

# News!

April 2020

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## Presidents Corner

By Bruce Mundie



I hope that April finds you all healthy. As for me I am getting a little tired of social distancing. However, the best way I have found to achieve it is in my homebuilt at about 2,500 feet.

Due to the pandemic, I believe that it is safest for EAA Chapter 80 not to meet in April. I hope that we can keep the Ford Tri-Motor visit over Memorial Day intact and restart Young Eagles soon after the pandemic tapers off.

Since we shouldn't meet in person for our April monthly meeting, I would like to try to meet using the ZOOM video teleconferencing app. You will need to search for ZOOM (on Google), then download, then install the application to your home computer. We will run the business portion of the meeting via ZOOM and we will for-go the guest speaker portion and see how it goes. Between now the meeting, download and practice with the ZOOM app, and I'll see you virtually on April 13 at 7:00 pm.

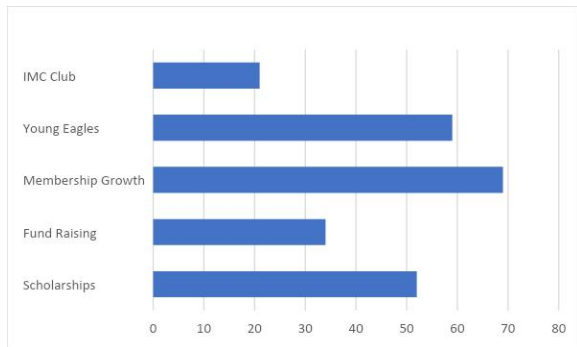
I am still looking to order EAA 80 tee shirts and coffee mugs. I'll have the prototypes ready for the next in-person meeting. My best advice to all of us during this time is to stay safe, stay home, and stay connected.

Bruce

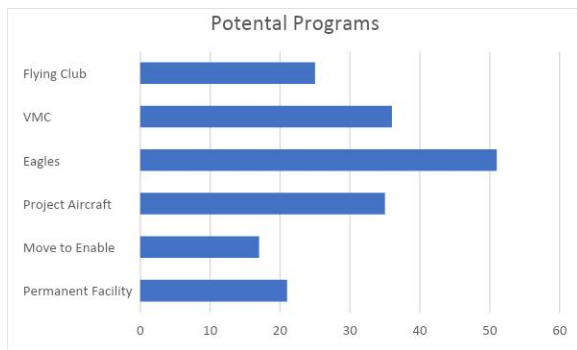
# Chapter Survey

Thanks to everyone who participated in our informal survey at last month's chapter meeting. I am looking to develop a chapter 5 and 10 year flight plan and develop goals that we can achieve. So here are the results:

Poll taken at our 9 March 2020 meeting. 18 ballots were collected. I used a simple weighting method to highlight projects or goals that had the most support.



Those who submitted ballots indicated that continued membership growth was their number one priority. Our most favored current program is Young Eagles, and that should not be a surprise with all the leadership, participation, and momentum that program has in EAA 80.



As for the future, initiating an Eagles Program (i.e. Young Eagles for adults) was first among those who participated. The initiation of a VMC club and a chapter project aircraft all had good support.

Our next steps will be a formal membership wide survey, and then development of our 5 and 10 year plans. Thanks for participating and look for a full survey coming to an inbox near you.

Bruce

# EAA Chapter 80 Meeting Minutes March 2020

The chapter meeting was held on March 9<sup>th</sup> at Millard Airport, Oracle Aviation. The meeting was called to order at 7 PM by President Bruce Mundie.

Guests included: Hague Howie, coordinator with Jim Beyer on Aviation Stem Day and will be attending the Rusty Pilot Clinic; John Johnson, has a Pacer and is still trying to get a hangar to keep it in; Mike Siedschlag, pilot friend of EAA member Duane Clausen; and Carl Brady, EAA'er and QB friend of Duane Clausen.

**Meeting Minutes:** The February 2020 minutes had one correction from Tommy Ostlund that the YE date should be June 13<sup>th</sup> (not June 3<sup>rd</sup>). The minutes were motioned and approved as amended.

**Treasurer's Report:** Bob Cartwright presented the treasurer's reports for March. The opening balance was \$14,335.08. Chapter receipts totaled \$660 (50-50 ticket sales, dues). Chapter expenses totaled \$2,018.84 (FDMS Fees, refreshments, \$2k scholarship). Ending balance \$12,976.24.

There was a discussion that the credit card machine has been terminated, and a search for a new vendor (Square) is complete. Although tabled at the meeting, due to the low usage of the credit card machine in the past (six times), and the net loss of income due to the high fees (\$170), it was determined that it is not worth the cost to have this.

**Membership:** Bob Condrey reported there are 35 members delinquent for their 2020 dues. About one third of our members have not submitted or have not had their pictures taken for the directory. Several members have not submitted their EAA membership numbers to Bob. Bob's attempt to contact members may be due to incorrect email addresses. It was clarified that a chapter member must first join the National membership before joining the chapter (\$25 chapter dues).

**Tech Counselors:** Bob Condrey inspected an RV-10 and RV-14.

**Young Eagles:** Scott Pridie stated that the April YE date is April 25<sup>th</sup> (not April 18<sup>th</sup>), and these flights will be reserved for Burke High School students. Flying starts at 8am. The first YE rally this weekend may be weathered out. If so, plan on the following weekend, March 21<sup>st</sup>. There are 25 signed up so far and Scott would like more ground and pilot volunteers. Millard has new practice areas and new departure and arrival procedures will be distributed at the YE rally pilot briefing at 7:30.

**Tools:** Nothing to report.

**Builder Reports:** Bill Haas is activating Berkut's electrical circuits.

**Builder Meeting:** Jim Beyer found Robert Jones in Plattsmouth building his own composite designed aircraft utilizing a 2 stack Wankel rotary engine. It is designed to be super-efficient and aerobatic. Bruce is trying to set up a visit to see the aircraft, perhaps on March 28<sup>th</sup>. A general announcement will be sent out with more information if it happens.

**Fly-outs:** There were two fly-outs: one to Ames Iowa with 14 aircraft from Omaha and Eastern Iowa participating (19 folks); the other to Perry Iowa.



**Social Coordinator:** Bruce is requesting a volunteer to fill this position, which involves coordinating the summer BBQ at Plattsmouth (September 13<sup>th</sup>) and the Holiday party later in December or January. Please contact Bruce to volunteer.

**Old Business:**

- Bruce Mundie found out that National would have matched our scholarship had we asked. So Mr. Menez could have

received \$4,000 instead of \$2,000. Next year we will be sure to ask.

- Another scholarship available from National is for up to \$10,000. This requires the chapter to submit for this in advance and could be more difficult to qualify for.
- Tom Ostlund reported that the Tri-Motor will be here from Thursday May 21<sup>st</sup> through Sunday May 24<sup>th</sup> (which is Memorial Day weekend). Thursday will be free media rides. Media exposure is needed, hopefully this will help. Tommy brought posters and other advertisement materials for us to distribute – particularly to fly-out airports and local establishments. Sign up at the meetings or contact Tommy to volunteer.
- Bruce still needs of a refreshments volunteer for our meetings. Bruce will not be at the April meeting and someone needs to get the cooler from Bruce – otherwise no refreshments!

**New Business:**

- Bruce presented conceptual designs for two styles of EAA Chapter80 T-shirts and coffee cups. Response was positive and Bruce will continue pursuing this to sell these through the chapter.
- Bruce handed out survey cards to help him understand where we as a chapter may want to be in 5 or 10 years. He will gather the results and report back. *[The results are located elsewhere in this newsletter. ed]*
- There is a Rusty Pilot Seminar here at Oracle Aviation on March 21<sup>st</sup> from 1-4pm. It is free for AOPA members, or \$79 if not a member (a membership also costs \$79).

**Presidents Report:**

- Bruce attended an EAA Leadership Training Seminar in Lee Summit MO at their local chapter hangar. This chapter has acquired four hangars over the years and is supported by 200 members. They built their own club house and have 15-20 homebuilts housed in the hangars. Bruce was very impressed with the chapter and their facilities.
- Bruce contacted National to find out how many EAA members reside within a 30 mi radius of Millard Airport that could

potentially be recruited into our chapter. National is not allowed to provide their email addresses to us, but we are allowed to submit our information to National and they could then email our messages to them. There are 457 EAA national members that are not in our local chapter – a lot!

- Chapter 80 just missed making the Bronze award last year by one activity. We are in the top 30% of all chapters nationwide, and will make more of an effort this year to make the Bronze award.

#### **Announcements:**

- Bob Condrey presented information on the new parking lots and tram routes at Oshkosh starting this year. Since 2013 attendance has increased by 20% with no changes to the parking and traffic situation. Northwest University did traffic studies during past AirVenture(s) and from that analysis made traffic flow and parking recommendations. The blue lot is now by permit-only, and for handicaps. The new public parking lots are all a lot further away from show center. New tram routes and tram stations are also in place. The South 40 parking has been expanded by 27 acres. Public parking will be by advanced purchase (\$10 online) or by \$15 cash-only at the gate (so as to speed up traffic flow through the gates).
- Bill Moore discussed the Trans Continental Air Services 100-year commemoration flight that will begin in Long Island NY on September 11<sup>th</sup>, and hop scotch across the United States, stopping in Omaha on September 12<sup>th</sup>, before continuing on through North Platte and Cheyenne WY. It was suggested that our chapter have a “fly-out” that day and make it a chapter event (perhaps a pancake feed). More information can be found on the website AirMail100.com.

**Raffle Drawing:** \$45 was raised for the raffle and the \$23 winner was Craig Tylski.

**Presentation:** Member Craig Tylski provided a presentation on his experience as an

Experimental Flight Test Pilot with Bombardier Learjet and as a consultant over the past 40 years.

**Next Meeting:** The next meeting is April 13<sup>th</sup>, 7pm, at Millard Airport Oracle Aviation.

## **Aircraft Registration & Vacuum Pumps**

By Dick Koehler (EAA 186; reprinted with permission)

This month I want to briefly cover two items, aircraft registration and vacuum pumps. I was performing an annual inspection in early September, and when I looked at the aircraft records, the Registration Certificate was dated about ten years ago. As of the end of September 2013, eleven of the twelve cycles of re-registration should have been completed, and all owners should have received the re-registration letter from the FAA. In this particular case the owner professed to having not received a notice of re-registration, so I did a web search at [www.faa.gov](http://www.faa.gov) and found that the plane had been deregistered on 4/9/2013. With no valid registration, the plane was not flyable! The records also indicated that the N-number would be purged from the system on 4/9/2018, or five years out from the deregistration date. If you have not yet re-registered your plane, better start checking.

First step is to go to

<http://registry.faa.gov/aircraftinquiry/>

and use the N-number inquiry box to check the status of your bird. You'll need form 8050-1 and \$5 to reregister. If you have questions, I suggest you call the FAA at Oak City at 405-954-3131. The last I heard was that out of about 357,000 registered aircraft in the US today, about 100,000 have not been successfully re-registered at this point! There will obviously be a crush at the end, so act quickly if your plane has not been re-registered. In theory, all aircraft should be re-registered by the end of 2013. By the way, the new registration is only good for three years, so plan accordingly, and the first of the reregistered planes will be due again in January 2014.

I taught a SportAir Workshop in early September in the Orlando, FL area (yes, it was very hot), and on the flight home about



100 miles from home base my vacuum pump failed. I activated the back-up system, and it didn't work either! Fortunately, the weather was VMC so I cancelled my IFR flight plan, stayed clear of clouds, and safely landed.

Let's talk about the back-up system first. I use the SVS type that works off the vacuum in the induction manifold of the engine. When my vacuum pump failed I was at 9,000 feet, full manifold pressure, about 21 inches, and 2500 rpm. My mistake was not remembering that to make the back-up vacuum system work, there has to be a pressure differential between the outside and the induction manifold, meaning that one must throttle back to at least four inches of manifold below the outside pressure altitude. Even though there is a placard in the plane explaining this, it did not soak into my feeble brain until about ten minutes after landing. First lesson is to know and understand the systems on your plane.

A few days later I went to the airport to replace the vacuum pump. I use the very common 211CC pump and had purchased an overhauled unit by Rapco for less than \$200 from Spruce (plus a \$100 core charge). The pump is held on by four 1/4" studs with a plain washer, star-lock washer, and plain hex nut on each stud. On most Lycoming engines, the pump mounts high on the right side of the accessory case in such a way that the lower inside stud is almost inaccessible without special tools.



To remove the old vacuum pump, you will need a standard 7/16" combination wrench for the upper and right hand nuts, and the special Rapco Vacuum Pump Wrench, Spruce p/n 10-13911 for \$23.50 for the lower inside nut. Without this tool, your only option is to remove the entire oil filter assembly from the back of the engine, a minimum 2-hour job that will require new gaskets for reinstallation.



Be sure to use new plain washers (AN960-416) and star-lock washers (AN936AC416 or MS35333-74). New plain nuts, if needed, are STD-1411. Put on a new gasket and slip the vacuum pump in place over the studs. You can get the washers and nuts on the top and right side studs fairly easily, but the lower inside stud again will be almost impossible. Use the special Retaining Nut Tool (Spruce p/n 1001052 for \$30.50) to carry the nuts and washers one-at-a-time down to the stud. Use a long skinny screw driver (not magnetized) to slip the washers off the special tool and onto the stud. Similarly, the tool can hold the nut in place over the end of the stud, and the skinny screwdriver can flick the flats of the nut to spin it to get it started on the stud. Once the nut is started, it can be tightened with the Rapco Vacuum Pump Wrench.

The Rapco Vacuum Pump Wrench is a bit unique and a reasonable price at \$23.50, I believe, but the Retaining Nut Tool would be simple to make using a long skinny screwdriver from Harbor Freight and a piece of brass rod about 3/16" diameter and a bit of braising to attach it. I'll be happy to let you see mine if you want to copy it. You might also be able to bend some 0.040" or larger safety wire to do the job of the \$30.50 Retaining Nut Tool. In any case, I would not consider removing and replacing a vacuum pump without my special tools.



My vacuum pump failed at 704 service hours (and 6.5 years)! Parker/Airborne, when they were in the business of selling vacuum pumps,

stated in Mandatory Service Letter 58A that their dry pumps, such as my 211CC should be replaced at 500 hours or 6 years! Of course, this "mandatory" service letter does not apply to Part 91 not-for-hire operations like me, but it is interesting. Also interesting is that Rapco warrants their pumps for 1000 hours or two years, whichever shorter! Although I've had a vacuum pump last 1500 hours, if you fly serious IFR, I most strongly suggest you preemptively replace the dry pump at something like 500 to 1000 hours, and have a back-up system, and know how to use it.

Hope this hint on maintaining your aircraft helps you keep flying safely at the lowest practicable cost.

Dick

## For Sale

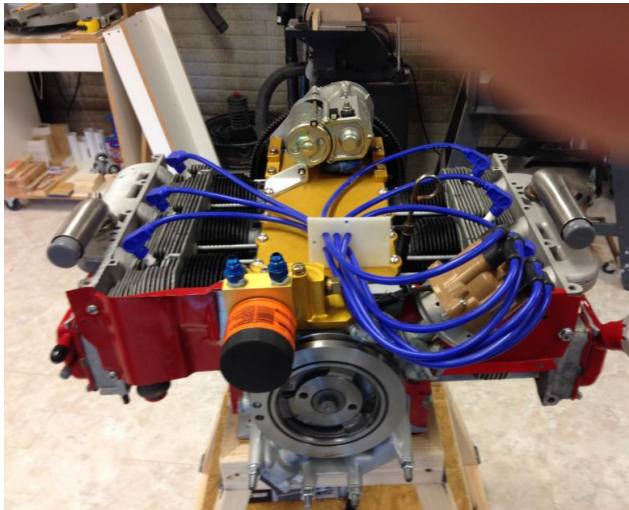
Corvair Aircraft Engine

I started building a Pietyenpol several years ago, but have decided not to continue due to health issues. I am just getting too old, too soon.

If you are interested in purchasing an excellent engine or spruce lumber please contact me by calling (402) 880-6559, Allan Macklem, Omaha, NE.

More information and photos are available on the EAA 80 chapter website.:

<https://www.eaa80.org/2020/03/08/corvair-engine-for-sale/>



## EAA 80 Calendar of Events

May 21-24 Ford Tri-Motor, Millard

June 13 (Stem Day) Young Eagles, Millard

July 11 Young Eagles, Millard

August 15 Young Eagles, Millard

September 10 Air Mail 100th Centennial Commemoration, Millard



September 13 (Harvest Days) Young Eagles, Plattsmouth

October 17 Young Eagles, Millard



EAA Chapter 80 is classified as a Non-Profit Charitable Organization per section 501(c)3 of the Internal Revenue Code. As a result, we are eligible to receive tax-deductible contributions in accordance with Code section 170.

Your contributions will go towards such things as:

- ✓ Aviation scholarships
- ✓ Scholarships to send kids to EAA's Air Academy in Oshkosh, Wisconsin
- ✓ Helping promote Young Eagles events and rallies for the community
- ✓ Many other events that promote aviation in the Eastern Nebraska and Western Iowa region.

EAA 80 is a 100% volunteer organization, there are no paid members to the staff. Our only funding comes from chapter dues and occasional fund raising.

Please visit our website [eaa80.org](http://eaa80.org) or contact an office to inquire about making a tax free donation.

# Upcoming Webinars

## [Airspace 101](#)

4/7/20, 7 p.m. CDT

**Qualifies for FAA WINGS credit.**

Radek Wyrzykowski

## [You Just Got Your Pilot Certificate —](#)

### [Now What?](#)

4/8/20, 7 p.m. CDT

**Qualifies for FAA WINGS credit.**

Jim Bourke and Marianne Fox

## [Flying Start - New Online](#)

### [Registration](#)

4/14/20, 7 p.m. CDT

Serena Kamps, EAA Chapters

Administrator

## [Healthy Pilot Technology](#)

4/15/20, 7 p.m. CDT

**Qualifies for FAA WINGS credit.**

Phil Lightstone

## [Coaches and Camps for Aerobatic](#)

### [Competition](#)

4/21/20, 7 p.m. CDT

**Qualifies for FAA WINGS credit.**

Johnny Ostmeyer

## [Five Weather Planning Tips to Get](#)

### [Ready for Summertime Flying](#)

4/22/20, 7 p.m. CDT

**Qualifies for FAA WINGS credit.**

Scott Dennstaedt

## [Flying Clubs - Growing Participation](#)

### [in Aviation](#)

4/22/20, 7 p.m. CDT

David Leiting, Chapter Field Rep. II

## [Fly the Easy Way](#)

4/28/20, 7 p.m. CDT

**Qualifies for FAA WINGS credit.**

Larry Bothe

## [Float Flying: Freedom to Explore](#)

4/29/20, 7 p.m. CDT

**Qualifies for FAA WINGS credit.**

Amy Gesch

## [Flight Testing 101](#)

5/5/20, 7 p.m. CDT

**Qualifies for FAA WINGS credit.**

Paul Dye

## [Is it Legal to Install?](#)

5/6/20, 7 p.m. CDT

**Qualifies for FAA WINGS and AMT credit.**

Mike Busch

## [Operation at Towered Airports](#)

5/13/20, 7 p.m. CDT

**Qualifies for FAA WINGS credit.**

Prof. H. Paul Shuch

## [Understanding Hypoxia in Aviation](#)

5/19/20, 7 p.m. CDT

**Qualifies for FAA WINGS and AMT credit.**

Mike Busch

## [Getting to Know the Rotax 915 iS](#)

### [Engine](#)

5/20/20, 7 p.m. CDT

**Qualifies for FAA WINGS and AMT credit.**

Jorge Tavo

## [Amateur-Built Condition Inspections](#)

5/27/20, 7 p.m. CDT

**Qualifies for FAA WINGS and AMT credit.**

Vic Syracuse

## [Predictive Maintenance](#)

6/3/20, 7 p.m. CDT

**Qualifies for FAA WINGS and AMT credit.**

Mike Busch

These are the current webinars listed on [eaa.org](http://eaa.org). Please check the site at: [www.eaa.org/en/eaa/news-and-publications/eaa-webinars](http://www.eaa.org/en/eaa/news-and-publications/eaa-webinars) to see if there are other webinars available.

EAA 80 MONTHLY TREASURER REPORT

Apr-20

Checking

Acct. 310

Opening Balance \$12,976.24

Receipts

2/13/2020 FDMS Dep Dues \$50.00

3/9/2020 50/50 22+23=45 \$22.00

3/9/2020 Dues Cash \$150.00

3/9/2020 Dues Chks \$325.00

Expenses

3/9/2020 Y.E.Expense 2020 Cards \$40.65

Scott Pridle

3/9/2020 FDMS Fee \$1.53

3/9/2020 FDMS Discount \$4.95

3/9/2020 Refresh \$27.94

Bruce Mundie

FDMS is: First Data Management System  
(Credit Card)

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

**Ending Balance** \$13,448.17

AS INFO Apr 2019 \$13,337.25



Mail checks to:  
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 Bellevue, NE 68005

## EAA CHAPTER 80 2020 APPLICATION FORM

www.eaa80.org  
 www.facebook.com/ea80  
 Twitter: @EAA\_80

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 %			
PILOT LICENSE							
AIRPORT BASE		HANGAR #					
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)									
2020		2021		2022		2023		2024	
PAYMENT	TYPE				AMOUNT			DATE	

Last updated: 1/3/2020