

EAA CHAPTER 80 NEBRASKA IOWA



News!

July 2025

On the Web: www.EAA80.org

Facebook: www.facebook.com/ea80

Twitter: <https://twitter.com/ea80>

President

Bruce Mundie

703-405-7817

president@ea80.org

Vice-President

Chris Williams

479-857-7878

vicepres@ea80.org

Secretary

Al Nelson

secretary@ea80.org

Treasurer

Steve Farnier

402-690-8751

treasurer@ea80.org

Membership Coordinator

Rich Kolkman

402-616-9891

membership@ea80.org

Tech Counselors & Flight Advisors

Mike Howard

402-991-0403

Bob Condrey

402-651-0402

Tech-counselors@ea80.org

Newsletter Editor

Shawn McIlroy

402-517-0309

newsletter@ea80.org

Web Editor

Dale Botkin

webmaster@ea80.org

President's Corner

Bruce Mundie



I survived the Fourth of July celebrations with all ten fingers (however with a subtle ringing in my ears)! My attention is now focused on Oshkosh AirVenture.

Great news from National: EAA 80 achieved gold chapter status again in 2024! Thanks to all our outstanding volunteers to make this happen!

I hope to see many of you at Oshkosh this year! We are planning a chapter breakfast get together on Tuesday, 22 July, 08:00 at the tailwinds café.

Please come join the Eastern Nebraska and Western Iowa family for food, stories and a group photo.

Our Monday, 14 July meeting will be our yearly cookout themed membership meeting. Plan to eat a burger, hot dog (or two) and enjoy the camaraderie of fellow members and guests.

Jim Beyer's family is hosting a Celebration of Life cookout at Hinckley airfield (0C2) in Illinois on 2 August. I have some friends of Jim here in Omaha

who are looking for any open seats if you plan on flying out for the get together. The family did say to dress for a potential hot summer day.

Our monthly Young Eagles event was on June 14th. Once again thanks to Scott Pridie and all the volunteers for hosting. Many amazing memories were made by our Young Eagle flyers. Derek Schroeder has taken the Young Eagle lead at 18 flights. There is also a tie for second place with Will Kroger and David Zajac with 8 each.

If you keep an aircraft or project out at Millard please check the anticipated August through October (or later?) taxiway and subsequent T-Hangar closures.

As always, keep an eye on the weather here on the Great Plains! Thanks, and fly safe! Bruce

EAA 80 Membership Meeting Cookout



When: 14 July; 6:30 PM
Where: Oracle, Millard Airport
What Can I Bring: Side dish or desert

EAA AIRVENTURE
OSHKOSH
2025

EAA 80 Member Breakfast

Come see all of your Eastern Nebraska and Western Iowa EAA friends at Oshkosh!

Tuesday, 22 July, 08:00 AM
Tailwinds Café, AirVenture, Oshkosh WI

CENTRAL CYLINDER SERVICE

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June 2025 Meeting Minutes

The chapter meeting was held on June 9, 2025, at Oracle and called to order at 7:00 PM by President Bruce Mundie

Guests & New Members attending:

Ryan, a different Ryan, Cody Weink

Meeting Minutes: Minutes from May were approved unanimously.

Treasurer's Report: As Noted in the June Newsletter.

Membership: Rich Kolkman reported that the membership is at 150 with 80% Paid.

Welcome New Members: Ian Lamb, Jay Buchanan

Scholarship: 2024 Ray Scholarship, Jairo Anguiano-Adame, Working towards cross country and checkride.

2025 Ray Scholarship winner Melany Bravo

2025 Rex Ekwall Memorial Aviation Scholarship winner Johanna Frandeen.

Tech Counselors: If you have any questions or problems with your build, call Mike Howard. 402-677-8451 OR Bob Condrey 402-651-0402. Mike talked about a new app called FBO link. It's a free app that can help with ATIS, ASOS, METAR or TAF for any airport that reports.

Young Eagles (YE):

Next Young Eagle event will be June 14, 2025. Schedule: July 19, August 16, September 13*, October 18*, YE Pilots & Ground Crew always needed. Text Scott Pridie at 402-489-2159; youngeaglesday.org to register.

Calendar:

July 14 Chapter Meeting (Millard Apt), Cookout.

July 19 Young Eagles (Millard Apt)

July 20-27 AirVenture, Oshkosh.

July 22 Air Venture Chapter Breakfast; Tailwinds Café 08:00.

Aug 2 Hinkley Airport Ill, (0C2): Jim Beyers celebration of life.

Tools: Contact Tom Wieduwilt (TW), your tools manager. If you have any chapter tools, let TW know what you have.

Tools are being labeled for inventory. An electric terminal crimp and Maule fabric tool were donated.

Builder Reports: Glen & Ron remade inspection plates on a cnc machine. Working on fuel-line and wings.

Builder Meeting: NONE

Chapter Build:

Glastar: Contact Chris Williams if you want to be involved. 479-857-7878 Working on the wings currently. Meeting some Sundays 3-7pm. Be sure to get on the email list. They are currently working on the right wing. New parts have been purchased from Genen Karman.

A Kitfox Classic IV: Looking for a new project manager.

Fly-outs: Anyone interested in visiting Fagin's Fighters?

Social Coordinator: Picnic, September 7, Plattsmouth Airport (KPMV)

Holiday party is TBD

**IMC/VMC: Contact Benji Cunningham
402-990-8524**

IMC is the 2nd Thursday of the month

VMC is the 2nd Tuesday of the month
(Looking for an assistant)

VP: Chris Williams, let Chris know if you have any speaker ideas.

PRESIDENT: Bruce Mundie

July Cookout, bring a friend or someone interested in aviation.

IWCC & NFC teaming up for a non-diploma flight training.

Millard runway and taxi closures coming in mid-August.

Night closures coming at KMLE. Watch for the notam.

Shout out to Tom Ostlund for flying over 700 Young Eagles!

New Business:

Old Business:

Announcements: None

Presentation: Bob Condrey presentation on OSHKOSH AirVenture

Next Meeting: The next chapter is July 14 @ 7pm, Millard Airport.

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- Commercial Drone Training
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- FAA Testing
- Pilot Supplies/Merchandise
- Aircraft Brokerage
- Aircraft Acquisition

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

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.

TAX DEDUCTIBLE

→Koehler's Korner→



This month's article is a follow-on to last month's story. You may remember last month I confessed to installing a cylinder on a C-182 engine and failing to install the plug in the fuel injection port above the intake valve in the cylinder head. This hole in the induction manifold allowed so much air in that the new cylinder would not fire at low rpm. It took a while to find the problem and the engine ran at low power levels for about 15 minutes in this configuration.

After discovering the problem, we fixed it with a brass plug from the old cylinder and proceeded with the cylinder break-in, which involved flying the plane at a high power setting that would generate enough friction in the cylinder to get the rings to properly seat on the cylinder walls. Under normal circumstances, Superior Millennium cylinders have a reputation of breaking in relatively quickly, typically in an hour or two. They have through-hardened plain steel cylinders and chrome piston rings. The owner started the C-182 and got it airborne within a few minutes, as the break-in procedure recommended, but the new cylinder

immediately showed a very high CHT on the multi-probe engine analyzer.

Let's quickly review the CHT limits on this Continental O-470 on this C-182. The maximum allowed CHT is 460°F. The owner stated that typically on a normal climb the CHTs never exceeded 400°F. The multi-probe engine analyzer had a warning set at a CHT of 430°F, well below the limit so as to warn the pilot early and thus preclude the possibility of damaging the cylinder.

Well, on the first break-in flight the warning light went off at about 250 feet on climb-out! The alarmed pilot did an emergency return to the field and shut down. We investigated and could not see anything mechanically wrong, and I assured the owner that the max experienced EGT was only about 435°F, a good 25°F below the limit.

So, we tried another break-in flight, but this time we shallowed out the climb and reduced power enough to keep the EGT just below 430°F. We then ran the plane at the highest power that would keep the CHT below 430°F, hopefully leading in an hour or so to break in, which would be indicated by a dramatic drop in CHT. By the way, the

other five cylinders' CHTs were running at 80°F to 100°F below the temperatures on the new cylinder. Also, the EGTs were even for all the cylinders, or as even as they usually were for the O-470. Since the owner was a bit anxious to get home and the plane was legally flyable, he decided to do the five or so hours cross country, monitoring the new cylinder CHT all the way. We all hoped the cylinder would break in along the way and the temperatures would come down to normal. However, it did not. Temps remained within limits but still 80°F to 100°F higher on the new cylinder. At this point with 7+ hours on the new cylinder, we decided to take it off and have it thoroughly inspected. We contacted Aero Services of Winchester and they agreed to inspect the cylinder. To make a long story short, we worked through Tom Schweitz at Aero Services and they did a whole series of tests. They found a minor seating problem with the exhaust valve and reground the seat and lapped in the valve. I was extremely pleased with their work and expertise. If you have engine problems

in the DC area, think about working with the Aero Services guys in Winchester at (540) 665-0193.

We put new rings on the piston and installed the cylinder for the second time. Again, long story short, the high CHT problem was still there, albeit maybe 5°F to 10°F cooler than before, but definitely very high and not right. We are now talking with the Superior tech rep and possible warranty replacement. Tune in next month for more of the story! Any ideas anyone has, send them to me. I have never seen this before. We all agree that the earlier problem with the missing plug in the injection port probably has nothing to do with the break-in issue, at this point. One possibility is a crack in the exhaust valve seat. Another borescope is planned, and possibly another visit to Aero Services.

I hope this discussion of the ongoing issue of breaking-in the new cylinder helps you more successfully understand and maintain your plane.

Keep building, flying, and maintaining.

Dick

06/2025



Jim Beyer Celebration of Life

2 August 2025

Hinckley Airport (0C2), Illinois

08:00 – Early Afternoon

Let us know if you have an open seat!



Bob Condrey



YE Pilot: Dave Zajac



Young Eagles Sign-in



Bruce Mundie & Mike Howard
Hastings Fly-Out



Young Eagles Volunteers:
Melanie Bravo & Steve Moffit

EAA 80 MONTHLY TREASURER REPORT

Jun-25

Income

RV12 Note	\$1,500.00
Member Dues	\$298.99
TOTAL INCOME/RECEIPTS	\$1,798.99

Expenses

Oak View Rent	\$150.00
Scholarship Payments to Recipients	\$2,400.00
Food & Drink	\$19.98
TOTAL EXPENSES/OUTFLOWS	\$2,569.98

Assets

Pinnacle Bank CD's	\$40,000.00
RV 12 Note	\$2,700.00
Glastar Project	\$25,000.00
Shirt Inventory (est)	\$400.00
Checking Account Balance	\$19,305.96
Venmo Balance	\$1,257.41
TOTAL ASSETS	\$88,663.37

EAA 80 Membership Report:

- **Welcome New Members!**
 - *Ryan Jensen, Crescent, IA*
 - *Parker McIlNay, Bennington*
 - *Bud Shaw, Omaha*
 - *Grant Schulte, Gretna*
- **We have 152 active members.**
- **81% of our members have paid their 2025 membership dues.**
- **New EAA80 Name Badges have been produced for those who have not received one and will be available for pickup at our monthly chapter meetings.**
- **2025 membership dues [\$25/adult, \$15/student] can be paid by cash, check, or Venmo (+\$1 to cover Venmo processing fee). Checks can be mailed to [EAA80, c/o Richard Kolkman, 18058 Leavenworth St., Elkhorn, NE 68022].**

For membership profile changes (contact information, EAA80 email lists, etc.) email updates to membership@eaa80.org.