

EAA CHAPTER 80 NEBRASKA IOWA



News!

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www.EAA80.org

September 2009

President

Tom Wieduwilt
402-734-6580
teiwied@cox.net

Vice-President

Jim Ratte
402-964-2645
jrnuke@cox.net

Secretary

Don Meyer
402-650-2551
airmeyer1@cox.net

Treasurer

Ed Haffke
402-935-0803
ehaffke@gmail.com

Membership Coordinator

Bob Cartwright
402-895-0125
robertc@novia.net

Tech Counselors & Flight Advisors

Bob Harvey
402-289-2991
bharvey91@peoplepc.com

Mike Howard
402-991-0403
acepilot59@cox.net

Librarian

Leonard Lawton
712-526-2198
ldlawton4me@aol.com

Young Eagle Coordinator

Jim Ratte
402-964-2645
jrnuke@cox.net

Newsletter Editor

Will Kroeger
402-331-3887
pilotwill@cox.net

WebSite Manager

Ameet Savant
402-516-4546
ameetsavant@Yahoo.com

Bad Aviation News

The recent accident on the Hudson river between a small plane and a helicopter was a very tragic event on several accounts. One, there was loss of precious life. Two, the image of general aviation took another hit. And, many of the major news agencies' hired aviation experts spouted their idiotic ideas as to the reasons for the tragedy without first knowing the facts.

In fact, one news agency had a very irate non aviation newscaster who just could not believe that every small plane in the country "just goes where they damn well please without concern for the safety of others". She could hardly speak because she was so mad. Of course, her stations' hired aviation expert only fed her anger by indicating that the FAA knows this to be true and just does not care! He stated that the FAA should require every plane flying in the country to have TCAS and that the only reason they do not is because it would cost those stingy-with-a-dollar rich aircraft owners money. For we all know that the FAA's bottomline is the all mighty dollar and they will let anyone fly anywhere and anyway they want!

Well, I have had it up to here with these so called "Aviation Know-it-Alls". One station had a "former" NTSB person who went on about how unsafe not only flying the Hudson River corridor was, but VFR flying in general. He stated that the NTSB had been after the FAA for years to remove this dangerous practice. He suggested that every plane flying should file a flight plan, have a TCAS, and be under radar control. This was the only way to insure that everyone would be safe. After all, just imagine if that aircraft had hit an airliner or flown into a building or (pick your tragedy).

I remember watching on the news as an airliner with a gear problem came in for a landing at PHX. The news anchor was giving a second-by-second account of the incident. He started by identifying that the plane we were watching on the screen was the one in trouble. He went on to identify the plane by type and airline, then proceeded to tell us that the right main gear, the ones under the right wing, had not come down. His running commentary went on for at least three minutes until a fellow newscaster, who flew small planes, indicated that the airplane on the screen had all of its gear down. The newscaster immediately announced that the gear problem was fixed, that the crewmembers were magicians for fixing the problem and that "all was well". He seemed very proud of himself until the real airliner with the gear problem came on the screen just moments before landing with the left gear only partially down. The airliner landed with sparks flying while the newscaster sat there dumbfounded. So much for that know-it-all. The only thing he got right was the name of the airline.

So, how does this affect us? The number of people involved in aviation in this country is getting smaller. Our decreasing numbers coupled with misinformation from the news media could result in people just not caring if more restrictions and regulations are placed on us. We as pilots, builders, and general aviation enthusiasts have to spend more time convincing people that what we do is not only fun, but also safe. We have to overcome some of the news media



Bob Meder, FAAST Team Member, talks about pattern entry/exit and communication in airport vicinity at August 2009 meeting. Photo by Dick Austin.

misinformation. We need to support programs that promote aviation, like EAA Young Eagles and AOPA Project Pilot. In addition, we need to write or email any news organization that passes along misinformation about aviation.

Now for some Good Aviation News:

Nebraska practice flies pathologists to outlying hospitals (from AOPA epilot)

A pathology practice in Nebraska visits hospitals in communities that are located hundreds of miles away. With the help of general aviation, these medical professionals can conduct a day's worth of business in the time that it would take them to travel there by automobile.

"GA has been a part of our consulting practice for over 30 years, and makes serving some of our hospitals possible," says Dr. Thomas Williams, medical director of the Methodist Pathology Center, Methodist Hospital in Omaha.

The practice's clinical laboratory serves as a reference laboratory for a number of smaller hospitals in rural Nebraska as well as Iowa and Missouri. Teams of pathologists—physicians who specialize in microscopic diagnosis of tumors and diseases—and medical technicians travel monthly to these client hospitals to provide consultation and review of cases of interest and quality of care issues with the on-site staff. Each visit usually lasts several hours.

Trips to hospitals in neighboring Iowa and Missouri are made by car. But some of the clients, like Rock County Hospital in Bassett, Neb., are located more than 300 miles from Omaha—two-thirds of the way across the state. Such a trip by car would take more than four hours one way to reach a facility that serves fewer than 1,000 people. "It's a gorgeous part of the state," says Williams, but he adds that people who are unfamiliar with the Great Plains area of the Midwest don't realize how rural it is.

That's why Methodist Hospital has contracted with a local charter that ferries the pathologists in Beech Barons from Millard Airport to these outlying locations.

"General aviation permits us to leave to make that trip in one day," says Williams. "In some cases, [they will] be back in time to do a little work before dinner."

The pathologists sometimes are flown into unattended airports so that they can reach client hospitals in locations such as Alma, Cambridge, and Lexington. "There's no way that we could service" these locations without using GA, says Williams. —By Jill W. Tallman

September Meeting Time & Location

This month's meeting is on Monday Sept 14th at 7:00PM at Hangar One at Millard Airport. The airport is still located on South 132nd Street between Q and Harrison.

September Program.

Our speaker will be Rod Combs, an Army Helicopter Pilot, who will be talking about the Army Flight Program.

Our December program is **Our annual Christmas Party** at Piccolo's on the 14th. Please let Jim Ratte know if you can attend so we can get a good head count. Party timeline is: 6-

7 social; 7-8 dinner; 8-9 program (have not set a program, ideas welcome). We will introduce the new Chapter Officers, have a Cash bar, Poinsettias for the ladies, music and raffle prizes. Tickets will be \$30 per person for either a 8 oz Prime Rib or 8 oz Filet or Chicken Breast or Baked Halibut.

EVENTS:	(B) - Breakfast / (L) - Lunch	
1st Sat	Chapter 1055 (B) (0800-1000)	York, NE
3rd Sat	Chapter 569 (B) (0800-1000)	Crete, NE
4th Sat	Aviator's Breakfast (0800-1000)	Chadron, NE
Sept 11/12	Regional Air Festival	Kirksville, MO
Sept 11-13	10th Annual NE Ultralight Gathering (ANUG)	
	Fly-in go to www. Anug.org	Harvard, NE
Sept 13	Mooney MX Clinic	Scottsbluff, NE
Sept 13	Fly-in (B) (7K8)	South Sioux City, IA
Sept 19	Fly-in (B)	Sidney, NE
Sept 19	Fly-in Open House	Osceola, IA
Sept 27	Fly-in (B)	Ord, NE
Oct 3	EAA 1055 Poker Run/Chili Feed	York, NE
Oct 3	Antique & Classic Fly-in (L)	Syracuse, KS

What Went Wrong? Free AOPA ASF Safety Seminar. Wednesday, **Sept 23rd**, 7:00-9:00 PM, Bellevue West High School

YOUNG EAGLES — Plattsmouth Airport
13 Sept (Sunday) 0900
Millard Airport 17 Oct 0900
Call Jim Ratte or Kathy Callahan if you can help.

Did you know that Phillips 66 has increased their fuel rebate to \$2/ gallon when you fly Young eagles and fill up using your Phillips 66 card? Millard sales Phillips 66.

EAA Chapter 94 in Mason City, IA, is hosting an **Aircraft Electrical Systems seminar**, to be held October 17-18, at the Mason City Airport (MCW). The presenter is Bob Nuckolls, author of the AeroElectric Connection, a reference book which has been used widely by the homebuilt community for over 20 years. This seminar was originally planned for June, but had to be rescheduled. If you have any questions, contact Tom Barber at kesleyelectric@iowatelecom.net or register online at <http://www.aeroelectric.com>.

ATC SEEKS FEEDBACK ON OSHKOSH

Air traffic control volunteers who worked at AirVenture Oshkosh 2009 have developed a brief online questionnaire to give pilots an opportunity to provide feedback on the air traffic services provided by the Oshkosh and Fond du Lac towers during EAA AirVenture Oshkosh 2009. Your comments and suggestions will assist ATC in improving the quality of services at future AirVenture events. If you flew into Oshkosh or Fond du Lac during AirVenture, please take a moment to complete the survey go to: https://secure.eaa.org/airventure/atc_feedback.html (from EAA e-hotline)

Do you twitter? One of the hottest instant messaging formats today is Twitter, a short (no more than 140 characters) messaging system that is available through your cell phone, iPhones, Blackberrys, computers, and other devices. EAA is supplying regular updates on programs, EAA AirVenture Oshkosh activities, and more! It's easy to sign up and start receiving your updates from EAA. Just visit <http://twitter.com/EAAupdate>.

EAA Chapter 80
August 10, 2009
Official Meeting Minutes

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

- Tom Wieduwilt, President
- Jim Ratte, Vice President,
- Don Meyer, Secretary
- Ed Haffke, Treasurer

Treasurers Report:

- Operating Account: \$2,487.88, Money Market Account \$4,823.41, CD Balance: \$2,990.81. Total Cash Assets: \$10,302.10.

Meeting Minutes:

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

Young Eagles:

- 89 YE flown in July, 312 YE to date for 2009.
- Kathy has new system to register pilots for each event.
- Next event at Plattsmouth, NE on September 13th.

Builder's Reports:

- Bob Condrey's RV 10 being painted.
- TW has installed wings on his RV 6.

Tech Counselor / Flight Advisor:

- None

Fly-Out Report:

- None

Old Business

- None

New Business:

- None

Librarian Report:

- None

Membership Report:

- Leonard displayed new membership booklet template. May print some books and also have it on a PDF format.

Tool Report:

- Engine hoist in Ronye McKay's hanger
- Trailer: AHQ
- Scales: TW
- Jacks: Ron Wood
- Brake Bleeding Set: Ron Wood
- Grills: At AHQ

Web Site:

- www.eaa80.org

Program:

- Bob Meder, FAAST Team Member presented program on pattern entry and exit and communication in airport vicinity.
- Meeting adjourned.

Don Meyer
Secretary

For Sale by Ralph W. Andersen - 402-572-0111

Headsets: Two Sigtronics Model 40, Noise Reduction, Electronic Mic and Transcom Model SPO22 Intercom - Play/Record, plus case - \$300

Seeking Help

Tom Newell is rebuilding the Stearman he found in a barn. He is in need of help re-covering the plane. Is there anyone out there that can assist him with this fabric work? Tom says he is willing to pay for any help.

There are still a lot of good flying days left in the year. Call Ron Wood if you need a plane to fly or are looking for a less expensive way to fly. He is selling his Cessna 150 for \$17,000. Contact him at 402-333-7160 or rwood90641@aol.com



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



More photos from Oshkosh 2009. Dick Rutan is in the white shirt and hat in the left photo.
The right photo is the right "working" fuselage of the White Knight 2. Yes, that hatch is the only entrance.