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News!

April 2022

On the Web: www.EAA80.org

Facebook: www.facebook.com/eaa80

Twitter: https://twitter.com/eaa_80

President's Corner

By Bruce Mundie



Spring is here and the chapter is already in high gear. Ray Scholarship applications are flying off the shelves, we have another aircraft donation, our Zenith 750 build is still going strong, Young Eagles has gone digital, and chapter fly-outs have resumed....whew!

The chapter was chosen again to offer a \$10,000 Ray Scholarship for a 16-19 year old to gain their private pilots license. Applications are due 15 April and are available through: reccefaip@aol.com. If you know of a candidate that can complete their PPL in one year, please forward their name!

Jim Beyer is to donate his RV-12 kit to restart the youth build program. We already have several eager builders looking to hone their skills on a project aircraft. Look for the RV-12s tail and wings to join the fuselage at the Oak View Mall ABLE ACE facility and work to start ASAP!

The Zenith 750 STOL project is officially for sale! If you know of a prospective buyer, please have them contact me. We will absolutely take interested parties to the Oak View facility and inspect the progress and answer any questions. The project's

specifications and list price are in the newsletter.

March Young Eagles was a huge success with four aircraft and many eager future pilots. Scott Pirdie purchased an I-Pad and now all of the Young Eagle riders and pilots are processed digitally! Our next event is in April, see you there!

They say a busy chapter is a happy chapter! I don't think we could be much busier!

See you this Spring to come learn, build, and fly with EAA 80!

Thanks, and Fly Safe

Bruce Mundie

EAA 80 Calendar of Events

Apr 11 Chapter meeting, ABLE ACE mall
May 22 Tentative Chapter 80 pancake fly-in at Plattsmouth
Sept 11 Chapter picnic, Plattsmouth
Sep 24 STEM Day, location TBD

VMC Meetings are the 2nd Tuesday of the month

IMC Meetings are the 2nd Thursday of the month

EAA Chapter 80 Meeting Minutes

March 2022

The chapter meeting was held on March 14th at the Able Ace Facility (Oakview Mall) and called to order at 7 PM by President Bruce Mundy.

Guests and New Members: Several members of the Lincoln Sport Parachute Club were guests. Other guests included Dave Sieger from Elkhorn (flying for 30 years, thinking of building a plane) and Doug Spurlock (retired Cessna tech).

Meeting Minutes: The February 2022 minutes were approved as written.

Treasurer's Report: The treasurer's report was provided in the March newsletter and approved as posted. The opening balance was \$14,262.19. The ending balance is \$14,057.20. Steve Farnier noted that with active members' dues only we are running about a \$2,000 deficit per year (due to the Zenith hangar rent at Oakview – which we will recover after it sells).

Membership: Rich Kolkman reported that



RAY AVIATION SCHOLARSHIP
\$10,000 Towards Private Pilots License

Wanted: Pilot Candidates

- Minimum of age 15 for glider training
- Age 16-19 for powered flight training
 - Born between 24 June 2003 and 24 June 2006
- Possession of a student pilot certificate
- Possession of FAA medical certificate (private pilot students)
- Begin their flight training within 60 days of receiving the award
- Complete training and FAA flight evaluation in one year or less

VISIT FOR MORE INFORMATION:
<https://www.eaa.org/ea/chapters/ea-chapter-resources/chapter-programs-and-activities/ray-aviation-scholarship-fund/scholar-eligibility-and-requirements>

E-MAIL FOR AN APPLICATION:
RECCEFAIP@AOL.COM

APPLICATIONS DUE:
15 APRIL 2022

58% of the 99 active members had paid their 2022 dues. Rich requests that anyone that has not submitted a self-photo to please send him one.

Scholarship:

- Patrick Stolinski was present and announced that he expects to finish his flight training and checkride in 52 days (his birthday). He has about 17hrs of flight training to go.
- Our chapter has been selected again for the (2022) Ray Scholarship. Applications are due April 15th, with interviews April 25-29, and the winner announcement May 2nd. Applicants should reliably be able to complete the program within one year.

Tech Counselors:

Neither Mike nor Bob had anything to say.

Young Eagles (YE):

- The first YE weekend this year is March 19th. Scott Purdie needs at least one more ground crew helper. He's good on pilot sign ups.
- We're expecting to have a YE event at the September 11th Plattsouth Harvest Days.
- YE National is going paperless for signing up YE youth on the weekends. It will be app-based and we have purchased an Ipad to run the App.

Bruce reiterated our guidance for YE flights:

- YE kids should fly at least once a year.
- Priority is for kids that haven't flown yet, but then as available for those that have gone before.
- Parents should be encouraged to stay on the ground, and not fly.
- Safety first

Tools: No change.

Builder Reports:

- Bill Haas has been working on his Berkut engine cowling. The tail is now enclosed.
- Bruce Mundy is working on airplane covers for the Nieuport 28.
- Kim Fostvedt has sent the Bearhawk cowl to the paint shop and is fitting the windshield.
- Bob Condrey is finishing Jim Beyer's RV10 interior work and transporting it to Millard on Wednesday. He has his RV-14 wing and fuselage kit coming.

Builder Meeting: None scheduled.

Chapter Build:

- Mike Howard reported that the CH750 wiring, cowling, and tail section rework are progressing. Wing attachment is hopefully coming soon. He will be sending in the registration application as N80ZA. There was also an announcement that the plane may possibly be put up for sale prior to completion. Details on the investment thus far and envisioned sales price were also discussed.



Fly-outs: Mike Howard has plans for a flyout to Harlan IA this Saturday for a chili feed.

Social Coordinator: Ed Kirker reported the next event is the Plattsouth chapter BBQ on September 11th.

IMC/VMC: Benji Cunningham and Jim Beyer will be having the IMC meetings at the Oak View Mall Able Ace site until May,

then a break until fall. Attendance is credit for the FAA Wings program.

VP: Bob Dyer had a short list of speakers coming up.

PRESIDENT:

- Bruce announced that Chapter 80 received EAA National Gold Chapter status due to our efforts with YE's, VMC/IMC, chapter build, meetings, etc..
- Bruce announced "Friends of EAA 80". This includes STEMOMA, OMAHAWKS, and the Thor Rocket Club.
- Pat Stolinski volunteered to make the chapter member nametags, as needed.
- Bruce handed out the 2021 annual awards to Chris Halfman (Newsletters) and Scott Purdy (YE).
- Bruce is in need of a liaison officer for the Friends of EAA 80.

Calendar:

Mar 19, Young Eagles, Millard Airport

Apr 11, Chapter meeting, ABLE ACE mall

Sep 24, STEM Day, location TBD

VMC Meetings are the 2nd Tuesday of the month

IMC Meetings are the 2nd Thursday of the month

Note: Starting in May the chapter meetings may be back at Millard until fall.

Old Business:

- Ten-year Plan. Bruce is still on target to speak with the Millard Airport and Omaha



**For Sale: Zenith 750 STOL
EAA 80 Chapter Build Project**

\$65,000

**E-mail inquires to:
RECCEFAIP@aol.com**



Specifications:

- Corvair, 6-cylinder, air cooled engine; William Wynne acft. mod
 - 100 hp at 3300 rpm; New, test stand hours only
 - Rotec slide plate carb w/pressure regulator
 - Dual point & dual coil ignition
- 68" Warp Drive propeller; ground adjustable
- Custom panel; Dynon HDX 10.5" glass with:
 - Mode-S transponder; ADS-B in & out; GPS moving map w/wx
 - Full engine monitoring system; Back-up internal battery
- Upgraded fuel system; 30 gals, w/aluminum fuel lines
- Improved nose gear suspension; Low pressure off pavement tires
- LED nav, strobe and landing lights
- Dual toe brakes, sliding seats, bubble doors, center control stick
- Experimental; Light-sport

Airport Authority soon on the chapter hangar proposal (which still lacks a financing plan).

- There was a discussion on the potential Glastar donation from George Stratbucker. The discussion centered on whether to take the donation at all, or take the kit and sell it, or build and finish the kit. Bruce is going to go over to Iowa and inventory the kit. Due to current projects in work, and available volunteers, Bruce made a motion that he would talk to George about a no-commitment donation, and if George could store the project for up to a couple of years until we can take it over. By voice vote the motion passed.

New Business: The Able Ace facility emergency exit and fire safety procedures were discussed.

Announcements:

- Jim Beyer still has RV4 raw metal available for sale.
- Don Benesek cannot finish his RV9 and has the entire kit for sale for \$35k. It has Garmin avionics and an engine.
- Tom Wieduwilt announced that North Omaha airport has a new owner and may want to further develop the airport. It was suggested we invite the new owner to our meeting to tell us what he's planning.
- May 21st at Wayne Airport is Mayday STOL Day (3rd Saturday of May).
- The UNO Fly Team is having a pancake feed at the Plattsmouth airport.

Build Nearing Completion! View at Oak View Mall, Omaha NE

Raffle Drawing: No raffle drawing

Presentation: Three members of the Lincoln Sport Parachute Club (LSPC) made the presentation. Ken “Sonny” Bader, Mark Ferrell, and Greg Harding provided information on their sky jumping facilities, equipment, training, and activities as one of the longest currently active clubs in the nation (founded in 1959). The club owns the airport and is active every day throughout the summer, normally Wednesdays, Saturdays, and Sundays. Things slow down but don’t necessarily stop during the other seasons – depending on weather. They provide sport jumps as well as tandem jumps. Student jumps are \$60/jump, and tandem jumps can run \$250/jump. Club members pay \$10-20/jump depending on the drop altitude. They have two Cessna 182’s on site but sometimes have turbine operated aircraft for jumpers as well. These members have made thousands of jumps with a very good safety record. Their website is SKYDIVE LSPC.COM or (402)326-8470 for more information. Email: info@SkydiveLSPC.com

Next Meeting: The next meeting is April 11th at the ABLE ACE build site, Oakview Mall, at 7pm. Note: Exterior mall doors are locked at 7pm. Starting in May the meetings may resume at Oracle Aviation during the summer.

Intro to RV-12 Building - RV-12 ULS

Youth and Adults Alike

Jim Beyer

In April 2020 I learned of a local three-kit RV-12 project (empennage, wings, fuselage) that was for sale by the widow of a builder here in Omaha. At the time, the RV-12 iS project with AviationNation-Omaha and the high-school students was progressing well and I thought this could be the follow on project, so I purchased it not really knowing what, when, or who would do something with it.

Over the past two years, it’s been in a kind of limbo status, but now there is a plan, which is

to use it as a introductory to building opportunity and finish the three kits to as far as can be, then sell it to someone with the actual cost I paid to the widow returning to me and all profits going to EAA80.

The reasons why this makes sense are: (1) the project is limited in scope as the empennage and wings are finished, as is much of the fuselage...so the manpower hours required from EAA80 volunteers is limited in scope; (2) there is no cash flow concern with EAA80 because of the consignment type arrangement; (3) we have an excellent build facility in the ABLE ACE at Oak View Mall; (4) we have a hand-full of youth (and some adults too) eager to learn about aircraft building; (5) the RV-12 is a great kit with quality parts and clear instructions—essential for new builders jumping into a partially build project; (6) the profits can be used by EAA80 in any manner chosen.

So if you’ve always wanted to learn what it takes to build an RV-12, don’t hesitate to get involved. This opportunity won’t last for years...completion should be done in the matter of a few months. Please feel free to reach out with questions or comments.

Fly safe! Fly often!

Finishing Your Panel- Labeling

Bob Condrey

It’s natural that almost from the minute a builder starts a project, the dreams about what the panel will look like begin. There are certainly avionics shops that will take on the entire project of building a panel, but, if you’ve built an airplane, you can certainly build a professional looking panel! I’m not going to talk about how to cut holes or even how the wiring should be done, just how to get a professional look with the labeling. There are a couple of approaches well suited to doing it yourself and the first steps for both are the same. To begin, the panel should have all cutouts and holes finished. You’ll need to also have it painted or powder coated before labeling, but you can layout the labels before that step.

The labels, lines, etc. will all be drawn and laid out using a drawing program. PowerPoint or Visio are usually my choices, but anything that can save a file in PDF format will work. You'll be entering the text and drawing the lines/shapes using the actual font and sizes that you'll want for the finished product. For best readability use a font without serifs like "Arial" and a size of 11 or 12 is a good starting point for switches.

Try to group together things that are physically close together on the panel. For example, if there's a line of switches, space out the text labels so that they all line up and can be applied together as a single label. Helpful hint: draw circles where the actual panel holes are, it will make it very easy to

Final step is to email the PDF to the appropriate company and have them produce either a dry transfer label sheet or a silkscreen mask. Most companies will turnaround the order in just a few days.

So, which method to choose, Silkscreen or Dry Transfer Labels... Turns out that the total cost is roughly the same, figure about \$100 (maybe much less if simple black dry transfer labels). Each process has pros and cons as you might have guessed.

Dry Transfer Labels: These will come in a sheet that will look exactly like your PDF. The entire sheet will be a single color and anything from black to white. The labels will be on a carrier sheet and there will be a backing sheet to make sure they don't stick to



This panel was done with rattle can paint and white dry transfer labels, then clear-coated with a satin finish.

line things up! Getting things perfect will likely be an iterative process. When you're ready to "fit check" the labels, print the document and lay the paper over the panel area you're working on. Using the drawing program, nudge things around to have the layout perfectly match your panel. Make sure when you print, check the printer settings so that it will NOT scale your page! I like to save as a PDF and then print the PDF since that's more representative of what you'll actually be working with. You can use lines, boxes and any other shapes you'd like to add groupings for switches, lights and text. Another hint:

make extra lines and text labels! Even though you might be considering a very simple VFR plane now, you may want to add pitot heat, a backup battery or an autopilot later. You're going to want to have labels for those switches and or indicators!

anything unintentionally. Since you're receiving the actual labels, you will only have spares if you either have duplicate labels on your sheet or order multiple sheets. To apply the labels to the panel, you cut out the label on the carrier sheet, tape the corners to hold it in place and then rub over the entire label using a dull pencil or similar. Very carefully remove the tape and lift the carrier sheet slowly starting at a corner. If you see that the label hasn't completely adhered to the panel, carefully put the carrier sheet back down and rub the label area again. When finished, carefully just remove the tape and pull the carrier away. Repeat this for all of the labels to be applied. At this point, the labels on the panel will be very fragile. You will need to spray some clear coat paint over the panel to protect them. I've also seen dry transfer labels that you can print yourself. There are a variety of label products available to print at home, but the couple of that I've had experience with

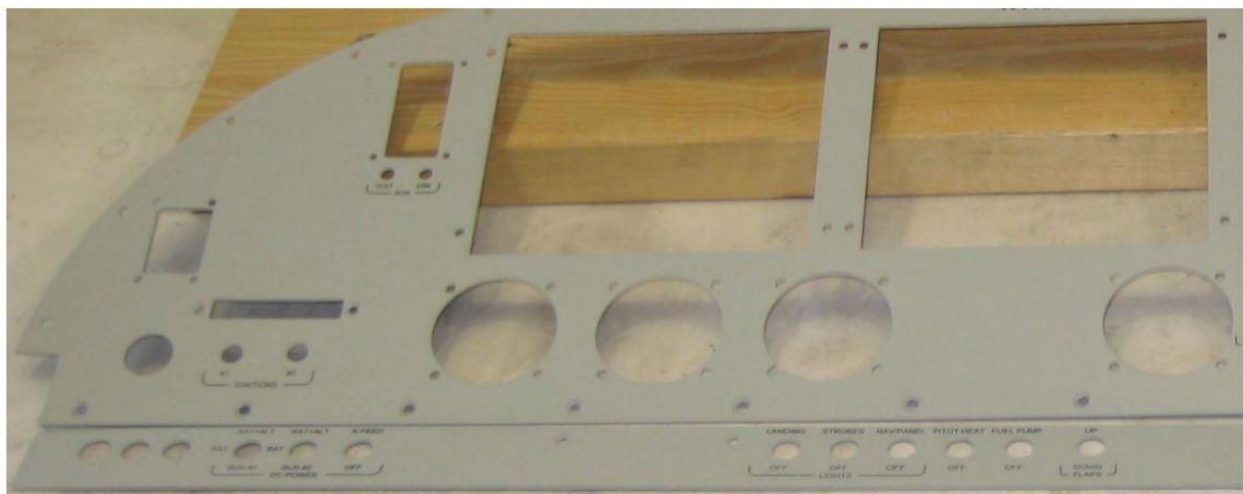
produced poor results. They tend to not do well with small, fine lines like a 10-12 point font would have. Your mileage may vary.

Silkscreen: What you'll get back is a "mask" attached to a frame. In addition to the mask, you'll need ink, a squeegee, and cleaner appropriate for the ink used to clean ink from the mask. For the actual labels, there are a wide variety of "ink" choices. You can use industrial grade epoxy ink which is extremely robust when cured. You can also use plain old

craft paint sold in small bottles and available in a multitude of colors. One advantage of silk-screening is that you can use different colors for lines/text as desired. Maybe you want power switches or an emergency switch to have a red label. Or maybe you want the required passenger warning placard to be gray instead of white or black. The application process is to align the mask label where you want it, put a dab of ink on the mask (not on the label part) and then using a squeegee,

you just need ink or paint. The silkscreen method takes a little more time and takes a little practice to perfect your technique. Things like the amount of pressure used on the squeegee and the speed at which you pull the ink across the label affect the look of the finished product. The learning curve isn't steep, figure maybe an hour messing around before you've got it dialed in.

I've used both approaches and don't necessarily prefer one over the other. As a frame of reference, the first time I did a panel using a silkscreen it took about 3-4 hours from start until cleanup was finished. The first time I did a panel using dry transfer labels it took about a couple of hours. One factor that came into play when I did the Zenith panel was the paint used on the panel itself. I was uncertain about how the it would react to the epoxy ink and cleaning agent I had on hand if I used silkscreen, so dry transfer labels were chosen.



This panel was painted with multi-part automotive paint and the silkscreened with black epoxy ink

drag the ink across the label. If you aren't satisfied, just wipe the ink off (using the cleaner) and try again. If you use epoxy-based ink, you won't need a clear coat. If you choose to use craft ink/paint or similar, you'll want to use a clear coat to protect the labels. Since you're dealing with liquid ink or paint, there is cleanup involved. The other big advantage of silk-screening is that you can reuse the mask as many times as you'd like,

Professional panel shops no longer use either of these methods for panel labeling because they have faster and more automated (\$\$\$) processes that simply aren't suitable for a DIY job. Regardless of how it is done though, the finished product can look amazing and if you do it yourself, you can save an amazing amount of money!

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EAA 80 MONTHLY TREASURER REPORT

Mar-22

Checking

Opening Balance **\$13,954.66**

DEPOSITS

| | |
|-------------------------|------------|
| EAA Scholarship Funds | \$2,000.00 |
| Deposit Christmas Party | \$105.00 |
| Deposit Dues | \$225.00 |

EXPENSES

| | |
|--------------------|----------|
| Rent ABLE/ACE | \$150.00 |
| Young Eagles- iPad | \$507.32 |

Ending Balance **\$15,627.34**

Asset Accounting

| Date | Item | Value | Date | Item | Value |
|-----------|----------|----------------|-----------|------------------|-------|
| 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 | | | |

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 officer to inquire about making a tax free donation.

Photos



The following six photos are from the March 19 Young Eagles rally held at Oracle Aviation.





Above and to the right:
A couple photos from the
builder's meeting at Bob
Condrey's of an RV-10.



Upcoming Webinars

[Your Airplane's Report Card](#)

Qualifies for FAA WINGS credit and AMT credit.

4/06/22, 7 p.m. CDT

Mike Busch

[Gyrocopters of the EAA Collection, Part 2](#)

4/12/22, 7 p.m. CDT

Chris Henry and Ben Page

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

4/13/22, 7 p.m. CDT

David Leiting

[Young Eagles Build and Fly – EAA's Youth RC Build Initiative](#)

4/14/22, 7 p.m. CDT

Serena Kamps

[Controllability as Affected by Weight and Balance](#)

Qualifies for FAA WINGS credit.

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

Gordon Penner

[Planning for International Young Eagles Day](#)

4/21/22, 7 p.m. CDT

David Leiting

[Bad News Is Good News: Avoiding Most Accident Scenarios](#)

Qualifies for FAA WINGS credit.

4/27/22, 7 p.m. CDT

Tom Turner

[MGL Avionics](#)

Homebuilders Webinar Series

5/3/22, 7 p.m. CST

Adam O'Connor

[Tulip Fever \(Pre-buys\)](#)

Qualifies for FAA WINGS and AMT credit.

5/4/22, 7 p.m. CST

Mike Busch

[Baby Ace: The Airplane That Brought Homebuilding to the Headlines](#)

5/10/22, 7 p.m. CDT

Chris Henry and Ben Page

[Out After Dark — A Pilot's Guide to Flight at Night](#)

Qualifies for FAA WINGS credit.

5/11/22, 7 p.m. CDT

Prof. H. Paul Shuch

[Pass Your Checkride, Part 1: Paperwork & Oral Quizzing](#)

Qualifies for FAA WINGS credit.

5/18/22, 7 p.m. CDT

Larry Bothe

[Pass Your Checkride, Part 2: The Flight](#)

Qualifies for FAA WINGS credit.

5/25/22, 7 p.m. CDT

Larry Bothe

[Aluminum Overcast, the history of EAA's B-17](#)

6/14/22, 7 p.m. CDT

Chris Henry and Ben Page

[Getting Started With the Skew-T Weather Diagram](#)

Qualifies for FAA WINGS credit.

6/15/22, 7 p.m. CDT

Scott Dennstaedt

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.



EAA CHAPTER 80

NEW MEMBER APPLICATION FORM

CONTACT INFORMATION

NAME:

EAA #:

HOME ADDRESS:

SPOUSE NAME:

HOME PHONE #:

E-MAIL ADDRESS:

CELL PHONE #:

PROFESSION:

RETIRED? [☐ Yes ☐ No]

MEMBERSHIP PROFILE

OWNED AIRCRAFT? [☐ Yes ☐ No]

TYPE:

N-NUMBER:

AIRCRAFT BUILDER? [☐ Yes ☐ No]

TYPE:

% COMPLETE:

AIRPORT BASE:

HANGER:

PILOT LICENSE/RATINGS:

JOIN E-MAIL GROUPS: [☐ Fly-Out ☐ Builders ☐ Young Eagles ☐ AirVenture ☐ Chapter Build]

YOUNG EAGLE

VOLUNTEER? [☐ Yes ☐ No]

YOUTH PROTECTION

TRAINING CURRENT? [☐ Yes ☐ No]

OK TO PUBLISH INFO. IN

CHAPTER DIRECTORY? [☐ Yes ☐ No]

DO YOU HAVE

A NAME TAG? [☐ Yes ☐ No]

YEAR JOINED

EAA80?

PAYMENT – DUES \$25/YEAR

PAYMENT FOR YEAR(S): [☐ 2022 ☐ 2023 ☐ 2024 ☐ 2025 ☐ 2026]

PAYMENT DETAILS: TYPE:

AMOUNT:

DATE:

MAIL CHECK TO:

EAA80 MEMBERSHIP
C/O RICHARD KOLKMAN
18058 LEAVENWORTH ST.
ELKHORN, NE 68022

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