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# News!

## January 2023

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)

### President's Corner

Bruce Mundie



Happy New Year!! Biggest plans for 2023 are in the works: EAA Leadership Conference in April, FAA inspection of the Zenith Build, RV-12 build, Glastar move to the Mall, and scholarship work. Even with the cold weather, EAA 80 continues to stay busy!



We have a volunteer for Chapter Secretary. Al Nelson has thrown his hat into the ring!

We will be looking for chapter approval our newest Chapter Officer at January's meeting. The Zenith Team is finishing assembly of the project and looking for some warmer weather for an engine test, final sale to the new owner, and subsequent FAA inspection.

EAA 80 has been selected to host a Chapter Leadership conference on 15 April 2023. We will have a lot of opportunities for volunteers so please keep the date open. We want to showcase our amazing ABLE ACE facility at the Oak View Mall!

Other chapter business includes Ray Scholarship re-submission, permanent hangar Millard, Air Academy sponsor discussion, and moving the Glastar to ABLE ACE. We definitely need your help to get these projects headed the correct direction!

Please consider adding your drive and talents into these worthwhile projects!

Looking forward for a great 2023!

Thanks, and Fly Safe  
Bruce

## Survey!!!!

It's that time of the year again. Please go online and fill out the chapter survey. It helps the chapter guide the direction we go.

Link (to Survey Monkey):  
[www.surveymonkey.com/r/EAAchapter22](http://www.surveymonkey.com/r/EAAchapter22)



## Calendar of Events

Jan 9, Chapter meeting, 7pm, Oak View Mall  
Able Ace

Feb 13, Chapter meeting, 7pm, Oak View  
Mall Able Ace

Apr 15, National Leadership Conference at  
Able Ace

## Miscellaneous Notes

### Vice President

#### Bob Dyer

The January 9<sup>th</sup> meeting presenter will be Larry Lumpkin. He will be talking about the Commemorative Air Force and his experiences flying the P-51 Mustang *Gunfighter*.

If you have any future presenter ideas, drop Bob Dyer a note.

## EAA Chapter 80 Meeting Minutes

### December 2022

The dinner held a Gorat's took place of the December meeting. Therefore, there are no meeting notes this month.

## Members Spotlight

### Rich Kolkman



EAA80 Member, Richard Kolkman, was born in Pittsburgh, PA. He earned a BS in Electrical Engineering from Virginia Tech. For 19 years, Rich worked for General Electric Company in various GE businesses

including Electrical Distribution, Aircraft Engines, and Transportation (locomotives). While based at the Evendale, OH aircraft engine HQ, Rich was a Sales Director for GE's commercial line of engines including GE90, CF6, CFM56, and CF34. He spent three years supporting major European and Middle Eastern airlines such as ANA, JAL, EVA Air, Korean Air, Emirates, and Qatar. He spent another two years calling on domestic airlines including United, Frontier, SkyWest, and Air Wisconsin. For the past 14 years, Rich has worked for Nebraska Machinery Company (Nebraska Caterpillar dealer) where he is currently the EVP & Chief Administrative Officer. Rich has lived in Nebraska since 2005 with his wife Denise and their five children.

While in college, Rich was a co-op with IBM in Newport, RI. It was here at Newport State Airport (KUUU) where he received his flight training and earned his PVT certificate. Rich has been away from flying for the past 25 years, but is excited to get flying again. In 2021, Rich took delivery of a Kitfox SS7 kit and is currently building in his basement.

# Homebuilders Week – Online Event Starts January 23

***An online opportunity to learn  
about all aspects of building your  
own aircraft***

By Charlie Becker, EAA Homebuilt  
Community Manager

EAA will be hosting our third annual Homebuilders Week online learning event for aircraft builders: ([www.EAA.org/HomebuildersWeek](http://www.EAA.org/HomebuildersWeek)). It will be five straight days of educational forums covering a broad spectrum of aircraft building topics. It will start on Monday, January 23, 2023, and run until Friday, January 27, 2023. The live online presentations will be open to everyone interested in building their own aircraft. Sessions will start at 11:30 a.m. CST and run until 8:30 p.m. CST daily.

This event is an opportunity for a new person to jump in with both feet and learn a lot about the wonderful world of homebuilding. We will cover areas like getting started successfully and techniques when building with sheet

metal, composites, steel, and wood. But it won't be just for the newbie; we are offering in-depth talks on panel planning, engine selection, FAA certification, flight testing, and selling a homebuilt aircraft. There will be something for every builder, whether you are just starting out, knee deep in a project, or just received your airworthiness certificate — it is going to be a great learning opportunity.

EAA is working with industry experts, kit manufacturers, and other subject matter experts to provide top-notch material for builders. The sessions will be live and allow time for attendee questions. Recordings will be archived and available to EAA members for review.

EAA Homebuilders Week coincides with the 70th anniversary of the founding of the Experimental Aircraft Association in 1953. Those founding members of EAA lit the fuse on the homebuilt movement that provides affordable access to aircraft ownership and today has spread worldwide. EAA Homebuilders Week is possible through the generous sponsorships of Aircraft Spruce & Specialty Co., Dynon, Scheme Designers, Inc., and Van's Aircraft, Inc. Visit [EAA.org/HomebuildersWeek](http://EAA.org/HomebuildersWeek) to review the schedule and sign up for a session.



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# Homebuilders Week Schedule

January 23 - 27, 2023

All Time Central

[www.EAA.org/HomebuildersWeek](http://www.EAA.org/HomebuildersWeek)

CST	Monday 1/23/2023	Tuesday 1/24/2023	Wednesday 1/25/2023	Thursday 1/26/2023	Friday 1/27/2023
11:30-12:45	Building an Aircraft: What You Need to Know- Charlie Becker	Composite Construction Basics- Mark Forss	Top Five Project Killers- Lisa Turner	EAA's Homebuilt Movement: Past Accomplishments and Future Opportunities -Jack Pelton & Charlie Becker	Amatuer Built Aircraft Certification Process-Joe Norris
1:00-2:15	Wiring Basics - Dick Koehler	Buying a Used Homebuilt- Vic Syracuse	Flight Testing Basics-Gary Baker	Lycoming Engine Installation - Dave Prizio	Working with Wood 101- John Egan
2:30-3:45	TIG Welding-Charlie Becker & Earl Luce	The REAL Culprit in HB Accidents- Ron Wanttaja	Zenith Aircraft Kits & Plans- Sebastien Heintz	Panel Planning-Stein Bruch	Advocacy Update: MOSAIC, Fuels & More - Tom Charpentier & Rob Hackman
4:00-5:15	Sonex Aircraft & AeroConversions Products- Mark Schaible	Fabric Covering Basics - Mark Forss	Advanced Flight Systems- Rob Hickman	Garmin Experimental Avionics Solutions- Brad Brensing	Plans Built Aircraft: The Affordable Option-Tim Hoversten
5:30-6:45	Sheet Metal Basics - Mark Forss	Dynon Avionics-Michael Schofield	Gas Welding -Budd Davisson	Choosing Wheels & Brakes- George Happ	Van's New High-Wing RV-15-Greg Hughes
7:00-8:15	Kit Selection - Paul Dye	Van's RV Aircraft Kits-Greg Hughes	Finding an Engine for Your Homebuilt-Mike Busch	Painting Your Plane: DIY or Use an Expert?-Craig Barnett & Ken Reese	Maintenance Horror Stories - Vic Syracuse

To sign up, visit: [www.EAA.org/HomebuildersWeek](http://www.EAA.org/HomebuildersWeek)



## →Koehler's Korner→



I am back from the Med cruise and survived another hurricane (which was a non-event here but blasted the socks off the idiots that built on the beach). Been doing annuals and

periodic inspections. One of the items we usually do during such an inspection is to change the oil and oil filter. Have any of you tried to buy an oil filter recently? It appears another product line was neglected during the China Virus fiasco, and there is currently a

about a 1/2". You can spot the newer design filters by the -1 added to the end of the part number. The Tempest filter is basically a carbon copy of the original Champion filter, as was the Kelly filter. Again, are the new features in the -1 Champions worth the added cost?

Back in 2004 "Aviation Consumer" gave the nod to the improved Champion filter as worth the extra cost. Then another article in 2013 switched and said the added cost was not worth it, and they recommended the Tempest. Note that Tempest basically bought out the defunct Kelly production equipment and use it to make their current filter, so there is very little difference between the "old" Kelly and the "new" Tempest and the "old" Champion.

An advertisement for Oracle Aviation, a full service FBO. The background is a blue sky with white clouds. The text is white and blue. The main heading is "WE ARE A FULL SERVICE FBO". Below this is a list of services in three columns. At the bottom, there is contact information and a logo for Oracle Aviation.

**WE ARE A FULL SERVICE FBO**

- Maintenance & Parts
- Avionics Part 145 Repair Station
- AvGas, Jet A
- Aircraft Rental
- Flight Training
- VA Approved Flight Training
- Commercial Drone Training
- MCX Redbird Flight Simulator
- FAA Testing
- Pilot Supplies/Merchandise
- Aircraft Brokerage
- Aircraft Acquisition

KMLE 12916 Millard Airport Plaza Omaha, NE 402.934.5300 [www.oracleaviation.com](http://www.oracleaviation.com)

**Oracle Aviation**

huge shortage on aviation oil filters. As a result, prices are going up. I recently sold an AA48110-1 filter to a friend for \$50! Expect to pay more on line, and Spruce is out of stock!

So, let's look a little this month at our oil filters. There are two main manufacturers today, Champion and Tempest. A few years ago, there was Kelly, but they are now defunct. So, which should you buy? These days with Champion's filters listing for \$42 to \$47 each and Tempest's filters more like \$32, it would seem obvious, but not so fast. Big question is whether the Champion roughly 1/3 higher cost is worth it. It turns out that the two brands are not exactly alike. Champion claims to have invented the aviation spin-on oil filter. Back about 20 years ago they redesigned their filters with an improved internal spring, thicker walls, new inlet design (for more even flow), thicker base and improved and plated threads. They also were able to shorten the cans by

Other than the structural beef-up, the filters are very similar, except the Tempest has a small magnet in it that traps ferrous (iron) particles and an older design flat leaf spring to hold the element in place instead of Champion's coil spring. Champion claims that the magnet can actually shed particles when the filter goes into bypass, and also the leaf spring can be deformed on a cold start-up and stick the filter in bypass, sending the particles directly into the engine. These differences all make sense to me from an engineering standpoint, but the 1/3 higher cost does not. I personally think Champion saw the death of Kelly, thought they had a monopoly, and jacked up their prices with the introduction of the -1 model. Tempest then came along and provided competition. None of the "improvements" seem important to me flying in Florida.

Now, why are there so many different part numbers of oil filters? Well, simplistically, there are male and female threaded versions, internal pressure bypass (needed for most Continentals) and not (needed for most Lycomings), and shorts and longs. Fortunately, Tempest chose to use exactly the same part numbers as Champion, only changing the first two letters. If the part number starts with "CH" it is a Champion, but "AA" means it is a Tempest. The most common filter is the CH (or AA) 48110-1 which works on most Lycomings. It has a male thread, "shorter" length and no internal bypass, because a bypass is already in most Lycoming engines. The 48111-1 is the longer version of the same filter and provides more filter area. The 48110 and 48111 can be interchanged on a homebuilt, if desired. Similarly, on many Continentals, there is the 48108 which has a female thread, bypass valve, and shorter length than the 48109, which is identical except longer. Again, they can be swapped on a homebuilt, if they fit. On certificated aircraft be sure to use the filter called for in the Maintenance Manual, ICA, or POH/ AFM.

Changing the filter on most Lycomings can be a very messy job since the filter sits horizontally on the back of the engine and as you unscrew it, it will dump the trapped oil faster that you can unscrew and tip it. The oil is trapped in the filter by a small check valve so that upon start-up, the engine immediately gets oil. I have seen many schemes to catch the oil, from carved milk jugs to bendable funnels, but the best technique I have seen is

to simply punch a hole in the top of the filter and use an air hose to blow the oil out of the filter. Open your oil filler cap to let all pressure off quickly from the crankcase. Usually about three good squirts will empty the filter of all but a few drops, assuming the oil is hot from a recent run. Then put a piece of tape over the hole and unscrew the filter. I still lube the filter gasket with DC-4 even though Champion says I don't need to, and I use a torque wrench to install the filter.

After the old filter is removed, it should be cut open and inspected, but that is the subject of another KK.

I hope this little discussion of oil filters helps you better operate and maintain your plane and keep it in tip top shape.

Keep building, flying, and maintaining.

Dick; 12/2022



P. S. This picture came from an eBay ad on 12/4/22 asking \$164.95 for this filter!

<u>FAA 80 MONTHLY TREASURER REPORT</u>		
Dec-22		
<b>Opening Balance</b>		<b>\$10,536.49</b>
<b>DEPOSITS</b>		
	Gorat's Christmas Party	\$2,293.99
	Credit Card Receipts- Christmas Party	\$141.91
<b>EXPENSES</b>		
	Gorat's Christmas Party	\$2,759.48
	Oak View Rent	\$150.00
<b>Ending Balance</b>		<b>\$10,062.91</b>



## Photos!

### Christmas Party and Year End Chapter Awards at Gorat's



2022 Chapter MVP: Jim Beyer (right)  
and President Mundie (left)





## Photos! (cont.)





# Upcoming Webinars

## System Awareness

Qualifies for FAA WINGS and AMT credit.  
1/4/23, 7 p.m. CST  
Mike Busch

## The Ford Tri-Motor and EAA's "Tin Goose"

Museum Webinar Series  
1/10/23, 7 p.m. CST  
Chris Henry and Ben Page

## LODA – Letter of Deviation Authority for Flight Instruction

Qualifies for FAA WINGS credit.  
1/11/23, 7 p.m. CST  
Prof. H. Paul Shuch

## Engine Dehydration: Cheaper Than an Overhaul!

Qualifies for FAA WINGS credit and AMT credit.  
1/18/23, 7 p.m. CST  
Matthew Dock

## Obsessed With EGT

Qualifies for FAA WINGS and AMT credit.  
2/1/23, 7 p.m. CST  
Mike Busch

## Sonex High Wing Aircraft Update

Homebuilders Webinar Series.  
2/7/23, 7 p.m. CST  
Mark Schaible

## Is Your Airplane Airworthy?

Qualifies for FAA WINGS credit.  
2/8/23, 7 p.m. CST  
Larry Bothe

## Donations and Contributions to Chapters

2/9/23, 7 p.m. CST  
Patti Arthur

## Neil Loving and his WR-1 "Loving's Love"

Museum Webinar Series  
2/14/23, 7 p.m. CST  
Chris Henry & Ben Page

## Introduction to Backcountry Flying

Qualifies for FAA WINGS credit.  
2/15/23, 7 p.m. CST  
Stef and Randy Goza

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 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 officer to inquire about making a tax free donation.*



# EAA CHAPTER 80

## NEW MEMBER APPLICATION FORM

### CONTACT INFORMATION

NAME:	<input type="text"/>	EAA #:	<input type="text"/>
HOME ADDRESS:	<input type="text"/>	SPOUSE NAME:	<input type="text"/>
E-MAIL ADDRESS:	<input type="text"/>	HOME PHONE #:	<input type="text"/>
PROFESSION:	<input type="text"/>	CELL PHONE #:	<input type="text"/>
RETIRED? [ <input type="checkbox"/> Yes <input type="checkbox"/> No ]		STUDENT? [ <input type="checkbox"/> Yes <input type="checkbox"/> No ]	

### MEMBERSHIP PROFILE

OWNED AIRCRAFT? [ <input type="checkbox"/> Yes <input type="checkbox"/> No ]	TYPE:	<input type="text"/>	N-NUMBER:	<input type="text"/>
AIRCRAFT BUILDER? [ <input type="checkbox"/> Yes <input type="checkbox"/> No ]	TYPE:	<input type="text"/>	% COMPLETE:	<input type="text"/>
AIRPORT BASE:	<input type="text"/>	HANGER:	<input type="text"/>	
PILOT LICENSE/RATINGS: <input type="text"/>				
JOIN E-MAIL GROUPS: [ <input type="checkbox"/> Fly-Out <input type="checkbox"/> Builders <input type="checkbox"/> Young Eagles <input type="checkbox"/> AirVenture <input type="checkbox"/> Chapter Build ]				
YOUNG EAGLE VOLUNTEER? [ <input type="checkbox"/> Yes <input type="checkbox"/> No ]		YOUTH PROTECTION TRAINING CURRENT? [ <input type="checkbox"/> Yes <input type="checkbox"/> No ]		
OK TO PUBLISH INFO. IN CHAPTER DIRECTORY? [ <input type="checkbox"/> Yes <input type="checkbox"/> No ]		DO YOU HAVE A NAME TAG? [ <input type="checkbox"/> Yes <input type="checkbox"/> No ]		YEAR JOINED EAA80? <input type="text"/>

### ANNUAL DUES – \$25 (\$15 STUDENT)

PAYMENT FOR YEAR(S):	[ <input type="checkbox"/> 2023 <input type="checkbox"/> 2024 <input type="checkbox"/> 2025 <input type="checkbox"/> 2026 <input type="checkbox"/> 2027 ]
PAYMENT DETAILS:	TYPE: <input type="text"/> AMOUNT: <input type="text"/> DATE: <input type="text"/>

### MAIL CHECK TO:

EAA80 MEMBERSHIP  
 C/O RICHARD KOLKMAN  
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