

EAA CHAPTER 80 News! NEBRASKA IOWA

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August 2007

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Oshkosh 2007

Another Oshkosh has come and gone. It may take me a couple of more days to get over the fact that I have to wait 350+ days till the next one.

The highlights for me this year were:

The Light Sport Aircraft (LSA) Mall. There must have been 12 different companies there to show off their planes. This was a very enthusiastic group who were willing to talk about their planes. They were very busy with a lot of people asking questions. The surprise, even to their own employees who did not know until Monday morning, was Cirrus who introduced their entry into the LSA market. They have partnered with a Germany company and will "Cirrus-ize" an all-composite aircraft and call it the SRS. It appears you will have to pay around \$96000 for a good LSA.. I will bring several brochures to the meeting.

The afternoon air shows are worth the price of admission alone. It is the most enjoyable three+ hours any aviator can spend besides flying. I was also impressed with the people who control the show. From the massive amount of war birds flying over at one time to the individual acrobatic performers, the "air bosses" do an outstanding job.

The EAA membership tents. I only used the computer services last year and did not go in the main tents, but I did this year. The people were friendly and could help you with any EAA question you might have.

Listening to the tower controllers. For the last several years we have spent the day before the start of Oshkosh watching the planes arrive. It is fun to see all the different planes; seeing how pilots handle (or not handle) the pressure of "flying into Oshkosh"; seeing who can hit the orange and green dots; listening to the pilots who "must" talk on the radio; and listening to the tower controllers. The controllers must be required to take a 100 hours of "talking nice to dump pilots" before they can work the Oshkosh tower. Over the years I thought we had seen everything, but then every year we see a new one. This year it was the pilot who thought doing a touch & go would be a fun thing to do. It started out nice, his gear landed on the green dot as he was instructed to do, but then failed to turn left off the runway as soon as practicable. Instead, he added power and took off, flew straight ahead to pattern altitude, made a right crosswind turn, flew halfway downwind before making a 45 degree right turn over the runway for a left downwind, then turned base at pattern altitude. All this without answering one radio call from the tower—and there were plenty of calls. I do not know how the controller maintained his cool, but he did.

Meeting Eric Tucker and watching him perform. I will always remember him as the kid who narrated his dad's show in the 90s. His favorite saying was, "My dad - Sean D. Tucker". (In reality that bugged me, but he has grown up to be a nice young man.)

Meeting the women who were part of the WASP program in World War II. Seeing their pictures, reading their stories and talking with them left me impressed with what they



There were many jet warbirds at Oshkosh this year (I borrowed this picture from <http://airventure.org/photos/gallery.asp> since it is a lot better than the ones I took.)

accomplished when their country needed them.

And of course, seeing all the planes. My wife will say that I saw ever plane there—twice! Of course she is wrong, there were a few I missed.

Other highlights:

Simulators every where. I would say this was the year of the LSA and Flight Simulators. Now, I am not talking about flight simulator software for your PC, but stand alone packages that come with their own seat, instrument panel and large motion screen. One even had three screens, in case you got bored just looking out the front window. I did not ask, but one I saw probably cost more than my plane did when it was new in 1972

The vastness of Oshkosh. The official numbers are:

- ~ 560,000 total visitors
- > 10,000 aircraft to include 2,647 show planes of which 985 were homebuilt, 1014 vintage, 365 war birds, 136 ultralights, 117 seaplanes and 30 rotorcraft (plus a hovercraft)
- > 84 commercial vendors
- > 38,000 campers

EAA Radio. Even though it has been around for years, it seems to have been better promoted this year on the EAA grounds. They did live interviews in the morning and ran some taped interviews during the day. They also broadcasted the airshow. So, if you have a radio available next year, tune into 1210 on the AM dial.

Low points.

It is now official - I did not win the Sweepstakes. Other people won the Aviat Husky, the Honda motorcycle, and the John Deer Tractor. Oh well, there is always next year.

Seeing a damaged prop on a Stagger Wing Beech. I do not know what it hit, if it flew in that way, or hit something at Oshkosh.. I went back several times to try and find the pilot, but he was never there.

The small number of ultralights. I did not see some of the companies that come every year. It seems the powered parachute has taken over that market. Of course, we left Thursday morning, so the ultras could have shown up for the weekend.

The loss of a pilot and a fine aircraft on Friday. We saw him race that P-51A, which he built from the original North American Aircraft plans and specifications, on Wednesday. We may never really know why it happened, but our thoughts and prayers go out to the family and friends.

Will Kroeger

August Meeting Time & Location.

The Chapter 80 monthly meeting will be at 7:00PM on Monday, August 13th at the main hangar of Hangar One at Millard Airport, Omaha, NE. It is still located on South 132nd Street between Q and Harrison.

August Program.

We will have a great program. Mike Howard, Jerry Mason, and Dale McClure will demonstrate how to complete a

compression check, mag timing, and spark plug cleaning. Dale's Glastar will be used since it is close to needing it's annual conditional inspection. Hummm, how did Dale work this deal?

A Big Thanks to Rob Hansen for the years he spent as our Treasurer. We will miss you Rob!

A Thank you to Jan Daniels. She stepped up to fill our vacant Treasurer spot.

A thank you to the Chapter.

Dear EAA Chapter 80

Thanks you for donating your Young Eagles credits to me. While attending the Air Academy, I had a lot of fun and want to go back again sometime. I had a ground school one day where we learned about G-Forces, thrust, lift, drag, and weight. I got to fly in two things, a Cessna 172 and a Bell helicopter, which was new to me. Inside the workshop, I made four things; a composite shape, clock stand, wing rib, and a small glider. Thanks again for helping me achieve this experience; it was great.

Sincerely, Reckert "Rick" Rush

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

1st Sat	Chapter 1055 (B)	York, NE
3rd Sat	Chapter 569 (0730-1030) Fly-in (B) - Skydiving	Crete, NE Waukon, IA

Aug 10-11	Mid-America Antique Fly-in	Halstead, KS
Aug 10-12	Make-a-wish Fly'N rally	Millard, NE
Aug 12	Rotary Fly-in 3rd Annual Fly-in/Airshow	Humboldt, IA Manchester, IA
Aug 18	Military Appreciation Air Show	Mexico, MO
Aug 19	Fly-in (B) with the pancake man EAA 368 Fly-in (B)	Council Bluffs, IA Monona, IA
Aug 25	EAA 044 Fly-in BBQ	Chillicothe, MO
Sept 8	Fly-in	Lee's Summit, MO
Sept 9	Fly-in (B)	Carrol, IA

September 20-23 Lincoln (LNK) EAA Chapter 569 will host the EAA's Ford TriMotor on its fall tour, rides will be available each day for \$50.00. The Trimotor will be available for public viewing when not flying. To book a flight log on to <http://www.airventuremuseum.org/fordtrimotor/>

September 27-30, 2007, Rickenbacker International Airport will host The Gathering of Mustangs & Legends, a unique opportunity to share the history of the P-51 Mustang aircraft and honor the heroes of World War II. The week leading up to the show in Columbus, OH will also be the site of this year's Air Force Heritage Week.

YOUNG EAGLES' EXCLUSION TO AIR TOUR RULE REQUIREMENTS MADE OFFICIAL

As was promised earlier this year, the FAA has come through with an amendment to the National Air Tour Safety Standards rule to specifically exclude EAA Young Eagles flights from the rule's tighter requirements. As originally written, the rule would have adversely affected the Young Eagles program by limiting what aircraft could be used, as well as placing additional restrictions on pilot qualifications and frequency of Young Eagles activities.

EAA Chapter 80
July 9, 2007
Official Meeting Minutes

The meeting was called to order by President Scott Laughlin at 7:00 at Hanger One, MLE, Omaha, NE.

- A dinner was served.
- Introduction of guest.

Treasurers Report:

- Treasurer Rob Hansen has resigned. Jan Daniels accepted the position of treasure, Thank you! Reported expenses of \$793.36, income of \$445.00 and a balance of \$1,678.54 in the checking account. Total cash assets were reported to be \$10,696.85. A motion was made and passed to accept the treasurer's report.

Meeting Minutes:

- A motion was made and passed to accept the previous month's minutes.

Young Eagles:

- YE event scheduled for Sat. Aug. 4th
- Please check the web site for YE dates.
- 40 YE were given flights last month.

Builder's Reports:

- We had 6 updates on building projects.

Tech Counselor / Flight Advisor:

- None

Fly-out/Event Schedule:

- None

Librarian Report:

- Leonard reported that 30 King VHS tapes were donated along with 3 new Sporty DVDs and 2 new interactive weather and general flying disc.

Old Business:

- None

New Business:

- Membership roster is available
- Alan Schuh is leaving us and moving east.
- Alan has shelves and a workbench available since he is moving.
- Jerry Mason has the scales.

Web Site:

- www.eaa80.org Ameeet would like to visit with anyone who can provide history of chapter also please forward any items, articles or news to him so he can place on the web site.

Program:

- Don Meyer presented the program on his Super Decathlon.
- Bob Moser presented information on his group the Avi80rs and their fund raising project to raise money to perform at Oshkosh this year. A concert will be held at UNO on July 17 to raise funds for the group and for our chapter. Bob and his partner gave us a preview of the show which we enjoyed.

Meeting adjourned

Don Meyer

The first inaugural North Dakota **Roughrider Air Rally** will be held August 31 – September 2, 2007. Space is limited, so register early! If you register by June 15, cost is \$200. After that date the cost is \$250. If you would like to learn more, visit their website at www.ndcpd.org/roughrider or call 800-233-1737 and ask for Rich.

1969 Grumman Yankee for sale, 1870TT, 140mph, recent top & bottom overhaul; new paint, interior, glass, radios, mags, instruments and much more; extended fuel tanks; over \$30K spent last 500 hours, price is \$28K, cruise under 5gph, Paul Hamer 533-4662

Cessna 150 for sale. Ron Wood is selling his Cessna 150 for \$21,000. He will have it available for your review at the August meeting. So, make sure you come to the meeting if you are interested.

1980 Beech Skipper for sale. Ralph Anderson is selling his 1980 Beech Skipper, always hangered, located at North Omaha, 1 owner last 25 years TT 880, \$35,000, like new inside and out. Last Annual 1 Dec 2006, non damage history. See picture next page. Call 402-572-0111



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



Ralph Anderson's 1980 Beech Skipper



Jim Ratte with some Young Eagles at the Chapter YE event this past Saturday, August 4th.

