

EAA CHAPTER

80
NEBRASKA IOWA



News!

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February 2016

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VFR to IFR

Every time I see an incident like what happened January 3rd near Pender, it initially appears it was a VFR into IFR situation. I always think, "I hope that's never me." I'm guessing the pilot that day didn't think he ever would be 'that guy' either. He worked for the construction company doing a large expansion at the CF Industries facilities near Sergeant Bluff. Guessing, since he worked for a large construction company that probably does a fair bit of work away from their home base, he made a lot of those types of trips. Take a few days and head back home and then come back for work. I mean, why not, he had the airplane. I would. It might be the reason he got a certificate in the first place.

And then I think, would I ever end up in that situation? I dunno. My trip to my parents for Christmas was somewhat like that, but I was in a car. The same-not exactly. But there are a lot of parallels to be made.

Leaving Omaha, the weather was starting to get iffy. The snow was starting to come down and the temps were near freezing, making it a slushy mess. I had sorta kinda looked at the weather before I left Omaha. It didn't look great, but it wasn't too bad. As I progressed towards Des Moines, it got better, pretty much clear. Turned north on I-35 and the traffic slowed way down after a few miles. By time I was near Ames, the GPS had me clocked at 22 mph, visibility 500-1,000 feet at best and snowing. At that speed I noticed, in the tracks in the lanes in the snow, the bottom of the ruts were really shiny. I also knew, that wasn't the road surface. Traffic was pretty much bumper to bumper at that point, both lanes, creeping along. I did a quick brake test. Yeah, the car wouldn't have slowed down if I would have needed it to-I was on wet ice. The conditions were not really what I was expecting. Before long, in the southbound lane-carnage. Not national TV worthy, but definitely state TV worthy. Counted 15 or so vehicles in 1,000 feet or so either dead on the road, cracked up, in the ditch/median or otherwise immobile. Traffic was weaving through the mess, slowly, one car at a time. The state troopers and such hadn't even been there yet-saw them approaching couple miles north. There were at least another 15 vehicles in the next mile in the ditches as traffic stacked up, trying to avoid crashing. (People back home said the news quoted 50 cars involved. Very possible, I just saw the beginning.) Cars were approaching, at road speed, in marginal visibility, to the back of the stopped traffic. I kept thinking, "I'm glad I'm not over there." Ten or so miles north of there, the roads cleared up, the sky cleared a bit, and speeds reached 70+ mph in both lanes going north. Traffic was going at least that fast going south. And they had no idea what was going to happen to their road conditions over the course of about a mile. But, I was in a hurry to get where I was going, the southbound traffic was in a hurry to get where they were going. I could have easily been 'that guy' in the other lane.

I don't want to be 'that guy.' Could you be 'that guy?'

Chris Halfman
President

Lester Tinnin

It was with great sadness that we received word of Lester Tinnin's passing on January 19th. Lester was a long time member of Chapter 80 and a friend to many. He had been very active in the Chapter, most recently as Young Eagles coordinator and newsletter editor. Lester will be missed.

January Meeting Minutes

The January meeting was held on 1/11/16. Meeting was called to order at 7 PM by President Chris Halfman.

Minutes: There were no December meeting minutes due to the holiday party.

Treasurer's Report:

Checking Opening Balance \$4,842.99

Income

Xmas Party Receipts \$1,728.26

Dues \$1010.00

Expenses

Kevin Faris-Soda/Ice \$18.34

Oracle Av. Xmas Hanger \$300.00

Chris Halfman Food ETC. \$2,034.22

Oracle Av. Wine \$90.00

Jerry Ronk Bar Supplies \$124.05

Total Cost (\$2,566.61)

Xmas Party Loss (\$838.35)

Oracle Av. Shelving \$260.00

EAA National Dues & Insurance \$340.00

Ending Balance—Checking \$4,414.64

Money Market \$3,912.67

CD \$1,560.26

Total Assets \$9,887.57

Membership: We are currently at 121 members. Our goal for 2016 is to reach 140 members. Let your friends know about EAA and Chapter 80, invite them to a meeting.

Jim Beyer is updating records for the membership roster, to be published on line and probably made available in printed form for those who want it.

Tech Counselor: Mike Howard reported that there is nothing to report.

Young Eagles: There will be two YE rallies during 2016, planned for June 11 (MLE) and September 11 (PMT). A suggestion was made to have back-up rain dates for both events. Also, remember that you MUST be a member of EAA and of Chapter 80 to participate in the Young Eagles program as a pilot or volunteer.

Tools: All tools are in Jerry Ronk's hangar except for the

jacks, which are in use. Jerry will be gone for 6-8 weeks; if you need access to the Chapter tools please contact Bob Cartwright for access.

Builders Reports: Mark Miller reported on Phase 1 testing of his Zenith 650. Dale Botkin has his RV-12 back together and flying with a rebuilt fuel tank and a new AOA setup. The January builder's meeting will be hosted by Stan Aarhus. Stan is building a RV-3. The meeting will be January 23, 9:00AM, 1205 Elizabeth Dr., Plattsmouth, NE 68048. RSVP isn't required, buy if you choose to, send a note to Stan at saarhus@charter.net.

Flyout: There was an impromptu flyout to Barnstormers on 12/6 with about 4-5 airplanes and seven people.

Social: There were around 80 people who attended the Christmas party.

Old Business: Mike Howard spoke about the EAA Ford Tri-Motor. We don't have dates yet, but we're planning to have the Tri-Motor at Millard this year, probably late August or early September. We'll need a dozen or so volunteers to help with getting passengers safely to and from the plane. We need two or more groups of five. We'll also look for some corporate sponsors to cover the fixed \$4000 cost; after that the Chapter will make \$5 per paying passenger. Mike is asking for someone to help with marketing and advertising in support of this event, as well as a vice chairperson in charge of volunteers.

New Business: A motion was passed to allow the Treasurer to disburse funds for approved expenses up to \$200 without prior approval; over \$200 would require Board approval, and anything over \$1000 would require approval by the membership.

Chapter 80 needs additional chairs so we don't run out of them when the weather warms up. The Board has approved the purchase of some additional folding chairs.

We are looking into setting up an arrangement with a custom manufacturer like Land's End or some other place so members can order custom EAA 80 printed or embroidered items such as hats, shirts, jackets, etc. If you know of a local business that might be interested, please talk to Jim Beyer.

We have received a couple of inquiries about people involved in the building of the Durand Mk V. The original is in a hangar in Wisconsin, and the owner is looking for information. Contact Chris Halfman or Dale Botkin for contact info if you can help out with this.

A suggestion was made to offer lifetime membership to past presidents of the Chapter. Jerry was in favor. The matter was tabled until the next meeting.

Respectfully submitted,

Dale Botkin

Chapter Secretary

For Sale:

Dale Botkin has some leftover parts from an RV-7 build. There is about a gallon of Iridite (similar to alodine), and some Alumi-Prep etch solution. Both should still have plenty of life left in them. There's a Tosten CS-8 stick grip, a pair of seat heaters, some switches, LED "eyeball" cockpit lights and some tools. You can call Dale at 402-896-6445.

Jan and Deny Daniels have two storage rooms full of old aircraft and engine parts. There is too much to list individually but mostly old Cessna and Piper parts. It all goes except for the J3 parts and the spark plug cleaning machine. They would like want to sell it all as a bulk item so please make an offer. If you have any questions or want to take a look please give them a call.

Jan or Deny Daniels
Home: 402-493-0789
Jan's Cell: 402-670-2375
Deny's Cell: 386-847-4037 (living in Omaha now)

SocialFlight

As a pilot new to Chapter 80 I have been looking for a way to be informed on area fly-ins, fly-outs, seminars and airshows. Through random searching I discovered a website, Socialflight.com. You can access the website by logging-in at the website or by downloading the smart phone application. According to their website, SocialFlight is a free mobile app & website that provides pilots with an interactive map of literally thousands of aviation events: aircraft fly-ins, air shows, pancake breakfasts, conventions, FAA Safety Seminars and much more. SocialFlight users can search for events, add events, chat, upload photos, get email notifications, send event notices to their friends and even add events automatically to their Google or Outlook calendar. For more information go to socialflight.com. And for some great how-to videos on the use of Social Flight, visit their help page at www.socialflight.com/help.php. I plan on submitting all of our events to 2016 to Social Flight so that other pilots and EAA chapters can attend our events. The goal is to have a single place for chapter members to look for all EAA 80 events.

Chris Beran
EAA Chapter 80 Vice President

Angle of Attack in the RV-12

As part of the refurb and fixing up in the RV-12 that followed me home last fall, I wanted to replace stall warning with an angle of attack indicator. The stall warning was very loud and was set to go off a good 15 knots above stall speed. Both of those issues could be fixed, but I had also seen a write-up on the Van's Air Force web site about how to add AOA.

As it turns out, the modification was pretty simple. The older

Dynon D-180 EFIS has the capability of displaying AOA on the screen, but it's not normally used on the RV-12. Fortunately, smarter people than me figured out an easy way to make it happen. The RV-12 pitot tube runs through the center of the Rotax gearbox and spinner, so it's not practical to try to combine the AOA port with the pitot as is usually done. However, a simple AOA sensing port on the wing will do the job. I added a pop rivet with the mandrel removed, and ran small diameter Tygon tubing up to the Dynon. I used a quick disconnect fitting at the wing root.

Once installed, calibration was easy. The process involves doing a number of stalls with flaps up and down, and with power on and off, so the EFIS can determine the minimum angle at which a stall will occur. You have a choice of how the audible alerts occur; I have it set so that I should start to hear a beep on final, and a solid tone and voice alert in the flare for landing.



I think my total cost of materials to add the AOA indication was around \$20, maybe a little less. I like it a lot better than the stall warning beeper, in part because it's a progressive alert and I have some control over when it starts beeping.

Dale Botkin

Call for Articles

It's time to unleash your inner Hemingway, Twain, Vonnegut or even Martha King. It doesn't take anything special to write an article or even a regular column for the Chapter 80 newsletter. All you need is something to share with your fellow Chapter 80 members, and a few minutes to write it down. Your faithful newsletter editor can do the proofreading and editing and get it all "prettied up" for publication. Just keep it aviation related, or at least something of interest to your fellow local pilots. Email your ideas or finished articles to dale@botkin.org. And yes, humorous articles are always welcome as well as trip reports, construction tips and articles covering technical or historical subject matter.



Bring a Friend!

2015 was a good year for membership. We increased the number of Chapter 80 members by roughly 20% for the second year in a row. We'd like to continue that by adding another 20 members this year, or more. If you have a friend who might be interested in EAA, please try to bring them along to a meeting. Show them the EAA web site, take them to a fly-in pancake breakfast, or think of other ways to pique their interest in EAA and in our Chapter.



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