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News!

September 2023

On the Web: www.EAA80.org

Facebook: www.facebook.com/eaa80

Twitter: https://twitter.com/eaa_80

President's Corner



Bruce Mundie

Chapter annual member appreciation picnic is on 10 September at the Plattsmouth Airport! We are expecting excellent Nebraska early Fall weather, so plan on flying or driving in. Please RSVP to Ed Kirker, EAA 80 Social Chairman, with your expected numbers.

The Ford Tri-Motor visit was a huge success! We fly 51 flights and 400+ passengers. Thanks to all the ground crew volunteers who made this event safe and fun. Nothing but smiles and positive reviews from all our visitors.

Please consider volunteering for an EAA 80 position this Fall! President, Vice President, and mall facility manager positions are going to be open. New people, new ideas, and new leaders will help keep our chapter running smooth and healthy.

We are still looking for a project lead for the Glastar build. Let me know if you are interested.

Get out and enjoy the last Summer and early Fall weather. It provides some of the best flying of the year.

Thanks, and fly safe!

Bruce

Miscellaneous Notes

Vice President

Bob Dyer

There will be no September meeting. The chapter picnic will replace the meeting.

October 9 Major General Scott Vander Hamm will talk about his experience as an Air Force bomber pilot.

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

Social Coordinator

Ed Kirker

September 10 Plattsmouth Picnic at 12pm. Ed will be sending out an RSVP shortly for the picnic. It will be potluck, starting at noon. Please indicate what you will bring so there isn't too much duplication.

The Chapter Christmas Party will be December 11, 2023. The social hour will be 6pm and dinner at 7pm.

Young Eagles

Scott Pridie

September 2nd we flew 26 kids more than 60% were first time flyers. We called it off early as the winds became too difficult, but in spite of a bumpy ride all seemed to enjoy the experience. Huge shout out to all the volunteers that helped with registration as we tested a new system, big thanks to the ones who navigated people to the planes and of course to the pilots. Next up is October 14th.

Please note as there is no breakfast at Plattsmouth Harvest Days this year, there will be no Young Eagles rides prior to the picnic.

Calendar of Events

Sept 10, Young Eagles
Sept 10, Plattsmouth Picnic, 12pm
Oct 9 Chapter meeting
Oct 14, Young Eagles
Nov 13 Chapter meeting
Nov 18, Young Eagles

EAA Chapter 80 Meeting Minutes

August 2023

The chapter meeting was held on August 14, 2023 at Oracle Aviation, and called to order at 7 PM by Bruce Mundie.

Guests and New Members: Guests attended: None

New Members: Brent Crouse, Kyle Wilcox

Meeting Minutes: Meeting Minutes from July were approved with no changes or modifications.

Treasurer's Report: After rent and dues paid the chapter has \$7,000 in the account. Chapter dues can now be paid using a credit card with a \$1 surcharge.

Membership: Rich Kolkman reported that the membership is at 135 with 80% Paid. Reminder Rich needs pictures of some members for the membership roster.

Scholarship: Andrew Paneda, 2023 Ray Scholarship is overcoming his medical with the FAA. He may be in touch with an attorney in Florida to help.

Tech Counselors: Vans has started laser cutting pieces. They are having issues. Some holes are not perfectly round. This causes the holes to crack when they are dimpled.

MOSAIC has been released which will make changes for Light Sport Aircraft (LSA). It mainly centers around the clean stall speed of the aircraft approved as LSAs.

Young Eagles (YE):

Next Young Eagle event will be August 19 starting at 8:30am.

Upcoming events September 2 is STEM Day. October 14, November 18. Text Scott Pridie at 832-489-2159 to volunteer as pilot or ground crew. See Rich Kolkman to get on the Young Eagles Email group.

Tools: Contact Nathan Beyer your tools manager.

Friends of EAA80: Contact Hague Howey if you would like to be a part of StemDay on September 2

Builder Reports: Bill Haas installed a lithium battery.

TW flew his Bearhawk July 15. Had to make adjustments to the tailwheel. Also now has a RANS 21 Project.

Builder Meeting: No report.

Chapter Build:

- Zenith: Almost back together as systems have been gone through for fuel flow, etc.
- Club RV 12: Almost done with the 3rd kit. Empennage to be attached soon.
- Glastar needs a volunteer to lead on this project.
- Regarding the Metrotech RV no updates.

Fly-outs: There were no Flyouts in July. Anyone want to fly to the Spam Musuem?

PRESIDENT: Bob Dyer in place of Bruce Mundie

Thanks to all the volunteers who helped with Ford Tri-Motor weekend.

Special Thanks to Tony,

Elections are coming soon. Bruce Mundie and Bob Dyer are looking to relinquish their roles as president and vice president. Now is the time to step up if you are interested in leading EAA Chapter 80 in the coming year.

Calendar:

Next Young Eagle event will be August 19, September 2. October 14, November 18.

New Business: NONE

Old Business:

Chapter Coffee Mugs and Koozies chosen, but not yet ordered.

Announcements:

Craig Tylski announced a project to restore an old Lear Jet. He is looking for support for the



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

Social Coordinator: Ed Kirker reported Chapter Picnic and Flyin September 10 at Plattsmouth.

Christmas Party 2023 December 2023 (Gorats)

IMC/VMC: IMC On Summer Break until October.

VMC On Summer Break until October.

VP: Bob Dyer, Looking for ideas on speakers.

restoration.

Presentation: Chapter member stories from OshKosh 2023.

Next Meeting: The next chapter meeting is September 10 for the Plattsmouth Picnic. No regularly scheduled meeting until October.

→Koehler's Korner→



I am on a cruise ship in the Labrador Sea, five days into a twenty-five-day cruise round trip Boston via Greenland and Iceland. This month I am writing from a Holland America

Line cruise ship somewhere between Labrador and Greenland, enroute to Iceland. Bill Posnett and I started in Culpepper. No, the story actually starts a bit earlier than that. Way back on July 18 I awoke in my bed in Spruce Creek, (Daytona) FL. A friend dropped me at the Daytona airport and American Airlines flew me to Dulles via Charlotte for \$91! Dave Watrous picked me up and provided shelter and transportation. On the 19th we did the annual on his C-182J with the help of Bill Posnett. Then the next day, the 20th, we did the annual on Bill's PA28-180C, so that we could fly it to Oshkosh on Friday the 21st. Actually, we landed at Fond du Lac (FLD) so that we could escape the area more easily.

On Saturday and Sunday, we set up the Composites 101 Workshop area at AirVenture where Bill is normally in charge of all the logistics and Scott Vanderveen does all the lectures. The attached photo shows Bill and me after sanding chamfers on over 500 urethane blocks for the composites practical project. Other volunteers were busy cutting out fiberglass, prepping tables, and organizing materials for the thirteen presentations in the 101 course and six special lunch programs. Sunday evening the guys came over to Paul's Workshop in the camping area, just behind the inflatable movie screen and helped me set up for the seventeen attendees in a SportAir Electricity Workshop, which I taught from 0700 to 1700 on Monday and Tuesday. Wednesday, Bill and I flew the Cherokee back to 2W6 and Thursday we drove with Bill's wife to the Catskill NY area to meet up with a friend of mine, where we rested for a day and then proceeded to Boston to catch the cruise ship. I am finally relaxing aboard the ship. Eighteen more days to go.

Back to AirVenture 2023, this will be the first in many years that I will not fully attend. You

may have read by now that AV23 set a new attendance record of over 677,000! Note that the entire show, by and large, is put on by volunteers. In the Builder Education Center, where I do most of my volunteering, if you put in 20 hours of help, you get a free wristband next year, and if you do 40 hours, you get a free camping pass for the week also!

Sorry I missed the 186 breakfast, but I was flying.

Hope this little tale helps you with your project,

Dick 8/23

Tech Counselor **Bob Condrey**

As a tech counselor, I tend to have relatively long periods of inactivity followed by a flurry of requests to help with something. Lately those requests have been to help track down oddball issues in both newly built and flying airplanes. A few of these problems were "unique", so I thought I'd highlight them. I've intentionally left out any info that would allow these issues to be attributed to a specific individual, but hopefully these will help some people either track down similar problems or avoid them altogether.

Issue: intermittent lack of firing during mag check. This airplane was configured with dual PMags. During mag checks when only 1 ignition was selected, a cylinder would show "dead". Cleaning or changing spark plug had no effect. Spark plug wire tested good. Sometimes the problem would "move" to another cylinder.

- Looking things over, I found that the wires at the pmag ends weren't very secure and didn't take much force at all to pull them off. In addition, when seating those connections, the normal "clicks" that you would hear weren't very defined. Turns out there's a SB out for plug wires on some PMags. That SB addresses security of the connection at the pmag end of the wires and the specific issue is that some wires were manufactured with a tension clip that wasn't strong enough. The emag end of the wire uses a different connection style than the plug end; there's a pin in the emag receptacle and a socket in the wire. Emagair sent out new

harnesses and it completely solved the problem. When installing the wires, you should hear 3 distinct “clicks” as you push the connectors on.

Issue: suddenly badly misfiring engine. Engine had been running well. This engine was also configured with dual PMags. Builder took advantage of some downtime to make several tweaks and seemingly minor changes to avionics wiring. Turns out, one of those changes was to make use of a second RPM input on his EFIS so that each ignition supplied independent RPM data.

- Problem was very clearly ignition related, but misfiring was bad enough after engine start, engine was shut down and no “mag check” done to try and isolate the problem. After check plug wires to make sure they were all feeding the correct cylinder, other wiring was checked. Found frayed shield on RPM output from one ignition which was shorting to actual signal line. Apparently shorting the RPM output on a Pmag results in timing being severely impacted.

Issue: New, just installed Lycoming engine wouldn't develop more than 1300 RPM.

- After a lot of looking and engine runs, found that the prop governor was operating in reverse. Governor was a PCU-5000 and they are ordered by filling out a form detailing the desired specs. Governor was delivered as “push for coarse” vs “push for fine”. This was discovered by observing

governor while operating cockpit control. During operation, governor was actually limiting RPM to 1300. If we had thought to do a run up prop check, we would likely have discovered the issue much faster since pulling the prop control back would have resulted in higher RPM. The return spring on a single engine prop governor always returns to fine pitch which confirmed the behavior. Fix was to reclock the operator arm 180 degrees run the operating cable from below instead of above.

Issue: indicated airspeed dramatically low.

- Airplane had recently undergone an IFR static, altimeter and transponder check. EFIS log data confirmed that pressure altitude roughly matched GPS altitude meaning that the static system was likely good. Data also showed that GPS speed and indicated airspeed were dramatically mismatched. Some debugging of the pitot system revealed a grossly poor connection in a wing root which resulted in a large pressure loss translating into low altitude. Connection was such that some air pressure made it into the pitot system but not full pressure. System was checked using a small syringe and tubing to pressurize the system. System was using push to connect fittings for ¼” tubing and the poor connection was due to both scoring on the line and the line end not being cut square.

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!

Ford Tri-Motor Visit



Photos!

Young Eagles



Photos!

Young Eagles (cont.)



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Upcoming Webinars

Legal Interpretations

Qualifies for FAA WINGS and AMT credit.
9/6/23, 7 p.m. CDT
Mike Busch

AeroEducate for Your EAA Chapter

9/11/23, 7 p.m. CDT
Danielle Schmick and John Egan

The Sikorsky S-38

Museum Webinars Series
9/12/23, 7 p.m. CDT
Chris Henry

Dealbreakers - Lessons Learned from Prebuy Examinations

Qualifies for FAA WINGS and AMT credit.
9/13/23, 7 p.m. CDT
Prof. H. Paul Shuch

MOSAIC: Expanding Light Sport

Qualifies for FAA WINGS.
9/14/23, 7 p.m. CDT
EAA's advocacy team

IAC Aerobatic Center Highlights from AirVenture 2023

9/20/23, 7 p.m. CDT
Lorrie Penner

Collision Avoidance in the Traffic Pattern

Qualifies for FAA WINGS credit.
9/27/23, 7 p.m. CDT
Tom Turner

Fortunate Catch

Qualifies for FAA WINGS and AMT credit.
10/4/23, 7 p.m. CDT
Mike Busch

Leaving a Lasting Aviation Legacy

10/17/23, 7 p.m. CDT
Bill Grennell and Alan Spiegel

Weather Flying with ForeFlight: Preflight and ADS-B Weather Tips

Qualifies for FAA WINGS and AMT credit.
10/18/23, 7 p.m. CDT
Bret Koebbe

Balancing Act: Managing Energy in Flight

Qualifies for FAA WINGS and AMT credit.
10/25/23, 7 p.m. CDT
Catherine Cavagnaro

Cloudy With A Chance of PIREPs

Qualifies for FAA WINGS credit
11/08/23, 7 p.m. CST
Prof. H. Paul Shuch

Hosting a Young Eagles Rally – Advanced Best Practices

11/16/23, 7 p.m. CST
David Leiting

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

<u>EAA 80 MONTHLY TREASURER REPORT</u>		
Aug-23		
Opening Balance		\$8,454.40
DEPOSITS	Dues	\$385.15
	OSH Camping	\$806.00
	Aluminum Sales	\$12.00
EXPENSES	Oak View Rent	\$150.00
	Young Eagles (will be reimbursed by EAA)	\$469.32
	Food & Drink	\$28.98
Ending Balance		\$9,009.25



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:

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