

EAA CHAPTER 80 News! NEBRASKA IOWA

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www.EAA80.org

October 2007

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Aviation Expectations

This thought hit me while I was at the Nebraska vs Iowa State football game. What expectations do we have? I know the expectations I have for the Nebraska football team. And I am sorry to say that after the last four games, I have lowered my expectations of a team that once had a fine tradition.

Ok, back to aviation. What expectations do we have in aviation? I believe we all have the same fixed expectations. The engine will start when we turn the key. Our transmission will go out over the radio when we key the mic and talk. The plane will descend when we push forward on the stick/yoke.

However, what happens when the expected does not happen? How would you react if you moved the stick left and the plane just kept on tracking straight ahead? The first thing you might say is - What the H...? But then you would move the stick left again because you expect the plane to start turning left. After all, you moved the stick left, hence the plane should turn left. This happened to me one day when I was on initial trying to pitch out to downwind in a T-38 (jet trainer). My instructor in the back seat asked me what I was doing. After all, he expected me to turn left at mid field. He expected the plane to turn left when I moved the stick left. His expectations lead him to believing that I had messed something up. So, believing I had made a mistake, I tried to turn left again - nothing. So, seeing that we were quickly leaving the traffic pattern, the instructor took control while remarking on my heritage, intelligence and other items. He soon discovered that he had no better luck turning left, so he attempted to turn right. This resulted in a small turn to the right.

At this time, either through anger, instinct, or mystical knowledge, the instructor slammed the stick to the left and we started a small turn. Long story short - we managed to land using what aileron we had in combination with the rudder. So, what happened to ruin what we always expected to happen when the stick was moved left? Well, a cotter pin had slipped out of the bolt holding the connection rod to the left aileron, then the bolt worked it's way out of the connection rod into a position that prevented the aileron from moving. The instructors hard slam to the left just moved the bolt enough to give us a little left aileron.

The above was an example of something totally unexpected. But, what about those "unexpected" events that occur when we expect a little too much out of our planes. Some of us expect it to go a few extra miles further than the fuel allows; or to stay wings level when we go into the weather; or to have a short landing roll after a long hot landing; or to not stall when we are low, slow and banking hard to not overshoot the runway on final; or ...

It may be that some of our expectations in regard to our plane, flying skills and other aviation related events are based on hope, prayer, wishes or desires; when they should be based on knowledge, experience and reality.

Keep you aviation expectations realistic and have fun! Will



I wasn't at the meeting so I hope this is the RV-10 everyone got to see. Dean Sompke sent this photo before the meeting.

October Meeting Time & Location.

The Chapter 80 monthly meeting will be at 7:00PM on Monday, October 8th 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.

Jerry Ronk and his yellow RV-7 will be our program. By the way, did I mention he has the fastest RV to date? Well, that is what I have been told!

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

1st Sat	Chapter 1055 (B)	York, NE
3rd Sat	Chapter 569 (0730-1030)	Crete, NE
Oct 6	Fly-in(B/L)	Augusta, KS
	Antique and Classic Fly-in	Syracuse, KS
	Fly-in (B)	Grinnell, IA
	Fly-in	Aurora, MO
	Fly-in	Onaga, KS
Oct 13	Fly-in (B)	Lee's Summit, MO
	Fly-in (B)	Oswego, KS
	Open House	Sedalia, MO
Oct 20	Fly-in (B)	Newton, KS
	Chilly Fly-in	Keokuk, IA
Oct 27	Chili Fly-in (L)	Shell Knob, MO

Where to go for lunch while out flying?

Kevin Faris found this web site to help you make that decision when flying - <http://www.fly2lunch.com> Give it a try!

Young Eagle News:

Three of our members flew 40 kids (Harlon Hain - 17, John Linke - 5, Will Kroeger -18) at the Civil Air Patrol Young Eagle event at Fremont on September 8th. However, the weather did us in at Plattsmouth. Thanks to those who volunteered to help. Maybe we will have good weather next year.

Our next event is a BIG ONE - October 13th at 0900 at Millard. We expect 60+ kids at this one. Spend the day before the Rally flying kids. Also, Jim Ratte can not make that date, so we need a coordinator. Anyone?

We are also hosting another Young Eagles event on Wednesday October 24th at 1700 (5 pm). We expect about 30 Boy Scouts. Also, in order to meet the Boy Scout Basic Orientation flight requirements, we need a copy of your Pilot certificate and medical along with your flight hours and Insurance information (Amount, Policy number, and expiration date). Sorry, but we can't use experimental aircraft for this YE event. Please email Jim your info or bring it to the Oct meeting.

Let's finish the year big and support these events. Call Jim Ratte.

I received the following email. Can any one help?

"I am helping a fellow (Jerry Yagen) <http://www.fighterfactory.com/> locate WWI era engines/airframes or replicas. Hispano-Suiza, Mercedes, Oberursel, Clerget, Siemens-Halske, Liberty, OX-5, other rotaries, etc. If you know of anything for sale or trade I'd appreciate any information."

Russ Lassetter, EAA# 0448996, Cleveland, GA
rblasset@alltel.net 706-348-7514

Come one, come all

To the EAA Chapter 80 Poker Run and Chili Feed

Sunday, October 14th

Wahoo Hangar

Sign-in (\$10) and pilot meeting 0900, first takeoff 1000

Chile at 1200 - Bring your best chili or dessert

Route: TBD

Come to the meeting for more info!!!

Now the final word on User Fees (I hope). On Friday, September 21st, the Senate Finance Committee approved an FAA reauthorization bill that maintains the existing fuel tax funding system, and does not impose any new fees on general aviation. On Thursday, September 20th, the full House of Representatives approved H.R. 2881 by a vote of 267-151. Sounds like they heard our voices.

CUSTOMS SEEKS NEW RULES FOR GA; (From AOPA)

Pilots of private aircraft that cross the U.S. border in either direction would be required to submit a roster listing everyone on board to the Bureau of Customs and Border Protection, if a new rule proposed last week is made final. Under the proposed rule, the information must be received by the CBP no later than 60 minutes before an arriving private aircraft departs from a foreign location and no later than 60 minutes before a private aircraft departs a U.S. airport for a foreign destination. The CBP wants to check those rosters against its no-fly list. Yes, says AOPA, "This applies to short trips across the border with your family or friends in your Cessna 172." The rosters must be submitted electronically, so pilots departing from remote airports without Internet access would have to land at another airport with Internet service and complete the information before entering or leaving the United States.

Note: Don't forget your passport when leaving the country. You will need it to get back in!

Build A Plane Needs Airplane Donations

Build A Plane, a nonprofit group that helps kids learn science, engineering and math by building real airplanes, has sent out a call for more aircraft donations to support its programs. The aircraft don't have to be airworthy -- an unfinished kit project, a neglected inheritance or even aircraft parts can be put to good use by some program somewhere, the group said. More than 50 projects are underway in the U.S., India, the U.K. and Nigeria, but the number of schools requesting aircraft exceeds the number of aircraft donated by about 3 to 1. "We desperately need airplanes," the group said. Donors receive receipts for their contributions, which are tax-deductible. Build A Plane has drawn support from industry leaders, including Cessna chief Jack Pelton, aircraft designer Burt Rutan, Cirrus CEO Alan Klapmeier, air show performer Patty Wagstaff, CNN anchor Miles O'Brien and EAA President Tom Poberezny. Programs now in development will offer aviation-themed lessons for high school students. To donate an aircraft, contact Katrina Bradshaw at 920-279-3714.

EAA Chapter 80
September 10, 2007
Official Meeting Minutes

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

- Scott Laughlin, President
- Dale McClure, Vice President
- Don Meyer, Secretary
- Jan Daniels, Treasurer
- A dinner was served.
- Introduction of guest and new members

Treasurers Report:

- Reported expenses of \$286.68, income of \$275.00 and a balance of \$1,911.39 in the checking account. Total cash assets were reported to be \$10,964.20. 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:

- 200 YE rides have been given for the year. Next event at MLE on Oct. 13.

Builder's Reports:

- Any one with a power rivet gun please let chapter know.

Tech Counselor / Flight Advisor:

- None

Fly-Out Report:

- RV Fly in at Land of Enchantment Oct. 5,6,7.
- Poker run at AHQ Oct. 14 with 9:00 am check in. \$10.00 fee per hand. Chili feed to follow.

Old Business:

- TW picked members to form a committee to develop a survey letter to ask members for ideas to improve the chapter meetings and research items of interest to the chapter

New Business:

- None

Librarian Report:

- None

Web Site:

- www.eaa80.org Bill Northwall has volunteered to prepare a write-up on his adventures in preparing to build a Viper Jet. He has sold the kit back to the factory but wanted to share his experience with the chapter and offered to provide the write-up to be posted on the website.

Program:

- Dean Somke flew his RV 10 from Grand Island and shared his experience building and flying his plane.

Meeting adjourned.

Don Meyer
Secretary

Due to the recent passing of my father, Richard E. "Dick" Olson, **the following items are for sale:**

- cleco's (# 30 & 40), cleco gun, cleco clamps
- hose fittings (blue), pulleys, aircraft bolts / nuts, numerous diameters / lengths
- nut plates, numerous sizes / shapes, gauges / instruments (misc)
- Aluminum scrap (tubes, sheet, etc), Many, many more items

\$100.00 takes all. There's probably several hundred dollars worth of "stuff" here, but we need to get the house cleaned out now, so would like to just sell everything "lump sum" in one batch instead of little bits and pieces.

Contact Dan Olson for inquiries, or to see. 816-797-7510 Note: All items are in Omaha.

1966 Cessna 150F commuter for sale. Total time about 6000 hours. Engine about 250 hrs (SMOH). Original paint, good interior. VAL 720 com, KT76 transponder with altitude encoder. Wheel pants and back seat (very rare option). Alternator, Autogas STC. Current annual, no problems. \$13K or so. Hangared at Blair. Contact Terry Wilwerding 342-2795 tmjw@creighton.edu See picture on next page.

Cessna 150 for sale. Ron Wood is selling his Cessna 150 for \$20,500.

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



Ron Woods plane.



Terry Wilwerding's 1966 Cessna 150F commuter

