

EAA CHAPTER 80 NEBRASKA IOWA



News!

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June 2016

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Young Eagles

As many of you probably know, there was a Young Eagles event held at Oracle Aviation on May 14. I gave two students their first ride in a general aviation aircraft. According to the EAA website, it was the first time I had done that in 11 years. Flew 21 kids in Kansas way back when. The weather wasn't perfect (a bit bumpy) and I was worried that it might not give a good experience. That last thing you want to happen is to scare a passenger on their first ride, young or old. Apparently they are both aficionados of roller coasters and didn't seem to mind a bit! And both of them, at some point in the flight, said, "This is more fun than I thought it would be." You never know what something is quite like till you try it.

So many kids today never get the experience to be in a small plane. It does cost you money to fly your own plane or to rent a plane, but I believe it is worth it. If you can't spring the money it takes, we can always use ground crew. Even if they don't become pilots, which is really the point, giving them a good experience is something that they will most likely remember their entire life. I can still remember my first ride 20-something years ago. It was scary and neat at the same time. When the Young Eagles are older and see or hear an airplane, they'll think how neat it was and not 'why can't they fly those things somewhere else.'

The next Young Eagles rally is June 11. If you are interested in helping out-in the air or on the ground-drop me a note and I'll get you to the proper people.

Chris
chris.halfman@gmail.com

Upcoming Events:

June 13 Meeting Presentation - Robert Jones will present his work on an aircraft of his own design that has an appearance similar to the Bugatti Model 100. It's a sleek plane!

June 25 Builder's Meeting – Doug Humble will host the meeting 9:00 AM at 14209 Iowa St (north of 144th and Ida). Doug is building a Thatcher CX4. He is 70% completed and is working on firewall forward. As usual-there'll be coffee and doughnuts! Not required, but give him a holler if you plan to stop by at hawkidoug@cox.net or call him at 402-250-9075. See ya there!

July 11 Meeting Presentation – Bob Cartwright, Jerry Ronk, and Chris Beran will have a live demonstration on the process of dynamically balancing a propeller.

New Members

Please join in welcoming new Chapter 80 members Jason Sheldon, Steve Jeub, Douglas Spurlock, Robert Jones, Scott French, Melvin Stevens and Ken Davis.

May Meeting Minutes

The May EAA 80 membership meeting was held on May 9, 2016. Meeting was called to order at 7 PM by President **Chris Halfman**.

Minutes: The minutes of the April meeting were approved as published in the newsletter.

Treasurer's Report: The May Treasurer's report was given by **Bob Cartwright** and was approved.

Membership Report: **Jerry Ronk** reported four new members, giving us around 110 paid members.

Tech Counselor: No Tech Counselor report. It was mentioned that there is a new service bulleting for most Van's RV models regarding inspecting for cracks at the aileron hinge mount points on the rear spars. Check the Van's web site for details.

Young Eagles: **Jim Beyer** announced that there was a YE event on 5/14 to fly a group of Burke High students. Jim also reported that there is an event planned for June 11, with a potential for a large number of kids to fly. He also announced that there was a group of Boy Scouts in Tekamah who need some Aviation merit badge assistance. And remember that as of May 1, you must have completed the EAA Youth Protection Program training and certification in order to participate in YE events in most capacities. If you have not done so already and plan to fly Young Eagles or to help out in multiple events, you should complete the certification.

Tools: **Jerry Ronk** reports that the tools are all in his hangar. The scales were used by **Chris Beran** to weigh his airplane.

Builders Reports: **Jerry Ronk** reports that his Rocket is now painted.

Builders Meeting: **Jerry Ronk** will host the May builders meeting on June 21, 9 AM to show off his Rocket.

Flyout Report: There was a flyout to Pella, IA for a fly-in breakfast. **Paige Hoffart** reported a lot of people and aircraft there; he said visibility decreased markedly due to smoke from Kansas.

Social Coordinator: Nothing to report, but **Chris Beran** reports that he is working on an event for later in the year.

Old Business: The Tri-Motor is scheduled for Thu-Sun, Aug. 11-14. We will need volunteers for ramp/ground crew. We need two shifts each day, from 0800-1300 and from 1230-1700. Tickets are \$70 pre-sold, or \$75 the day of the event. Contact **Mike Howard** to volunteer.

New Business: There was no new business.

Announcements: There's a partially completed Cozy 3 project available in Rapid City, SD. Jim Davis has written a book about traveling all of the "lower 48" states if anyone is interested in reading that. Contact Chris Halfman for more information on those items. Also, I know someone with a set of Bushby Midget Mustang plans he's looking to sell; if you're interested contact **Dale Botkin** and I can put you in touch with him.

Respectfully submitted,
Dale Botkin
Secretary

June 2016 Treasurer's report

<u>Checking</u>	
Acct. 310	
Opening Balance	\$10,714.35
Deposits	
5/16/2016 50/50	\$18.00
5/16/2016 Dues	\$325.00
Expenses	
5/9/2016 Refreshments	\$34.94
5/16/2016 Trailer License (Douglas County)	\$29.30
Ending Balance	<u>\$10,993.11</u>
Total Assets	<u>\$10,993.11</u>

Busy Spring, Late Newsletter

Dale Botkin

You may have noticed that I'm about three weeks late getting the newsletter out... again. So why am I sitting here on Sunday, the day before the meeting, feverishly working on the newsletter?

Last Fall I bought a flying RV-12. Being a new aircraft owner, I knew that the condition inspection would be due in May—but didn't know exactly how much time it would take. As it turns out, the condition inspection itself was a two-day affair, with the help of a friend and fellow Chapter member George Richmond (thanks again, George!).

This was the fifth annual condition inspection, which means a lot of extra work on a Rotax engine. Most of the rubber parts are five-year replacement items. New fuel hoses, new coolant hoses, new fuel pump, new carburetor mounts, and a few other sundry items were scheduled to be replaced in addition to the normal annual "stuff". With around 240 hours on the airframe I also needed to re-line the brake pads and swap the tires to even out tire wear.

All in all, this worked out to about a week or so worth of extra work. Unfortunately there is still that pesky job, which was further complicated by some inconvenient timing of family matters! An unusually busy work schedule kept me away from the hangar most weeknights. We also had something going on — planned or unplanned — for six weekends in a row that prevented me from being able to get anything done for well over a month. When I was able to get to the airport, it was either late at night or on afternoons when I could listen to everyone else enjoying the perfect flying weather. Poor timing to have the plane torn apart for sure!

I had a deadline, though. The weekend of June 4 I needed to be in Denton, TX for a two-day LSA Repairman / Inspection class. What better way to get there than to fly the RV? So we worked all through Memorial Day weekend to get it finished up, just in time. Well, just in time for the weather in the Dallas/Ft. Worth area to go right down the tubes. A four-hour flight with a stop for gas and lunch turned into a 12-hour drive each way (allowing two extra hours for road construction in Oklahoma). That brought me home to a week of 11- and 12-hour days at work.

It's finally over, though. The plane is put back together and still flies great. I have completed the training that will allow me to get the repairman's certificate for this plane, with authority to sign off on the condition inspection — a nice little quirk in the E-LSA rules. I think I will "re-clock" the condition inspection to an earlier month with much worse weather for flying, when it's too wet or too windy. There's nothing as sad as being elbows deep

in the guts of a partially disassembled airplane while everyone around you is flying.

The condition inspection itself was largely uneventful. The very few deficiencies we found were easily corrected. I caught up on the last couple of service bulletins and hopefully will be good to go for the next year.

And most importantly, of course, I was able to get the newsletter done before the meeting. Barely!





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