

EAA CHAPTER

80

NEBRASKA IOWA



News!

Visit Our Web Site
www.EAA80.org

February 2011

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Cost of Aviation Over THERE

Last year I started sending a copy of our newsletter to Harry Hopkins, a friend of Reggie Urschler who lives in England. As a result I receive the Gloster Strut newsletter from the Gloucestershire Airport branch of the Light Aircraft Association (LAA). In case you are wondering, a Strut is a word they use to describe a club.

It is interesting to see aviation from a different perspective. We all know that the aerodynamics of flying are the same throughout the world (I did hear that things are reverse south of the equator but believe that is a rumor), but the control of aviation and its cost are definitely different. An example of cost is very evident by the cost figures on the flyer on page 3. With the current exchange rate of 1 pound (£) = 1.61 dollars, the cost just to fly one of their Microlights is \$88 per hour plus a commitment of \$64 per month dues. That equates to \$104 per hour if you fly just four hours a month. Ouch! It costs me \$82 per hour (\$100 if I average in the engine overhaul) if I flew my Cherokee 180 only 4 hours a month.

I saw an ad in their newsletter to join a group with a Wag Aero Cubby (Piper Cub clone) for £85 (\$136) per month and £59 (\$94) per hour wet. There was no mention of a joining fee or cost. Compare this to Ken Bahr's ad for a Cessna 172 at ~\$71 per month and ~\$57 per hour wet. Of course, you have to buy in at \$7500, but with a price difference of \$65/month and \$34/hour you will break even in 37 months based on flying 4 hours per month. You also get to own 1/3 of a plane.

The cost to rent the plane is not your only cost. In England, and most of Europe, you may have to pay to talk to someone, fly an approach and to land. These are currently free in the good ole USA. Of course, there are a few general aviation airports in the county where you have to pay to land, but not many.

So, does all this cost make the flying better, more enjoyable, or safer? Most likely it does not. It just makes it more expensive to fly. To me the biggest threat to flying in this country is the cost. How many of you have thought of giving up flying when "user fees" are mentioned by the government? Think of our friends in England the next time you think aviation costs too much here.

By the way, there is one cost I like - members are charged an annual fee for their newsletter. £5 (\$8) to receive it by email and £12 (\$19) for a printed version. (Send cash, no checks please!)

February Meeting Time & Location

This month's meeting is Monday February 14th at 7PM at the **New Terminal Building at Council Bluffs Airport, Iowa**. I do not remember how many seats they may have so it may be a good idea to bring your own chair.

February Program.

Our very own Kevin Faris (also our new Secretary) will be talking about the tracking of aircraft using the APRS - Automatic Package Reporting System.

EVENTS:	(B) - Breakfast / (L) - Lunch	
1st Sat	Chapter 1055 (B) (0800-1000)	York, NE
3rd Sat	Chapter 569 (B) (0800-1000)	Crete, NE
Feb 6	Chili Fly-in (L)	Harlan, IA
Mar 29-Apr 3	Sun 'n Fun	Lakeland, FL
Mar 19	Chili Fly-in (L) CAF Museum	Council Bluffs, IA
Apr 17	Fly-in (B)	Dubuque, IA
Apr 20-21	Iowa Aviation conference	Des Moines, IA
May 1	Fly-in (B)	Red Oak, IA
May 22	Fly-in (B) at Museum	Sioux City, IA
Jun 2-5	National Biplane Fly-in	Junction City, KS
Jun 4	State Fly-in	Scottsbluff, NE
Jun 4	Fly-in (B)	Council Bluffs, IA
Jun 5	Fly-in (B)	Audubon, IA

The 2011 EAA Calendars are in - get yours today!

Young Eagles

We have two candidates for our Chapter Young Eagle Scholarship program to attend the Air Academy in Oshkosh, WI. Come to the meeting to find out who they are.

It's not to late to submit your 2011 dues. In fact, only 79 members out of 150 have paid.

Please send your 2011 dues, which are \$25, to our Membership Coordinator, Craig Vinopal, at the following address:

EAA Chapter 80
c/o Craig Vinopal
17008 Decatur St.
Omaha, NE 68118-2838

Checks should be made out to "EAA Chapter 80".

FCC SUSPENDS PROHIBITION OF 121.5 MHZ ELTS

The FCC has stayed their rule on the prohibition of 121.5 MHz ELTs (signals no longer processed by satellites) and is "planning a new Notice requesting public comment on the future of legacy 121.5 ELTs." The action is a response to concerns expressed by the FAA, one of which is supply. The FAA warned the FCC that the current supply of 406 MHz ELTs is insufficient to replace all 121.5 MHz ELTs in the near term. Because of that, reasoned the FAA, prohibiting the use of 121.5 MHz ELTs "would" effectively ground "most" general aviation aircraft. The FAA also expressed concern regarding the potential continued value provided by 121.5 MHz ELTs in locating aircraft "even without satellite monitoring of frequency 121.5 MHz." Search and rescue operators still monitor the frequency. The FAA also expressed concerned about the associated cost to operators of forcing a transition. (From 17 Jan 2011 AVweb — ruling was released 11 Jan 2011)

Police drones pressure FAA's "see and avoid" standard

At the urging of law enforcement agencies, the FAA this year is expected to advance new rules for operating unmanned planes in airspace shared by commercial jets and private pilots. Police want to use drones in hostage situations, emergency evacuations and other crises, but such uses would violate the FAA's existing "see and avoid" rule for civil airspace. The safety agency plans to seek public input this year on possible changes to that rule, while working with law enforcement agencies on "possibly trying to streamline the process of applying for certificates of authorization" for drone flights in specific areas. USA

TODAY

Got an email from FAASafety on the following:

Note: Jim Steier is a Chapter member.

An Aeromedical presentation and discussion."

Topic: Aeromedical issues in the cockpit as well as reporting for the Airman Medical Certificate.

On Saturday, February 5, 2011 at 10:00 AM

Location:

Advanced Air, Inc., Council Bluffs Airport
16801 Mc Candless Lane
Council Bluffs, IA 51503

Description:

Jim Steier MD, AME will discuss common medical issues that can affect pilots and passengers in the cockpit. There will also be a discussion of the Airman Medical Certificate with questions and discussion to follow. Dr. Steier in addition to being an FAA Designated Airman Medical Examiner in the Omaha area is also a pilot and aircraft owner as well as a Certified Flight Instructor.

Go to http://www.faasafety.gov/SPANS/event_details.aspx?eid=36568 to view further details and registration information for this seminar.

Let it Snow, let it Snow - that was the theme of our last meeting. We hope everyone spent a safe evening at home.

For sale 1/4 ownership in a 1956 Cessna 172 four seat plane. Aircraft is hangared at Millard-(MLE). Aircraft has an STC for autogas. Share cost is \$7500.00, hourly rate is \$25.00 dry. Hangar rent (\$150.00 a mo.) and insurance (\$750.00 approx.yr.) are shared between 3 owners (for now). An ideal trainer/first aircraft or time builder. If interested, call Ken Bahr at 402-559-0133

Cheaper Flying?



You must be Joking!

NO, really – it's true - IF you join Cotswold Aero Club's new **Frequent Microlight Flyer Scheme!**

Here's The Deal – pay £40 per month standing order (minimum commitment 6 months) then you can fly G-SHMI or G-CEHL for £55 (incl. VAT) per hour!

This means if you fly only 1 hour per month, it's the same rate as normal hire, but if you fly any more than 1 hour per month, the rate gets cheaper & cheaper & cheaper ...



I Don't Believe it!

Conditions:

1. You must be a Cotswold Aero Club Flying member
2. You must hold a PPL or NPPL
3. You must be checked out on microlights (& specifically the Eurostar) by a Cotswold instructor & approved for the scheme.
4. You must commit to a Standing Order for at least 6 months
5. All rules regarding excess liability (£500), Flying Order book etc must be conformed with & signed up to date.
6. Book the aircraft in the usual way, but ensure it's noted as a frequent flyer booking (so you get charged the correct rate).

Contact Phil or Mike on 01452 713924 / 07721 404 823 for details & an application form



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