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News!

December 2020

On the Web: www.EAA80.org

Facebook: www.facebook.com/eaa80

Twitter: https://twitter.com/eaa_80

Notes from the President

By Bruce Mundie



I am happy that there seems to be a light at the end of the tunnel for COVID-19. It appears that vaccines are on their way. I am looking forward to resuming pre-virus business with EAA 80. Meetings, get togethers, Young Eagles, and fly-outs... hopefully. Spring

will bring good news and some normalcy.

I am planning on holding chapter elections in December. If you are holding a position, please consider continuing your role and leadership in the chapter. If you are interested in running for a position in the chapter, please let me or Bob Dyer know. It does not even need to be a position in 2021, I am willing to discuss 2022 or later for leadership positions in EAA 80.

Our meeting at Central Cylinder was a big hit. Thanks to George Czarnecki and the team for hosting EAA 80. We learned a lot about engines and ate a lot of pizza! If you have ideas for an off-site meeting, please let Bob Dyer know.

It is scholarship season and Mike Howard and I are looking at the Ray Scholarship for 2021. We are putting together the application now. If we are selected, we can choose a recipient who is working on their Private Pilot certificate

to earn up to \$10,000. Additionally, Mike Howard is busy working with UNO lining up potential students for our annual \$2,000 scholarships. Please pass the word at UNO or other near by schools of our scholarship opportunity.

The chapter agreed to host a Young Eagle event at Fremont Airport in the Spring / early Summer of 2021. We plan on hosting our event on the same weekend that the Fremont Civil Air Patrol squadron is hosting their annual event / open house. Please keep an eye on future newsletters for dates and information as it becomes available.

Finally, our Christmas / Holiday party is set for late January 2021. We are planning on utilizing Anthony's Steakhouse just as we did in 2019. Dates and times will be passed ASAP.

Have a Merry Christmas and a Happy New Year. All the best to you in 2021.

Bruce

EAA 80 Calendar of Events

December 14
Presenter: Lisa McWilliams, Nebraska Ninety-Nines

January TBA
Christmas Gathering at Anthony's Steakhouse

February 8
Presenter: Jim Laster, Garmin aviation regional sales manager

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 or contact an office to inquire about making a tax free donation.

EAA Chapter 80 Meeting Minutes November 2020

The abbreviated chapter meeting was held on November 9th at Central Cylinder. The meeting was called to order at 6 PM by President Bruce Mundie (after pizza was served at 5:30pm).

Meeting Minutes: The October 2020 minutes were not reviewed or approved.

Treasurer's Report: Bob Cartwright's November treasurer report was emailed out but not reviewed. The reported opening balance was \$13,929.04. Chapter receipts totaled \$225.00 (dues). Expenses were \$642.22 (Beyer camp kit, Pridie replacement radio). The reported ending balance is \$13,511.82. The report was not addressed nor submitted for approval.

Membership: no report

Tech Counselors: no report

Young Eagles: no report

Tools: no report

Builder Reports: no report

Builder Meeting: no report

Chapter Build: no report

Fly-outs: no report

Social Coordinator: no report

VP: no report

Calendar: no report

Old Business: no report

(October minutes: The officer election will be held at the December meeting.)

New Business:

- Bruce mentioned that the Fremont Airport CAP will have its annual assembly next summer at the KFET airport. By voice vote it was determined that we would support a Young Eagles rally the same weekend the CAP is there.
- It was discussed whether we wanted to pursue the January Holiday party in light of the Covid situation. About half indicated support and so Bruce will continue planning for this event.

Announcements: no report

Raffle Drawing: no raffle this month.

Presentation: George and his crew from Central Cylinder hosted the chapter for a pizza dinner and tour of his engine shop. Several of his employees remained after work hours to show the group around. All seemed to have a good time looking at all the machinery and asking lots of questions.

Next Meeting: The next meeting is Monday, December 14, 7pm, at Oracle Aviation, Millard Airport. Lisa McWilliams of the Nebraska chapter of the Ninety-Nines will be the presenter.

Technical Advisor

Koehler's Korner

This past month (October 2020) I had the opportunity to fly from Spruce Creek (Daytona area) to Culpepper, VA, then to West Lafayette, IN, then to Oshkosh, WI and then back via Lafayette and Culpepper to the Creek.

Total November 2020 EAA Chapter 186 Stick & Rudder Page 3 Web site: www.eaa186.org

Facebook: <https://www.facebook.com/ea-186> flight time was 20.1 hours and the plane was parked outside for 10 of the 15 days. My Mooney has flush fuel caps on each of the four fuel tanks in the wings and I usually never find any water in the sumps. However, after my return to Florida, I found water in the fuel selector sump and the right wing. Not sure if the water came with a bad batch of fuel or from being parked outside. The right tank is usually fueled first, and there was no water in the left tank.

I have found that many pilots have never seen water in their fuel, so I thought the attached photos would be helpful. The first photo at left shows my sample cup mostly full of water. Since water is heavier (8 pounds per gallon) than 100LL (6 pounds per gallon) the water is on the bottom and the blue tinted fuel is on the top. Note that the water looks a bit cloudy and dirty, which implies that it may have come in with the fuel. Microorganisms can actually live in the water and use the fuel for food! The byproduct of this life is acidic and can accelerate corrosion in the bottom of the fuel tank. Add in that many fuel sump drains are cadmium plated steel and the corrosion can be accelerated. The cadmium is sacrificial, and it protects the steel, but when it is gone, the steel starts corroding quickly. I have a collection (currently packed in a box somewhere) of fuel sump drains that had to be replaced due to leaking caused by internal corrosion.

I drained and drained the right fuel tank, eventually taking out about a pint of water. One of the cups later in the process is here and you can see that the lower $\frac{1}{3}$ of the cup is still water. I removed almost 20 cupfuls of contaminated fuel with various amounts of water before I got pure fuel. I shook the wing at the tip and let it settle to ensure that there was no trapped water. The large amount of water could have filled all the sump points on the plane, including the sump at the carburetor, leading to total engine failure! Never ever accept any water in the fuel. Besides being a good source for corrosion in the fuel system, and totally stopping engine operation if excessive, it can also freeze in the fuel system, blocking off the flow of fuel.

The other thing I worked on was the integrity of the fuel caps. My flush caps have two O-

rings, a big one (-337) for the outer seal and a little one (-010) for the center shaft. Both are critical to sealing out rainwater. Additionally, the center shaft on my caps is steel, and the body of the cap is aluminum. If water gets around the shaft and induces corrosion, the cap can become very difficult to operate and eventually corrode, pit, and leak, even with a new O-ring. The big O-ring is partially exposed to sunlight at the edge, and if you park outside, it can start to split and crack in a year. I park inside mostly, so I get longer service from my O-rings than a year, usually three or four years, but I change both rings immediately upon seeing any cracking on the outer ring. By the way, both caps on the right wing had good O-rings, all with a light coating of Fuel Lube (a fuel resistant grease) on them, which is why I suspect the water came from the fuel truck.

Several years ago, high-wing Cessnas got a bad reputation for their fuel caps leaking water and many were converted to the Monarch system caps which rise above the wing and form an umbrella, preventing water from getting in the tank. The old caps were labeled "Killer Caps," but all they really needed was regular maintenance on the O-rings.

While on this trip I spent a few days at EAA HQ at Oshkosh doing a filming of the Electricity SportAir Workshop. What with the China Virus still amongst us there have not been any Workshops since February 2020, so it has been decided to offer the courses online. Details are still being November 2020 EAA Chapter 186 Stick & Rudder Page 4 Web site: www.eaa186.org

Facebook: <https://www.facebook.com/ea-186> worked out, but a "kit" of the projects will be provided, and some method of feedback established. Tentative price will be about two-thirds of the in-person cost. The recording of the Electricity Workshop was done by Mark Forss in a very professional manner using multiple cameras, lighting and a sophisticated switching system, just like for live TV/news broadcasts. Here I am in a picture on the stage.

EAA HQ was rather quiet while I was there. They had been shut down for a couple of months since they were a "non-essential" business. The Virus Relief bills provided

interim paychecks, but that had run out when I was there and furloughs were being issued! Most folks appeared to be a bit on edge wondering when their number would come up! The grounds were, obviously, eerily empty. I came away feeling rather sad and wondering when we would get back to work.

Given that young people appear to be relatively immune to the China Virus, why don't we end this overbearing lockdown and let young people get back to work. Oops, I slipped into politics there, but am rather frustrated with our politicians putting their own political careers ahead of the good of the country. But then, what else is new?

Hope these stories both amused and educated you a bit, and that any knowledge you gained will save you from some problems in the future.

Keep building, flying and maintaining.

Dick 11/2020

Re-published with permission of Dick Koehler, EAA 186

Member Spotlight: Cole Dostal

This month's member spotlight is Cole Dostal. Cole is continuing his flight training at KMLE and is working on his instrument and commercial tickets. The photo is from passing his private check-ride in KCBF.



Photos

Photos from the Central Cylinder Tour



Upcoming Webinars

[Hot Topics in Aviation Medical Certification](#)

12/9/20, 7 p.m. CST

Qualifies for FAA WINGS credit.

Dr. Steve Leonard, Donald R. Andersen, Greg Reigel, and Patrick Floyd

[Night Flight](#)

12/16/20, 7 p.m. CST

Qualifies for FAA WINGS credit.

Larry Bothe

[The Sonerai Story](#)

1/5/21, 7 p.m. CST

HOMEBUILDERS WEBINAR SERIES

John Monnett

[It's Baffling](#)

1/6/21, 7 p.m. CST

Qualifies for FAA WINGS and AMT credit.

Mike Busch

[Huey: Saving an Icon from the Vietnam War](#)

MUSEUM WEBINAR SERIES

1/12/21, 7 p.m. CST

Chris Henry

[Surviving Carbon Monoxide](#)

Qualifies for FAA WINGS and AMT credit.

1/13/21, 7 p.m. CST

Prof. H. Paul Shuch

[The International Aerobatic Club Turns 50 Years Old and It's a Golden Birthday!](#)

1/19/21, 7 p.m. CST

Lorrie Penner and panelists

[Avionics Options for your Homebuilt Aircraft with Dynon](#)

HOMEBUILDERS WEBINAR SERIES

2/2/21, 7 p.m. CST

Michael Schofield

These are the current webinars listed on eaa.org. Please check the site at:

www.eaa.org/en/eaanews-and-publications/eaawebinars to see if there are other webinars available.

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KMLE 12916 Millard Airport Plaza Omaha, NE 402.934.5300 www.oracleaviation.com

FAA 80 MONTHLY TREASURER REPORT

Dec-20

Checking

Acct. 310

Opening Balance

\$13,511.82

Receipts

50/50
T-Shirt Sale
Dues Cash
Dues Chks

Expenses

Y.E. Expanse
11/9/2020 Refresh Mundie \$294.14
 Gen.Cyl
11/23/2020 Tax File Fee Mundie \$40.00

Ending Balance \$13,177.68

Asset Accounting

<u>Date</u>	<u>Item</u>	<u>Value</u>	<u>Date</u>	<u>Item</u>	<u>Value</u>
6/17/2020	T-Shirts	\$125.00	5/22/2020	Zenith 750 Proj.	TBD
7/13/2020		\$100.00			
8/10/2020		<u>\$25.00</u>			
Total to Date		\$250.00			\$0.00

AS INFO Dec. 2019 \$14,295.91



<https://www.centralcylinder.com/>

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EAA CHAPTER 80 2020 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 %			
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