

EAA CHAPTER

80

NEBRASKA IOWA



NEWS!

Visit Our Web Site
www.EAA80.org

March 2012

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“Bad Mag?”

No, I am not talking about a person here, even though I did know this one girl... Anyway, I was performing a mag check the other day and to my dismay encountered the dreaded rough engine and high RPM drop when switching to the left Mag. Nothing I did cleared it. Hence, I returned to the hangar. But this got me thinking. How do I check this out? Is "mag check" really the right name for this check since a vast majority of "bad mag checks" are caused by spark plug problems, not magneto problems?

So, since I am mechanically challenged, I turn to the internet for info on checking if the mag drop is related to the spark plugs. Below is a summarized version of what I found at www.aircraftmagnetoservice.net.

Most "bad mag checks" are sparkplug related. The sparkplug is fouled and shorted to ground or is open and the magneto, which is functioning normally, is unable to fire it. A typical bad plug will cause an immediate drop of 250 or more RPM during the mag check. The key indicator is the suddenness of the drop. If you have tried leaning and cleaning the plug to no avail. How do you find it? No fancy equipment is needed to isolate the cylinder and its defective plug, if you follow this method:

- Shutdown the engine and remove the cowling.
- Allow the engine to cool completely.
- When the cylinders are at ambient temperature, or just slightly warm, restart and immediately turn to the "bad mag". Adjust the RPM to allow the engine to run at its roughest.
- Run the engine for approximately 2 minutes, reduce RPM idle and shutdown with mixture to idle cutoff. Mags off.
- With the palm of your hand placed on the cylinder head fins, go from cylinder to cylinder comparing the temperatures.
- The cylinder with the bad plug will be colder, if not dramatically colder.
- Trace the ignition harness from the "bad mag" to the cold cylinder sparkplug and you will find the non-firing or misfiring sparkplug.
- The sparkplug could be lead fouled, fuel fouled, oil fouled, or effectively opened through its resistor.
- Clean and inspect the plug (correct gap for most plugs is .015" to .019" consult your plug specifications).
- Take an OHM Meter and measure the resistance value from the connection down in the barrel to the clean center electrode at the firing end.
- A new plug will have a value of 800 to 1200 OHMS. Replace any plug above 5000 OHMS.



Bob Cartwright working on the engine of his RV-7. Is that his lucky "building" hat? Photo from Dick Austin.

- A sparkplug bomb tester will test a bad plug as good. The OHM Meter check is simple, readily available, and amazingly accurate in finding misfiring plugs.
- Reinstall the cleaned, tested, and inspected plug. Re-run the engine.
- If you get the same cold cylinder test, the sparkplug lead is possibly shorted to ground. You will need an high tension lead tester to find the fault:

The above covers just one perspective of testing to determine which spark plug is bad and does not address other issues which may cause a RPM drop or rough engine during a Mag Check. Use your own experience or consult others if you need assistance.

Mentioning experience, does anyone have engine, building, flying, etc tips they would like to share with other members of the Chapter? If so, please contact me.

Will Kroeger

March Meeting Time & Location

This month's meeting is Monday March 12th at 7PM at Hangar One at Millard airport in Omaha. The airport is still located on South 132nd Street between Q and Harrison. See ya there.

March Program.

Our very own Brad Schmidt, who is building a Zenith Zodiac, will be talking about using waterjet technology to cut the majority of the material for his plane. He will demonstrate, by PowerPoint, how this technology works and will bring some samples. He hopes to show a video clip of a waterjet machine in action and pass around a few parts that have been cut for him.

Spring must be around the corner because I have received a lot of Fly-in notices. See below.

EVENTS: (B) - Breakfast / (L) - Lunch

1st Sat	Chapter 1055 (B) (0800-1000)	York, NE
3rd Sat	Chapter 569 (B) (0800-1000)	Crete, NE
Feb 18th	Sporty's Hot Dog Fly-in	
Mar 24th	CAF Great Plains Wing 2nd Annual Chili Fly-in & Open House 11-1 Council Bluffs, IA	
Apr 14th	Iowa State Flying Cyclones Annual Fly-in (B) 7-12 Ames, IA	
Apr 21st	Chili fly-in (L) 11-2	Fort Dodge, IA
Apr 28th	Fly-in (B) 7-11	Webster City, IA
May 5&6th	Sound of Speed Airshow	St. Joseph, MO
May 6th	Fly-in (B) 7-11	Red Oak, IA
May 27	Fly-in & Car show SUX 8-4	Sioux City, IA

Midamericaairmuseum.org

May 31– Jun 3	National Biplane Fly-in	Junction City, KS
June 2nd	Fly-in (B) 8-11	Council Bluffs, IA
June 2nd	Great Planes on the Great Plains Fly-in (B)(L) www.flyhays.com Hayes, KS	
June 3rd	Fly-in (B) 630-1030	Audubon, IA
June 7-10	WACO Club Fly-in	Maryland Heights, MO
June 15-16	Swedish Days Fly-in (D) (B) Friday BBQ 5pm; Sat (B) 7am.	Holdrege, NE
June 16th	3rd Annual Fly-in (B) 7-12	Chariton, IA
June 16th	6K9 Fly-in (B) 7-10	Keosauqua, IA
Jun 16-17	Nebraska Airfest & State Fly-in www.nebraskaairfest.com	Norfolk, NE
June 17th	67th Annual Fly-in (B) 7-11	Harlan, IA

Projects Tour

Doug Humble is trying to put together another Chapter "Tour of Member Projects". He did this a couple of years ago and everyone who took the tour had a good time (my opinion - good fellowship, good craftsmanship to see, and good pizza afterward). Doug put together a tour map to follow and allocated 30-45 minutes for each project. So, please contact Doug if you have a project you like to share with the Chapter members. If you are concerned about showing your project because of the great craftsmen we have in the Chapter, just remember people like me who can't nail two boards together. Watch your email, come to the Chapter meeting or stay tuned to this newsletter for more info. We hope to have the tour in April.

Nebraska' aviation history on display

What: "Pioneering Aviators from Flyover Country"

When: through Oct. 26

Where: Nebraska History Museum, 15th and P streets, Lincoln

Hours: 9 a.m to 4:30 p.m. Monday through Friday; 1 p.m. to 4:30 p.m. Saturday and Sunday

Admission: Free

On the Web: www.nebraskahistory.org

Read more at: http://journalstar.com/entertainment/arts-and-culture/nebraska-aviation-history-on-display/article_ad835000-4bc6-57e0-bad8-1c4f53293072.html#ixzz1mx8uJf4L

SAME OLD NEWS:

Anyone interested in being the newsletter editor or website master? These two positions have been held by the same two people for a number of years. The web site position needs to be filled as soon as possible while there still is time on the newsletter. Talk to Ameet or myself if interested.

Are Your 2012 Dues Paid?

**EAA Chapter 80
Official Minutes
February 13, 2012**

The Chapter 80 EAA meeting was held at the Millard airport in the facilities of Hangar One. The meeting was called to order by President Bruce Callahan at 7:01 PM. There were 34 members and 3 guests present.

The minutes of the November meeting were accepted. There were no business meetings for the December Christmas meeting or the January meeting at Central Cylinder.

Treasurers Report: Treasurer Ed Haffke reports we have a total of around \$8900.00 in the bank. Ed also reported that we are spending more than we are bringing in and we may have to raise membership dues.

Young Eagles: President Bruce Callahan reported Kathy is preparing a Young Eagle schedule to start in May and run through October. Bruce also reported Kathy may not be able to continue as Young Eagle coordinator.

Membership Coordinator: Craig reported quite a few members have yet to pay the 2012 dues.

Tech Counselor: Mike Howard stated there is nothing new.

Old Business: In 2011 we brought in about \$6000.00 and spent \$7000.00.

New Business: The Wahoo hangar is not paying for itself. We spent about \$500.00 in repairs to the Wahoo hangar in 2011. We have some aircraft and parts in there that are not paying rent and prevent hangar use by a second airplane. Mike Howard will talk to Vince about the Durand aircraft parked in the hangar.

Builders Reports:

Stan Freeman from Fremont was visiting chapter 80 and reports he is building a Zenith 601.

Chris Halfman discussed the RV-7A he is building.

Dick Harriman is building a Sonex Waix at Papillion Rental. He is working on it weekdays between 08:00AM and 1:00 PM if anyone would like to visit the project.

Doug Humble discussed his Thatcher CX-4 is on the landing gear. Doug also discussed putting together a builders project visit this spring. Please contact Doug if you want to be on the project visit.

Raffle: Duane Claussen won the raffle and donated the \$14.00 to the club. Thanks Duane!

Website: www.eaa80.org

Safety: Member Don Meyer discussed some recent safety issue at Millard including an aircraft doing touch and goes with the towbar on the nosewheel and prop starting an aircraft without wheel chocks. Don cautions everyone to be careful!

Program: Bob Cartwright presented an excellent program on his RV-7 project. He had a nice slideshow followed by an extensive question and answer session. Bob offered a lot of information on the difference between flying his RV-7 and his life-long experience in his Navion.

The meeting adjourned at 8:50 PM.

Kevin Faris, Secretary

For sale 1/4 ownership in a 1956 Cessna 172 four seat plane. Aircraft is hangared at Millard-(MLE). Aircraft has an STC for auto-gas. 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.

Possible Cessna 195 Partnership Opportunity!

Have you always dreamed of owning a timeless radial engine, tail wheel, 5 seat aircraft? Me too! I am considering starting a 3 or 4 person partnership in a Cessna 195 that would be based in Plattsmouth, NE (KPMV). The candidate aircraft would be a well maintained and fully IFR capable 195B. The up front cost would be approximately \$25/k per member, \$150/mo/ea fixed cost and \$150/hr wet variable cost. Members would need airplane single engine land, high performance and tail wheel endorsement with 200+ hours total and 40+ hours of tail wheel time (pending insurance approval). If interested, contact Brian Peterson brian@epetersons.com 402-960-0011

*****J3 CUB and Mustang for sale*****

An Oklahoma 1946 J 3 Cub. It was built on August 7, 1946 and was the 7th one off the line in Oklahoma city, Oklahoma. The rebuild project is 98% complete airplane with many spare parts. It comes with an A65 continental engine (minus the cylinders) and a lot of spare parts.

Asking \$15,000. Want the Cub to go to a good home - someone that loves cubs and doesn't intend to build it for resale.

1970 Mustang Convertible, 351 V 8 Windsor 2 barrel carb, 107,000 original miles, unrestored A/C and is an Automatic. Asking \$5000.

For more info contact Jan Daniels at: Home: 402-493-0789 Cell: 402-670-2375

Or her son Deny at: Pittsspecial1972@yahoo.com CELL: 386-847-4037 (leave a message)

Wanted: Steve Farnier is looking to join or create a partnership for a heavy single (6-place) or light twin. Blair airport (BTA) is preferred, but would consider other options also. He can be reached at steve.farnier@bellevue.edu, or at 402-690-8751.

Tail/Strobe Light for Sale.

Bob Cartwright has a Whelen A500A Tail/Strobe light with a Aeroflash Power Supply 152-0007 that was removed from a RV-7 for sale. New \$250, for sale at \$125. See it at the February meeting or call him if you can not wait.



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



This is what Bob Cartwright's plane looked like at the last "Tour of Member Projects". Notice that the plane is on a rotisserie so Bob could rotate it to work on different sections. Photo from Dick Austin.