institute UNO Alumni Center - Bootstrapper Hall, 6001 Dodge St, Omaha.

### **BUILD A PLANE LOOKING SEEKS AIRPLANE DONATIONS**

Build A Plane (BAP), the non-profit organization that helps kids learn science, technology, engineering and mathematics by building and refurbishing airplanes, is asking the aviation world for aircraft donations. BAP, in partnership with the FAA, places donated aircraft into high schools across the country that want to add aviation into their curriculum. It has 27 projects in the U.S., plus others in India, the United Kingdom and Nigeria. As a 501(c)(3) non-profit organization, BAP donations are tax deductible. To learn more about the program, visit [www.BuildAPlane.org](http://www.BuildAPlane.org) or e-mail [LynFreeman@BuildAPlane.org](mailto:LynFreeman@BuildAPlane.org). From EAA ehotline.

### **"Dumbo" The Aerocar For Sale -- \$3.5 Million**

As a car, it can charitably be described as ugly. As an airplane it's almost beyond description but one of four Aerocars left in the world (one crashed) is for sale in Grand Junction, Colo. Carl and Marilyn Felling say they don't want to sell the machine they call Dumbo but it's part of their divorce settlement. Ironically, they obtained the extraordinarily rare contraption through a divorce sale 20 years ago. "I wouldn't say it's cursed by divorce," Marilyn Felling told the Grand Junction Sentinel. The Molt Taylor design was actually certified by the Civil Aviation Authority in 1956 but it never went into production. It did fly, however, and was made famous by TV personality Bob Cummings who owned one and featured it on his show. The Fellings' Aerocar was actually used commercially. A Portland radio station racked up more than 1,000 hours on it as a traffic report aircraft. It carried Raul Castro, Fidel's brother, as a passenger. Felling said she and her now-ex husband had plans to restore the plane to flying condition and eventually donate it to a museum but the divorce ended those plans. (I saw this in Avweb and had to include it here).

*EAA Chapter 80 September, 2006 Minutes*  
September 11, 2006

The meeting was called to order by President Ward Combs at 7:10 in the Hanger One facility in Millard, Nebraska. In attendance were 51 members.

**Treasurers Report:**

- Treasurer Rob Hansen reported expenses of \$162.01, income of \$259.75 and a balance of \$3524.96 in the checking account. Total cash assets were reported to be \$12,341.71. A motion was made and passed to accept the treasurer's report.

**Young Eagles:**

- Jim Ratte reported that recent Young Eagles events were rained out and attempts will be made in October for more events.

**Builder's Reports:**

- Bob Cartwright reported on his wing progress for his RV-7.
- Harlon Hain reported on the EPIC Carbon Fiber turboprop that Gary Johnson, Harlon Hain and Roland Manarin are building in a 51% factory assist program in Bend, Oregon.

**Tech Counselor / Flight Advisor:**

- Nothing to report this month.

**Fly-out/Event Schedule:**

- Saturday, September 17<sup>th</sup> will be our annual chapter picnic at the Wahoo hangar. Family members are invited and food will be provided by the chapter. The event starts at noon.

**Librarian Report:**

- Nothing to report.

**Old Business:**

- Leonard Lawton built more chair racks for chair storage – Thanks Leonard!

**New Business:**

- There are now three airplanes in the Wahoo hangar – an ultra light, Steve Bennett's project and Vince Robertson's project.
- The price for chapter ball caps was established at \$7.
- Pat Houlihan proposed that we get a group together to see the movie "Flyboys." Several members expressed interest in this idea.
- Tom Wieduwilt suggested that the person bringing the treats for the meeting should get a free raffle ticket. A motion was made and accepted so next month a free raffle ticket will be donated to the person who handled the refreshments for the meeting.

**Program:**

- Four airplane owner/builders brought their airplanes to the meeting to discuss their glass panel choices as follows:
  - Dale McClure discussed the Blue Mountain EFIS in his Glastar.
  - Jerry Ronk discussed the Grand Rapids system in his RV-7.
  - Mike Howard talked about his Dynon system in his RV-6.
  - Harlon Hain discussed the glass cockpit in Roland Manarin's Lancair IV-P Turbine which consists of a Chelton EFIS and a Garmin 480 package.

The meeting was adjourned at 8:15 PM.

**Rental Car/ FBO Connection --- from AVweb**

A source of complication for many GA pilots has always been that once you land, you still have to get to your destination, and it's not always easy. One car-rental company is trying to solve that problem, with a program aimed directly at GA pilots. Enterprise Rent-A-Car, has an easy-to-use Web site ([http://www.enterprise.com/car\\_rental/deeplinkmap.do?bid=022](http://www.enterprise.com/car_rental/deeplinkmap.do?bid=022)), where pilots can plug in any airport identifier and get immediate detailed information about rental-car availability. In some cases, there is a branch on the airport, but if not, Enterprise will deliver the car to your FBO or pick you up there and shuttle you to their facility. The site lists what service is available, as well as car models and prices. The online information is updated frequently with more locations added every day. It has been available for more than a year now.

**FOR SALE:** Fractional ownership in a 1941 J-5 Cub. Value of Cub is set at \$20,000, so a ¼ 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



Experimental Aircraft Association -  
Chapter 80 C/O Hangar One  
12916 Millard Airport Plz.  
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*Pictures For October 2006*



These are the glass cockpits presented at the last meeting. Upper left - Dale McClure's Glastar with Blue Mountain EFIS. Upper right - Jerry Ronk's RV-7 with Grand Rapids system. Lower right - Roland Manarin's Lancair IV-P Turbine with Chelton EFIS and Garmin 480. And Lower left - Mike Howard's RV-6 with Dynon system. Pictures by Scott Laughlin