

EAA CHAPTER 80 NEBRASKA IOWA



News!

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www.EAA80.org

February 2009

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The Sloppy Joe and Onion Ring Feed made me think of the help that Special Chapter Members provided myself and others last year. (See January 2008 newsletter on our website) My toolkit was not adequate to fix my problem, but luckily there were others there with a better selection of tools and knowledge. The following comes from the EAA website that has articles from other chapter newsletters.

Emergency Tool Kit Brian Lee EAA Chapter 441, Kent, WA

Recently, I found myself stranded at an airport with an engine which would not start...and me without any tools. I do have an "airport" tool bag packed and ready for those times when I'm going to work on the airplane, but at 25 pounds, I don't carry it along if I'm just going on a short flight. After trying to undo safety wire with my fingernails and a pocket knife, I resolved to assemble a small number of "essential" tools which I would leave in my flight bag—so they'd always be available when I am flying. I sat down and deliberately considered what the bare essential list of "what it takes to get home" items might be, then assembled a kit. Your list might be different, and you might argue about the "essential" nature of some of it, but it works for me. Here's my list:

- 4-in-one screwdriver
- adjustable pliers
- adjustable wrench (which will open wide enough to fit spark plug caps) (mine is attached to a Leatherman tool)
- spark plug wrench (deep well socket and breaker-I chose a slider rather than a ratchet for weight considerations)
- wire cutter
- safety wire pliers
- magnifying inspection mirror
- magnetic pick-up tool
- awl/dental pick
- small file
- small flat blade screwdriver
- hex wrenches: 5/32" for avionics; 0.05" for setscrews on knobs
- assortment of #8 and #10 screws, nuts, and washers
- assortment of cotter pins
- assortment of zip ties
- safety wire
- electrical tape



Some of the estimated 60 people who came and enjoyed food at the pre-Spring Sloppy Joes and Onion Rings Feed.
(Photo by Leonard Lawton)

(and, yes, there's part of a roll of duct tape which lives in the baggage compartment)

I dug around in the basement and found a scrap of canvas which my wife had left over from another project, spent a couple of hours with her sewing machine (I'm no tailor), and the result is a convenient if not pretty kit which fits neatly in the side pocket of my flight bag. At 3-1/4 pounds, it does add a bit of weight, but the peace of mind is worth the extra weight.

(Now, if I could only package Jim Rush's hands - see the January 2008 newsletter) Will

February Meeting Time & Location

This month's meeting is on Monday February 9th at 7:00PM at Hangar One at Millard Airport. The airport is still located on South 132nd Street between Q and Harrison.

Topics for discussion, since we did not cover them last month, are using some of our Chapter's excess money to:

- Help send World War II Veterans to the War memorial in Washington D.C.
- Sponsor a kid for one of the Young Eagle Camps at EAA, in addition to the Young Eagle credits we earn.
- Buy a engine host for the Chapter members use.
- Buy a video projector.
- Any other ideas?

February Program.

Our Feb Program will be an Introduction to the US Secret Service provided by Mr. John Gutmiedl, Agent in Charge of the US Secret Service Office in Omaha, NE.

Some future programs are: March, Tom Sears on Stroke prevention and cardiac care and prevention. April, Mike Howard on Aircraft structural design

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

1st Sat	Chapter 1055 (B) (0800-1000)	York, NE
3rd Sat	Chapter 569 (B) (0800-1000)	Crete, NE

LSA EXPO

The Heart of Texas LSA Expo will host its inaugural select-showcase of the nation's light-sport aircraft manufacturers, part suppliers, and service providers March 7-8, 2009, at Coulter Field Airport (CFD) in Bryan, Texas. The event offers the only show of its kind west of the Mississippi. For more information call or write to Karl Preston at 979-412-1611 or karl@coulterfield.com. Or try <http://www.texaslsaexpo.com/>

ARE YOU LISTENING TO 121.5 on your 2nd radio. I hope so, because right now only ground stations are listening to it and other pilots, which is you!!!

Annual Pre-Spring Sloppy Joe and Onion Ring Feed a Success!

We had an estimated 60 people and 16 airplanes show up at the Wahoo Hangar for this event (which was formally the Annual Winter Sloppy Joe and Onion Feed, but due to the nice weather we may keep it as a pre-spring event). There was plenty of sloppy joes, onion rings, breaded mushrooms, corn dogs, pop, chips, cookies and desserts for everyone to enjoy. Some people even enjoyed everything twice or three times. The weather was excellent with the exception of the 25-35 knot headwinds when coming from Omaha. Of course, these were a tailwind when going home—but we pilots only remember the headwinds.

We want to thank everyone who helped set-up, cooked, brought food and cleaned up. A special thanks goes to Tom Wieduwilt (TW), Leonard Lawton and Jim Rush for getting everything set up. I want to also pass along a big Thank You to Sandy Faris for those very tasty pies. She pulled those out of the oven right before they flew over from Plattsmouth and they were still warm and delicious.

I received the following from Paul H. Poberezny

Dear Will,

I just finished reading the January issue of Chapter 80's newsletter and your article on Scud Running. It's very well put, educational and true. I've read thousands of daily accident reports that I receive through EAA HQ and it's interesting to note the truth of what your article "Scud Running" is all about. Although I've flown military for almost 30 years, I did scud running as you said in your own letter that you did. I guess our chances many years ago were a little better from hitting tall towers, wind mills, etc. Times have certainly changed but getting disoriented, poor visibility running into the ground is just as bad as hitting a tower or its wire. Very educational article and please give everyone in the chapter my very best regards.

Have a very enjoyable year.

Sincerely,
Paul H. Poberezny
Founder
EAA

ONLINE COURSE COVERS LSA MAINTENANCE FOR A&Ps (from EAA e-hotline)

Sport Aviation Specialties has launched a new online course to introduce existing A&P mechanics to the unique maintenance and inspection requirements for light-sport aircraft (LSA). The one-day course, which is conducted via video and audio conferencing over the Internet, is aimed at A&P mechanics who may have been reluctant to offer LSA maintenance and inspection services, based on a lack of knowledge of the rules, the equipment, and potential pitfalls. The course provides a detailed grounding in all the information A&Ps needs to add LSA maintenance and inspection to their service offerings. For more information, call 904-206-0522, e-mail sportaviation@gmail.com, or visit www.SportAviationSpecialties.com.

EAA Chapter 80
January 12, 2008
Official Meeting Minutes

The meeting was called to order by President Tom Wieduwilt at 7:00 at Millard Airport, Omaha, NE.

Program:

- Gene Larson discussed his flight to the Caribbean in his RV-9.

Meeting adjourned.

The above is what I think happened since I was not there. In fact, 10 people braved the elements to attend the meeting. An oral review of the meeting will be presented at this month's meeting.

Will Kroeger

YOUNG EAGLE News for 2009

Final YE dates this year are:

- 9 am 18 Apr; Millard Airport
- 8 am 16 May; Millard Airport
- 8 am 13 Jun; Millard Airport (14 Jun Rain Date)
- 8 am 18 Jul; Millard Airport (19 Jul Rain Date)
- 8 am 8 Aug; Millard Airport
- 8 am 13 Sep; Plattsmouth Airport
- 9 am 17 Oct; Millard Airport
- 9 am 14 Nov; Millard Airport

Big year planned with the assistance of Kathy Callahan working advertisement for our events as well as flyer, web design, and assisting me with picking out items for sale at events (consulting services provided by Kelly and Matthew Callahan) that will appeal to kids. One of our new members, Matthew Callahan will be our event photographer for our web site. This year's theme is Discover Flight. Jim Ratte

If you ordered your **EAA 2009 Calendar** from the Chapter, please pay or contact Ed Haffke. We will put any non-claimed calendars up for sale in February.

For sale, 1956 Cessna 172, \$30,000. Contact Ed Haffke at 402-935-0803 or Ken Bahr at 402-559-0133. Total A/C time 6438 hours and 780 hours since major overhaul

Hangar Space for Rent!!! We have space in the Chapter's "Wahoo Hangar". Anyone interested?

TWO NEW AIR SHOWS AHEAD FOR 2009 (From AVWEB)

Air shows continue to be one of the best vehicles for introducing the masses to the world of aviation, and this week brought announcements about two major new shows coming up next year. Colorado Sport Aviation said it will launch the Colorado Sport International Air Show and Rocky Mountain Regional Fly-In at the Rocky Mountain Metropolitan Airport in Denver, on Aug. 22-23. The Rocky Mountain Fly-In has been held at various locations in its 29-year history, and this will be a new venue, incorporating the airport's popular annual open house event. The airport, located between Denver and Boulder, is close to plenty of tourist facilities and potential visitors, and provides spectacular mountain scenery. Also, Branson Airport, in Branson, Mo., will host the first annual Branson Air Show, May 8-10, which will set the stage for the grand opening of the brand-new, privately operated commercial airport on May 11. Acts will include the U.S. Air Force Thunderbirds, the Aeroshell Aerobatic Team, Manfred Radius, Patty Wagstaff, and more, plus plenty of warbirds on display. More performers are expected to be confirmed soon



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



I think TW is trying to see if he has the “correct” secret ingredient for the Sloppy Joe mix.
(photo by Leonard Lawton).