



**President**

Bruce Mundie  
703-405-7817

[president@eaa80.org](mailto:president@eaa80.org)

**Vice-President**

Bob Dyer  
402-740-9309

[vicepres@eaa80.org](mailto:vicepres@eaa80.org)

**Secretary**

Craig Tylski

[secretary@eaa80.org](mailto:secretary@eaa80.org)

**Treasurer**

Steve Farner  
402-690-8751

[treasurer@eaa80.org](mailto:treasurer@eaa80.org)

**Membership Coordinator**

Bob Condrey  
402-651-0402

[membership@eaa80.org](mailto:membership@eaa80.org)

**Tech Counselors/**

**Flight Advisors**

Mike Howard  
402-991-0403

&

Jerry Ronk  
402-980-8973

&

Bob Condrey  
402-651-0402

[tech-counselors@eaa80.org](mailto:tech-counselors@eaa80.org)

**Young Eagle  
Chair**

Scott Pridie

[youngeagles@eaa80.org](mailto:youngeagles@eaa80.org)

**Newsletter Editor**

Chris Halfman  
402-618-3148

[newsletter@eaa80.org](mailto:newsletter@eaa80.org)

**Web Editor**

Dale Botkin  
402-676-4086

[webmaster@eaa80.org](mailto:webmaster@eaa80.org)

# News!

## June 2021

On the Web: [www.EAA80.org](http://www.EAA80.org)

Facebook: [www.facebook.com/eaa80](https://www.facebook.com/eaa80)

Twitter: [https://twitter.com/eaa\\_80](https://twitter.com/eaa_80)

## Notes from the President

By Bruce Mundie



Memorial Day has come and gone, so it is officially summer on the Great Plains. Looking back on our long and cool Spring, EAA 80 has been a busy chapter.

Our Oak View Mall space plans are now reality. We signed a month to month lease with the mall and we now have a store front and a fantastic place to build and finish our Zenith 750 STOL aircraft. Moving in will start ASAP. We will need volunteers to move project in from Fremont, Eppey and West Omaha. The chapter will need workspace / shop items to help fill out our build space. Temporary donations would be ideal. We will also need assistance for signage and public affairs. Our overall plan is to finish the Zenith with help from aviation groups in Omaha and Council Bluffs to include Jim Beyer's Aviation Nation.

Our long range plans for a permanent hangar are moving slowly forward. I have a hand shake with a local architecture firm to make drawings of the facility.

On top of all this activity, we have our new Ray Scholar, Young Eagles, fly outs, and building projects. Its going to be a great Summer.

Bruce



## EAA Chapter 80 Meeting Minutes May 2021

The chapter meeting was held on May 10<sup>th</sup> at Oracle Aviation. The meeting was called to order at 7 PM by Vice-President Bob Dyer.

**Meeting Minutes:** The April 2021 minutes were approved.

Our guest was Patrick Solinski who recently applied for the Ray Scholarship and is currently a 1<sup>st</sup> Lt in the CAP. He is studying the pilots program offered by Sporty's Pilot Shop that he received after a Young Eagles flight.

**Treasurer's Report:** Steve Farners treasurer report was reviewed for May. The opening balance was \$12,101.98. Chapter receipts totaled \$150.00 (dues). No expenses. The ending balance is \$12,251.98. The report was approved.

**Membership:** Bob Condrey reported membership at 104. Approximately 2/3rds of the membership have paid their 2021 dues. A Zenith Build email list has been created for those wanting to work on the Zenith 750 project. Contact Bob if you would like to be on any of the four email distributions.

**Tech Counselors:** Bob Condrey helped three builders, one local (RV8). One issue that has recently come up is rust in the fuel filters during an annual condition inspection. This was on an RV that hadn't flown much the last couple years. Suggests the need to carefully check all fuel filters during condition inspections – especially on fuel injected systems using fuel servos and electric pumps.

**Young Eagles:** Scott Pridie stated the next YE event is this Saturday, May 15<sup>th</sup> at KMLE. Ground support and pilots/planes are needed. The next YE events are: Jun 19, Jul 17, Aug 14, Sep 4 (STEM), and Sep 12 (Plattsmouth).

**Tools:** No change



EAA 80 has selected our winner of the 2021 \$10,000 Ray Scholarship. He is 16 year old Patrick Stolinski. The EAA national has yet to approve the award because he has to be vetted by the TSA before he can be issued a student pilot certificate. Hope fully this will be complete during the first week of June. He plans to start flight training at Oracle Aviation as soon as he receives his student license. He has flown in Jim Beyer's and Mike Howard's RV12s. He is a natural pilot. Very confident.

## Young Eagles

Chapter 80 has flown 39 Young Eagles this year. Pilots are always needed. Contact Scott Pridie if you can volunteer to fly Young Eagles at 832-489-2159 or [pridie@sbcglobal.net](mailto:pridie@sbcglobal.net).

**Builder Reports:** Bill Haas has the Berkut at Eppley with the wings and canards installed.

**Builder Meeting:** None scheduled

**Chapter Build:** See Old Business

**Fly-outs:** Mike Howard scheduled a flight to Ames IA this Thursday to eat at the Hickory Park Restaurant. Be there at 11:15 to catch the ride to lunch.

**Social Coordinator:** Ed Kirker confirmed the next social event is the Plattsmouth (Harvest Day) EAA 80 picnic with YE flights on Sunday September 12<sup>th</sup>. There may not be a pancake breakfast this year.

**VP:**Next month Dave Greer is to talk about flying the B52 in Desert Storm.

**PRESIDENT:** Bruce Mundie was not able to attend.

**Calendar:**

May 15, YE flights, KMLE  
Jun 14, Chapter meeting, Oracle  
Jun 19, YE flights, KMLE  
Jul 12, Chapter meeting, Oracle  
Jul 17, YE flights, KMLE  
Jul 26-Aug1, **Air Venture**, Oshkosh  
Aug 14, YE flights, KMLE  
Sep 4, STEM Day, KMLE  
Sep 12, YE, chapter picnic (Plattsmouth)

**Old Business:**

- Jim Beyer reported that a Oak View mall build site for the Zenith 750 is getting closer. EAA National may be able to provide the necessary insurance requirements of the mall. Meanwhile some work on the wings may begin in a Millard hangar until the mall site is available.

**Scholarship:** Friday, May 14<sup>th</sup>, is the deadline for scholarship applications.

**New Business:** None

**Announcements:** None

**Raffle Drawing:** No raffle drawing

**Presentation:** David Leslie (EAA80/OSC), Tom Schaap (Omaha Soaring Club Safety/Scheduling), and Steve Rasmussen (CFIG instructor) presented information on the Omaha Soaring Club at Blair Airport. The club has a Blanik L-23 (2 seater), a Blanik L-33 (single seat), and a Pawnee tow plane. There are other private gliders in the club (a Schwizer 1-26 and two Russian gliders). The club is looking for new members and no FAA medical is required. An introductory ride (to 3,000') is only \$100. Membership dues are \$35/month. Flights are \$45 per tow. They will fly year-round if the weather is good enough. Contact Tom Shaft (402-686-0806) if you'd like to come out to fly, join the club, or be put on their mailing list.

**Next Meeting:** The next meeting is June 14<sup>th</sup> at Oracle Aviation, 7pm.

## EAA 80 Calendar of Events

June 14,  
Chapter meeting, Oracle  
Dave Greer, Desert Storm B-52 missions  
June 19,  
YE flights at KMLE  
July 12,  
Chapter meeting, Oracle  
July 17  
YE flights at KMLE  
July 26-August 1  
Air Venture Oshkosh  
August 14  
YE flights at KMLE  
September 4  
STEM Day  
September 12  
YE flights, chapter picnic at Plattsmouth

## Jim Rush Celebration of Life

A Celebration of Life for Jim Rush will be held Saturday, June 19, 4-8 PM at 5066 Harrison St. More information can be found at the Facebook link following. You do not need Facebook to view the invite.

<https://www.facebook.com/events/349262363218561>

# Technical Advisor

## Koehler's Korner



I have had several questions lately on owner maintenance and what is legal for work on your aircraft, so this month we will kick this subject around a bit.

First question is "What aircraft are you going to work on?" Rules are different for Experimental Amateur Built (Homebuilts), various Light Sport aircraft, and Certificated Aircraft. For Certificated aircraft, it further varies, depending on its size, powerplant(s) and private or commercial use.

Before we get into it, in the FAA's eyes, there are two broad categories of work done on aircraft, namely, "maintenance" and "inspections." Different rules apply to each. Maintenance is as it implies, all the daily things done to maintain the aircraft, from changing oil and plugs to replacing a bent flight control part to overhauling the engine. Inspections, on the other hand include the annual inspection, regulations specified inspections, such as the transponder and altimeter, and major repairs and alterations. For regulation dictated inspections, the allowed persons to do the inspection is specified in the regulation.

Let's start with the simplest, the Experimental category. In all cases where the word "Experimental" appears, the maintenance requirement is covered by the Operating Limitations, whether it be a Light Sport or Homebuilt or Multi-engine airliner in flight test. Part 43 of the Federal Aviation Regulations (FARs) cover maintenance, but the opening paragraph specifically excludes experimental aircraft. Therefore, it must be covered in the Operating Limitations. For a homebuilt or Experimental Light Sport (E-LSA) anyone can do maintenance.

The annual periodic inspection can be done by the primary builder (with an appropriate FAA Repairman Certificate), an A&P Mechanic or a proper Repair Station. Major

alterations will require the aircraft going back into Phase 1 Flight Test. One other option exists for an E-LSA owner. There is a 16-hour FAA course that one can attend and if the test is passed, then an E-LSA owner can get a LSA Repairman license for any aircraft owned by that person. Rather confusingly, the FAA calls this a LSA Repairman Inspection (LRSI) Certificate. Also, the holder of a LSA Repairman Maintenance (LSRM) Certificate, as noted next, can do inspections on anyone's E-LSA.

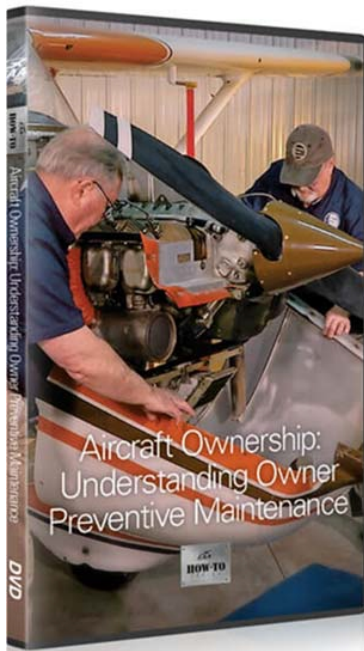
Next let's look at Special Light Sport Aircraft (SLSA). You have to remember that S-LSAs are approved outside of FAA purview, so the manufacturer dictates the maintenance requirements in their applicable Maintenance Manual. They define who can do maintenance, what tools are to be used and perhaps even what hardware must be used. They will define what maintenance can be done by the owner. For inspections, again, they will define the standards, but in general, an A&P, a rated repair station, or a holder of a LSRM with the needed class endorsement are approved. For major repairs or alterations, the manufacturer must provide the technical data for such repair or alteration and identify the training required to perform the work.

This now brings us to Certificated aircraft, including certificated aircraft that may qualify to operate as LSAs. Several years ago, the FAA identified 31 maintenance tasks that can be performed by an owner or operator of a certificated aircraft and called these tasks "Preventive Maintenance." These include things such as changing tires, oil, light bulbs, and sparkplugs. The complete list is at the end of Part 43 of the FARs in appendix A. Prior to this time, it was technically illegal for an aircraft owner to change the oil on his plane. For maintenance, one must be a Mechanic, either A or P, as appropriate, or working under the supervision of a Mechanic. Annual inspections and most major alterations can be done by an A&P with Inspection Authorization (IA), a Repair Station, or the original manufacturer. Major repairs and some major alterations (without STCs) will require interaction with the FAA and approval of the data to allow the IA or Repair Station to sign. By the way, commercial aircraft operating under Part 121 of the FARs have an entirely different set of rules.



I know this is pretty complicated, particularly for LSAs. If you are thinking about buying or building any aircraft, make sure you sort out who can do work on your plane and under what circumstances. Note that something like an RV-12 can possibly be a homebuilt, E-LSA, or S-LSA, depending on who built it. Each has significantly different maintenance and inspection requirements. Be sure you know which applies before you buy.

My brother, Robert, and I did a video several years ago for EAA demonstrating most of the tasks allowed under Preventive Maintenance. The video is still available through the EAA Bookstore at <https://www.eaa.org/shop>. Look for "EAA How-To Aircraft Ownership DVD."



We do not get any residuals on the sales.

I hope this helps you fly safer and smarter. Keep building, flying and maintaining.  
Dick 05/2021

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### [Decision-Making and Loss of Control Inflight \(LOC-I\)](#)

Qualifies for FAA WINGS credit.  
6/15/21, 7 p.m. CDT  
Gordon Penner

### [Aviation and Aircraft Taxes](#)

6/16/21, 7 p.m. CDT  
Greg Reigel and Paul Herbers

### [Welcome to EAA – Getting the Most Out of Your Membership](#)

6/22/21, 7 p.m. CDT  
David Leiting

### [Tips for Flying Into EAA AirVenture 2021](#)

Qualifies for FAA WINGS credit.  
6/23/21, 7 p.m. CDT  
Fred Stadler

### [Ultralight/Homebuilt Rotorcraft Arrival Procedures - AirVenture 2021](#)

Qualifies for FAA WINGS credit.  
6/30/21, 7 p.m. CDT  
Mark Spang

### [Propeller Selection for Homebuilts](#)

Qualifies for FAA WINGS and AMT credit.  
7/6/21, 7 p.m. CDT  
Steve Boser

### [The Great Beyond \(TBO\)](#)

Qualifies for FAA WINGS and AMT credit.  
7/7/21, 7 p.m. CDT  
Mike Busch

### [Get Your Gas In Gear: Preventing Misfueling Accidents](#)

Qualifies for FAA WINGS and AMT credit.  
7/14/21, 7 p.m. CDT  
Prof. H. Paul Shuch

### [Alluring Figures in Aerobatics: What the Rules Say, What Judges Like, and What Pilots Do](#)

Qualifies for FAA WINGS credit.  
8/17/21, 7 p.m. CDT  
DJ Molny

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

## Upcoming Webinars

### [Spirit of St. Louis](#)

MUSEUM WEBINAR SERIES  
6/8/21, 7 p.m. CDT  
Chris Henry and Ben Page

### [Evolution of Flexwing: Weight-Shift Trikes](#)

Qualifies for FAA WINGS credit.  
6/9/21, 7 p.m. CDT  
Mike Hudetz

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### EAA 80 MONTHLY TREASURER REPORT

Jun-21

Checking

Acct. 310

Opening Balance            \$12,101.98

#### DEPOSITS

4/22/2021 Dues                \$150.00

5/17/2021 Dues                \$75.00

#### EXPENSES

No Expenses

Ending Balance            **\$12,326.98**

#### 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		\$250.00			

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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.

Mail checks to:  
 Bob Condrey  
 1105 Kountze Memorial Dr.  
 Bellevue, NE 68005

## EAA CHAPTER 80

### 2021 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)									
2021		2022		2023		2024		2025	
PAYMENT	TYPE			AMOUNT			DATE		

Last updated: 1/3/2020