



News!

January 2019

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From the President

Hello, everyone!

At the December meeting, Mike Howard talked to us about proposed changes for phase 1 testing of new experimental aircraft. He has an overview document if you are interested. I know I have some performance numbers for Jane-the-Plane that need validation, in particular best angle of climb, best rate of climb, and best glide ratio. I'm pretty sure the numbers in my POH are other folks numbers from a generic POH. Probably not too off, but probably not spot-on, either.

A teaser was in last months newsletter. The Christmas Party at Anthony's Steakhouse invite should be coming out soon. The cost per person will be \$30. The remainder is being subsidized by the chapter. **If you RSVP, you will be required to pay, even if you don't attend.** You can find replacements, but the cost needs to be recovered. This will be happening Friday, January 25, 5:30 to 6:30 social hour; 6:30 to 8:30 dinner. Bruce Mundie and his wife Susan have been great in getting the event organized. Tell them thanks when you see them!

We will be meeting for the belated Christmas Party at Anthony's on Friday, January 25 in place of the January regular meeting. But, in February.....

The planned speaker for February will be Mark Straley from the SAC Museum. He will be talking to us about the restoration of their Boeing EC-135, Looking Glass.

See you January 25th at Anthony's!

Chris

Young Eagles

Thank you to everyone who helped with the Young Eagle program! From the crew at Oracle Aviation, to the folks on the flight line keeping kids and families from going where they shouldn't, to the folks taking registration forms and printing certificates, and of course the pilots, you all were part of a very special thing helping inspire the next generation of pilots. Sure, we had some bad weather, but keeping safety at our forefront, cancelling or postponing the rallies was the right thing to do. And even despite the poor weather, in 2018, we flew 235 Young Eagles, which is just outstanding!

As far as the pilots who flew the greatest number of Young Eagles, up first is Don Newton with 37, Craig Tylski is second with 26 and finally Larry Forman with 22. Also, an honorable mention to Tom Ostlund who flew 21 Young Eagles one.at.a.time in his two-seat Cessna 150 aircraft.

Looking ahead to 2019, please be sure to put Saturday June 8th 2019 on your calendar now. That date is *EAA International Young Eagle's Day* as well as the second annual *Greater Omaha Aviation STEM Day*. The STEM day folks are busy planning an even more robust event than the inaugural one in 2018. The Pancake Man will be back, as well as numerous organizations from around the town and even more is being coordinated as you read this. Please sign up for future announcements at <https://www.facebook.com/Greater-Omaha-Aviation-STEM-Day-190575235187354/>

Finally, if you haven't had a chance to provide some feedback about how 2018 went, please do so soon at this link: <https://goo.gl/forms/jd0erCIG9T2im3AV2>. We will soon debrief with Oracle Aviation and begin

planning the dates for 2019, your feedback is an important part to that process.

Thank you again for your time and dedication to the Young Eagle's program – it wouldn't have happened without you!

General Aviation History

Following [World War I](#), a number of adventurous pilots began using airplanes for “utility aviation”—commercial photography, surveying, law enforcement, agricultural purposes such as seeding and crop dusting, and myriad other activities. In the United States, huge numbers of war-surplus engines and training aircraft, as well as larger planes such as the DH-4, offered a cheap and easy way to enter the flying business. Although barnstormers and acrobatic fliers all too often tarnished the image of [aviation](#) by performing foolhardy stunts in worn-out military castoffs, the phenomenon of utility aviation attracted increasing numbers of users. By the late 1920s, as the supply of war surplus aircraft and engines dried up, new companies began to offer improved engines and planes, including aircraft with enclosed cabins that could seat two to five people, bringing an end to open cockpits, helmets, goggles, and considerable engine noise.

Throughout the 1930s, despite the [Great Depression](#), improvements continued, and the practice of using personal aircraft to conduct business became a recognized aspect of modern commerce, especially as American industry continued its pattern of geographic diversity and scattered divisions. In order to save time and expensive personnel costs, business aviation provided the means to deliver key people to locations where airlines did not fly and road or rail travel was indirect and time-

consuming. Among the most popular private aircraft models were the two-seat [Piper Cub](#), powered by a 65-horsepower engine that enabled a cruising speed of about 85 miles (140 km) per hour; the four-seat Cessna [Airmaster](#), powered by a 145–165-horsepower engine that enabled a cruising speed of about 160 miles (260 km) per hour; and the seven to nine passenger Beechcraft Model 18, powered by two 450-horsepower engines that enabled a cruising speed of about 220 miles (350 km) per hour. [Cessna](#) and Beechcraft still used radial-piston engines, but [Piper](#) relied on a horizontally opposed four-cylinder engine that allowed engineers to design a more streamlined engine nacelle. This type of engine became the preferred style for modern light-plane designs.

<https://www.britannica.com/technology/history-of-flight/General-aviation>

From the Newsletter Editor

Folks, as I grow into this newsletter role I'd like to get other folks involved. Let me know if you'd like to write an article or have something to share with the group. This is our newsletter.

EAA Chapter 80 Meeting Minutes

December 2018

The chapter meeting was held on December 10th at Millard Airport,

Oracle Aviation. The meeting was called to order at 7 PM by President Chris Halfman.

Two visitors were introduced. Chris is a B52/B2 pilot assigned at Offutt AFB for the last year and a half with 15 years total service. He may be interested in building an aircraft in the future. Pete Burgess is from Scotland, married to a Nebraska girl, and has his private / instrument commercial rating, working on becoming an instructor pilot.

Meeting Minutes: The November 2018 meeting minutes were approved as published, with one correction by Mike Howard. This had to do with the EAA Flight Test guide minutes that should have stated that only those flight test tasks that are applicable to the subject aircraft are required to be performed – not all tasks.

Treasurer's Report: Chapter receipts totaled \$300 (dues). Chapter expenses totaled \$25.96 (FDMS and refreshments). Ending balance \$16,130.35. The December treasurer's report was approved as published.

Membership: Bob Condrey reports 102 (paid) members. There are 20 members who need to provide their EAA national membership numbers to Bob. Mike Howard took pictures of those wanting their picture included in the directory. Members may also submit their own (head shot only) pictures to Bob for inclusion in the directory. Bob stated that the directory will be in soft copy only, and members can print their own copy in an easy-to-print booklet format.

Tech Counselors: Neither Mike Howard nor Jerry Ronk had any inputs. Bruce Mundie demonstrated a Stratus-type receiver for ADS-B IN that he built from readily available parts that pairs with his Foreflight App on an iPad. He built his unit for \$160, whereas a Stratus runs \$1200 retail.

Young Eagles: Josh Tocko needs someone to help him with the YE program next year. A motion was made and approved for up to \$400 (YE Dollars) for Jim Beyer to procure YE Wing Badges.

Tools: Jerry Ronk is transitioning this tool responsibilities to Dave Bentley.

Builder Reports:

1. Bruce Mundie successfully flew his Nieuport 28 on 10/21/18. He had a tail trim issue which he was able to resolve for subsequent flights.
2. TW (Tom Wielduwilt) has the Bearhawk fuselage out for powder coating and cover.
3. Greg Ross has started building an RV12 – with Mike Howard’s assistance.

Builders Meeting: None scheduled.

Fly-outs: Mike Howard reported that eleven aircraft and sixteen pilots/enthusiasts flew out to Norfolk and Barnstormers restaurant in November.

Social Coordinator: The Christmas Party has been set for Saturday, January 25th, at Anthony’s Steak House. The Prime Rib buffet, with dessert and tip, costs \$47.08 per person. A minimum of 24 guests are

required to get this price break. A motion was made and approved to subsidize the cost of the meal down to \$30/person using Chapter funds. Bruce Mundie will be sending out an invitation with RSVP’s required. Payment can be made to Bruce any time, including the night of the party. However, once an RSVP is made, there is a commitment to pay for the meal regardless of whether you attend.

Old Business:

1. 501c(3) application. The application was returned again, again for including the incorrect fee charged. Another check for the proper amount will be submitted.
2. A motion was made and approved to spend \$144 for a new metal chapter sign, with the logo as approved at a recent meeting.

New Business:

1. The Tri-Motor Liberty needs new wings. The National EAA is asking chapters to donate funds; however, it was the general consensus that we have supported this aircraft during past local flight efforts and there was little interest in donating more. If interested, visit tingoose.eaa.org/ if you would like to donate on your own.
2. There is an EAA Flying Club Starter Kit to provide non-sanctioned guidelines to start your own flying club. See the EAA website if interested.
3. Service Awards for the membership management will be provided in a future meeting, perhaps at the January Christmas party.
4. It was discussed, and had general agreement, to have a joint EAA

meeting with the Lincoln chapter at either the SAC museum or another common location this spring (Bruce M will investigate locations). The guest speaker would be the Nebraska Aviation Council.

Announcements: Steve Hunt announced that Nebraska History Magazine ran an article on Airmail in the 1920's in Nebraska. Worth a read.

Presentation: Mike Howard presented an overview of the contents of the EAA Flight Test Manual. This manual is available for purchase from the EAA for \$17.95. Mike also suggests a download of FAA Advisory Circular 90-89B from the FAA website (free).

This task based flight testing is voluntary and can be used instead of the normal 40 hour flight limitations currently imposed. The book outlines the 18 tasks (as aircraft applicable) that must be performed, and results documented, to demonstrate the aircrafts airworthiness. It is applicable to EA/B as well as ELSA aircraft.

There is an EAA Webinar on January 23, 2019, on the introduction to the flight test manual.

A future presentation will be by Mark Straley of the SAC Museum on the EC-135 restoration project.

January/February Meeting: The next "meeting" will be at the Christmas Party on January 25th, at Anthony's Steak House. The next regular meeting is February 11th, 7pm, at Millard Airport Oracle Aviation.

Raffle Drawing: There was no raffle this month.

Upcoming Webinars

January

Just Inspect It, Please

Wed, January 2 – 8 p.m. CST

Presenter: Mike Busch | *Qualifies for FAA Wings and AMT credit.*

[Register Now >>](#)

Less Than Ideal: Short Field, Soft Field, and Obstacle Operations

Wed, January 9 – 7 p.m. CST

Presenter: Prof H. Paul Shuch | *Qualifies for FAA Wings credit.*

[Register Now >>](#)

An IMC Icing Accident - Why?

Wed, January 16 – 7 p.m. CST

Presenter: Andy Miller | *Qualifies for FAA Wings credit.*

[Register Now >>](#)

Introducing the EAA Flight Test Manual

Wed, January 23 – 7 p.m. CST
Presenter: Tom Charpentier/Vic Syracuse | Qualifies for FAA Wings credit.

[Register Now >>](#)

History of the B-17 Memphis Belle

Wed, January 30 – 7 p.m. CST
Presenter: Chris Henry

[Register Now >>](#)

February

Breaking Good

Wed, February 6 – 7 p.m. CST
FAA Wings and AMT credit.

[Register Now >>](#)

Paramotors: Learning, Flying, and Buying the Smallest, Most Portable Aircraft

Wed, February 27 – 7 p.m. CST
Presenter: Jeff Goin | Qualifies for FAA Wings credit.

[Register Now >>](#)

March

An IA's Dilemma

Wed, March 6 – 8 p.m. CST
Presenter: Mike Busch | Qualifies for FAA Wings and AMT credit.

[Register Now >>](#)

Temporary Flight Restrictions, Airspace, and ADS-B

Wed, March 20 – 7 p.m. CST
Presenter: John Townsley | Qualifies for FAA Wings credit.

[Register Now >>](#)

These are the current webinars listed on www.eaa.org. Please check the site at <https://www.eaa.org/en/eea/news-and-publications/eea-webinars> to see if there are other webinars available.

EAA 80 MONTHLY TREASURER REPORT

Jan-19

Checking

Acct. 310

Opening Balance \$16,130.35

Receipts

	FDMS Dep		
	50/50		
12/11/18	501(c)(3) Chk1396VOID	\$400.00	
12/10/18	Dues Chks	\$125.00	
12/10/18	Cash	\$50.00	

Expenses

12/1/18	EAA Chapter Renewal	\$359.00	
12/4/18	FDMS Fee	\$4.95	FDMS is First Data Management System
	FDMS Discount		(Credit Card)
12/10/18	Refrsh	\$8.49	
	Mark Miller		
12/11/18	IRS 501(c)(3) IRS Appln	\$600.00	

(Note: Credit Card amounts will be accounted on cash basis when recorded on bank statement)

Ending Balance \$15,732.91

AS INFO January 2018 \$14,172.24

Mail checks to:
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 Bellevue, NE 68005

EAA CHAPTER 80

2019 APPLICATION FORM

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CONTACT INFORMATION			
NAME		EAA NUMBER	
ADDRESS			
CITY, ST, ZIP			
SPOUSE NAME			
HOME PHONE		CELL PHONE	
E-MAIL ADDRESS			
PROFESSION		RETIRED	

MEMBERSHIP PROFILE										
OWNED ACFT						N-NUMBER				
ACFT BUILDER		TYPE:				COMPLETE %				
LICENSE										
SKILLS <small>1/SOME - 3/LOTS</small>	WOOD		METAL		TUBE/FABRIC		COMPOSITE			
EMAIL GROUPS	FLY-OUT			BUILDERS			YOUNG EAGLES			
PUBLISH INFORMATION IN CHAPTER DIRECTORY				HAVE A NAME TAG			YEAR JOINED CHAPTER 80			
YOUNG EAGLE VOLUNTEER				YOUTH PROTECTION TRAINING CURRENT						

OFFICE USE: (DUES \$25 PER YEAR)									
2017		2018		2019		2020		2021	
PAYMENT	TYPE				AMOUNT			DATE	

Last updated: 11/17/2018