



EAA 80
Meeting

MONDAY 9 MAR 2026
@ Oak View Mall
7:00 PM

Builders Edition

March & April
Newsletters Highlight
EAA 80 Builders

Scholarships!

Ray Foundation
Rex Ekwall Memorial
Jim Beyer Tail Wheel
See page 3

CHAPTER 80 NEWS

President's Corner March 2026



It's great to feel winter finally starting to loosen its grip. While we're not quite into full-on flying weather yet, the longer days are a welcome sign that a busy season is right around the corner. Hopefully those winter shop projects and planning sessions are starting to turn into real progress you can see and touch.

I'm excited to share that EAA National has approved EAA Chapter 80 to administer a Ray Aviation Scholarship for 2026. This is a fantastic opportunity to support our students working toward their pilot certificate. We'll have more details soon on the application process, timelines, and how members can help support and promote the program. Stay tuned — more to come!

The STEMaha Expo at Oak View Mall also seemed to be a great success. We had a steady stream of people from the general public stopping by, asking questions, and learning more about aviation and what our chapter does. Big thanks to all the volunteers who took time out of their weekend to represent the chapter — these outreach events make a real difference in sparking interest in aviation. Hague did a great

(cont'd)

Check out EAA National's Video Magazine:

<https://www.eaa.org/videos/chapters/chapter-video-magazine>

job organizing the event! If you weren't able to make it this time, I encourage you to check it out when you get the opportunity! It's a great family friendly event.

Looking ahead to flying season, our first Young Eagles rally of the year is scheduled for March 14th, so mark your calendars! These events are always a highlight of the year and one of the most rewarding things we do as a chapter. If you're able to help as a pilot or ground volunteer, your time makes a huge impact for the kids and families who come out.

As always, thank you to all of our volunteers who keep this chapter moving forward. Warmer days and more flying are just around the corner!

Fly safe,
Chris Williams
President, EAA Chapter 80

EAA Chapter 80 is classified as a Non-Profit Charitable Organization per section 501(c)3 of the IRS code!

TAX FREE

As a result, we are eligible to receive tax-deductible contributions in accordance with Code section 170. Please consider donating!

President

Chris Williams
479-857-7878
president@eaa80.org

Vice-President

Shawn McInay
402-517-0309
vicepres@eaa80.org

Secretary

Dale Botkin
secretary@eaa80.org

Treasurer

Steve Farnar
402-690-8751
treasurer@eaa80.org

Membership Coordinator

Rich Kolkman
402-616-9891
membership@eaa80.org

Tech Counselors & Flight Advisors

Mike Howard 402-991-0403
Bob Condrey 402-651-0402
Tech-counselors@eaa80.org

Newsletter Editor

Bruce Mundie
703-405-7817
newsletter@eaa80.org

Web Editor

Dale Botkin
webmaster@eaa80.org

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
- MCK 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



SCHOLARSHIPS!



2026 RAY & REX AVIATION SCHOLARSHIPS

Two Scholarships Worth \$12,000 Towards
Private Pilot Certificate
Or
\$9,000 for Sport Pilot
\$6,000 for Glider Pilot

VISIT FOR MORE INFORMATION & APPLICATION:
eaa80.org/scholarship

QUESTIONS? EMAIL US:
scholarship@eaa80.org



RAY AVIATION SCHOLARSHIP



Wanted: Pilot Candidates

- Possession of a Student Pilot Certificate.
- Age 15-19 for Glider Training.
 - Born between 1 July 2007 and 1 June 2011.
- Age 16-19 for Powered Flight Training (Private or Sport Pilot).
 - Born between 1 July 2007 and 1 June 2010.
- For Private Pilot, minimum of a 3rd Class FAA Medical Certificate.
- Able to begin training within 30 days of receiving the award.
- Complete training and FAA flight evaluation in one year or less.
- Must have had at least one Young Eagle flight.
- Commit to volunteering at least 2 hours/month at chapter events.

**APPLICATIONS DUE:
19 APRIL 2026**

<https://www.eaa80.org/scholarship/ray-scholarship/>

<https://www.eaa80.org/scholarship/rex-eckwall-scholarship/>



THE JIM BEYER MEMORIAL TAILWHEEL SCHOLARSHIP

Applications close on 15 March 2026

Check website for details:

<https://www.eaa80.org/scholarship/the-jim-beyer-memorial-tailwheel-scholarship/>

Airport Puzzler:

This airport, as shown in the 1980 Nebraska Airport Directory, was near Omaha. It had a grass strip and a paved runway. There are some landmarks that can help you narrow down its location. Bonus points if you have ever landed there. Answer will be in next month's newsletter. Last month's puzzler was South Omaha Airport.

Bonus Puzzler:

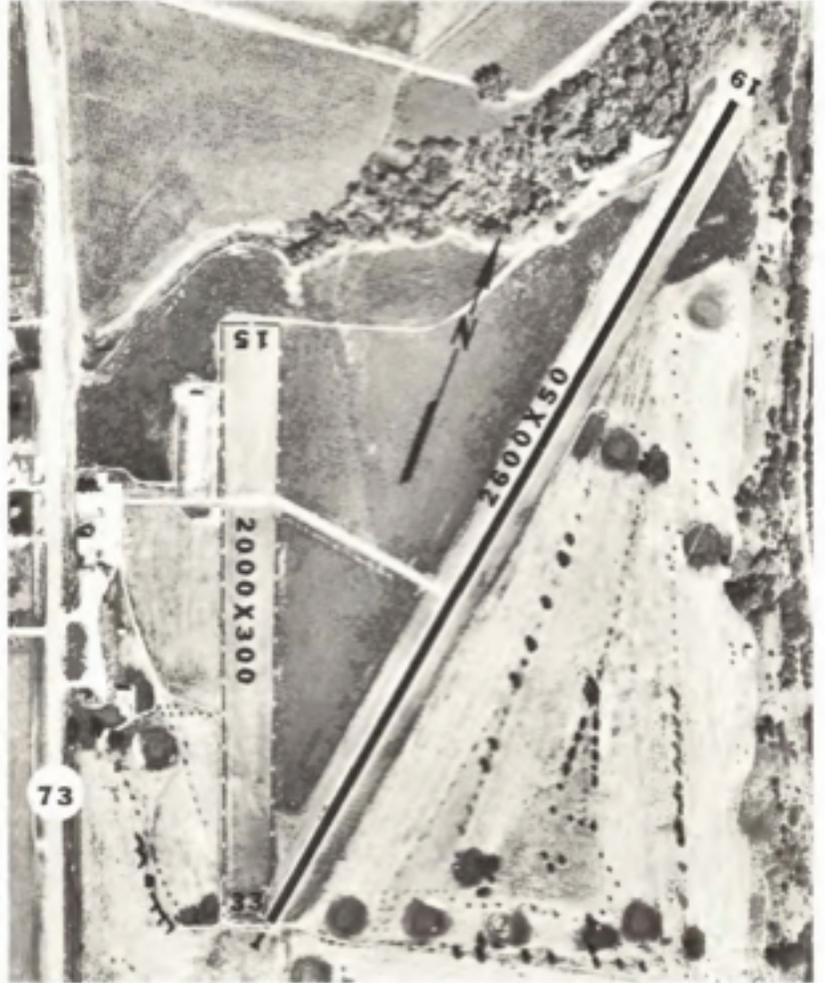
Can anyone name this long time EAA 80 member? Extra credit: what is he making?



APT. MANAGER:	Terry D. Bailey, Tele: 402-426-4191
FBO:	NONE
WEATHER SERV.:	OMA FSS 800-642-9400
UNICOM:	NONE
FUEL:	100 LL
HOURS ATTENDED:	NONE
TRAFFIC PATTERN ALT:	

NOTE: Airport licensed by the State in Category B because runway length does not meet requirements for higher category.

ELEVATION 1079'



CENTRAL CYLINDER SERVICE

AIRCRAFT ENGINE REBUILDERS

<https://www.centralcylinder.com/>

EAA Chapter 80 Meeting Minutes February 2026

Minutes of February 9, 2026 EAA 80 general membership meeting. The meeting was called to order by President Chris Williams at 7 PM.

President announced that we still need an assistant for the VMC Club. Contact Benji Cunningham to volunteer. Two guests were present; Sean Wood and Mike Roble.

A motion was made and carried to approve the minutes of the January meeting as posted in the newsletter.

Information about the board meeting held on Feb. 2 was discussed. No quorum was present so no actions were taken at the board meeting. Topics of discussion included the hangar project, general business, upcoming events, and Omaha Airport Authority news. John Lund will be leaving the OAA Board, and the mayor will appoint a new board member.

Rich Kolkman reported that chapter membership is currently at 139, with a couple of new members added in January. Rich reminded everyone that he'd like to get current or updated pictures for the membership directory, and also that we have several email and text lists available, with details available via the web site. Membership dues are \$25 for adults and \$15 for students and are due now. If you don't have a name tag, Rich Kolkman either has one or can get one made for you.

A motion to approve the Treasurer's report as published in the newsletter was made and carried. There was an update on the scholarship recipients and approval for the 2026 scholarships. The Jim Beyer Memorial Tailwheel Scholarship was discussed; details are available on the web site.

Tech Counselors reported nothing new. Young Eagles schedule has been confirmed, with the first rally on March 14.

The Stemaha Aviation Day is scheduled for Feb. 28 at Oak View Mall.

Builder's reports: Reports were given on the progress of a Ran's S21 Outbound, an RV-14, and a Bearhawk.

Newsletter: Bruce Mundie asked for pictures from builders of the builder with some part of their project for the March newsletter.

Chapter builds: Work on the Glastar continues and the work schedule is being moved from 3-7 on Sundays to 1-5 to make scheduling easier. Kitfox is being inventoried.

Shawn McInay is working to reserve six campsites at Oshkosh for this year and needs some member numbers to use to reserve them. Doesn't need to be the member number of someone attending for sure, just a number to hold the reservation.

A special award was presented to Bruce Mundie in appreciation for his six years of dedicated service as Chapter President.

The Offutt Airshow is scheduled for August, and we have been invited to have a couple of planes there for static display. Contact Bruce if you're interested.

The business portion of the meeting was concluded at 7:21.

EAA 80 MONTHLY TREASURER REPORT	
Feb-26	
Income	
Jim Beyer Scholarship Fund	\$343.15
Rex Eckwall Scholarship	\$11,000.00
Annual Member Dues	\$232.61
TOTAL INCOME/RECEIPTS	\$11,575.76
Expenses	
Oak View Rent	\$150.00
Food & Drink	\$31.00
TOTAL EXPENSES/OUTFLOWS	\$181.00
Assets	
Jim Beyer Scholarship	\$2,281.02
Pinnacle Bank CD's	\$42,596.63
Glastar Project	\$25,000.00
Shirt Inventory (est)	\$400.00
Checking Account Balance	\$36,045.58
Venmo Balance	\$2,666.29
TOTAL ASSETS	\$108,989.52

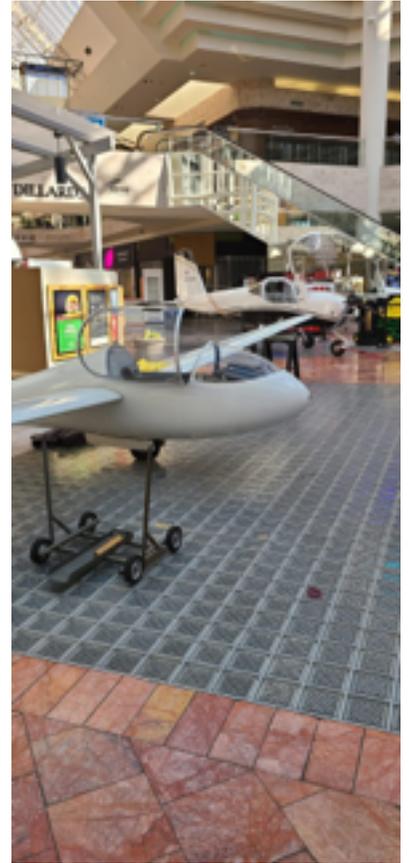
Builder's Month: Derek Schroeder's Sonex Waix



2011 Sonex Waix I purchased from the builder in 2022. Originally was powered by a 80hp Aerovee (VW engine), we flew it about 65hrs behind that engine. When the Rotax 912 option began to be supported by Sonex we decided to swap it over. It's been a long project with having to re-do everything firewall forward.

EAA 80 members assist at Aviation STEM Event

Feb 28, 2025 Aviation STEM event at Oakview Mall. Volunteers helped transport the Van's RV12 from Millard Airport to Oakview Mall. While in the mall, there was a continuous stream of curious young people getting to sit in the plane. Also present was the Omaha Soaring Club's sailplane.



Koehler's Korner



First, an announcement: The FAA has issued an Airworthiness Concern Sheet due to a reported rash of uncommanded engine shutdowns during power reduction to idle. This issue primarily involves the Lycoming IO-360 engine with the AvStar (Bendix) fuel injection system. If you have had such an incident, it is requested you provide the details to the FAA. The Concert Sheet was issued on December 16, 2025 and can be found with a keyword search on-line.

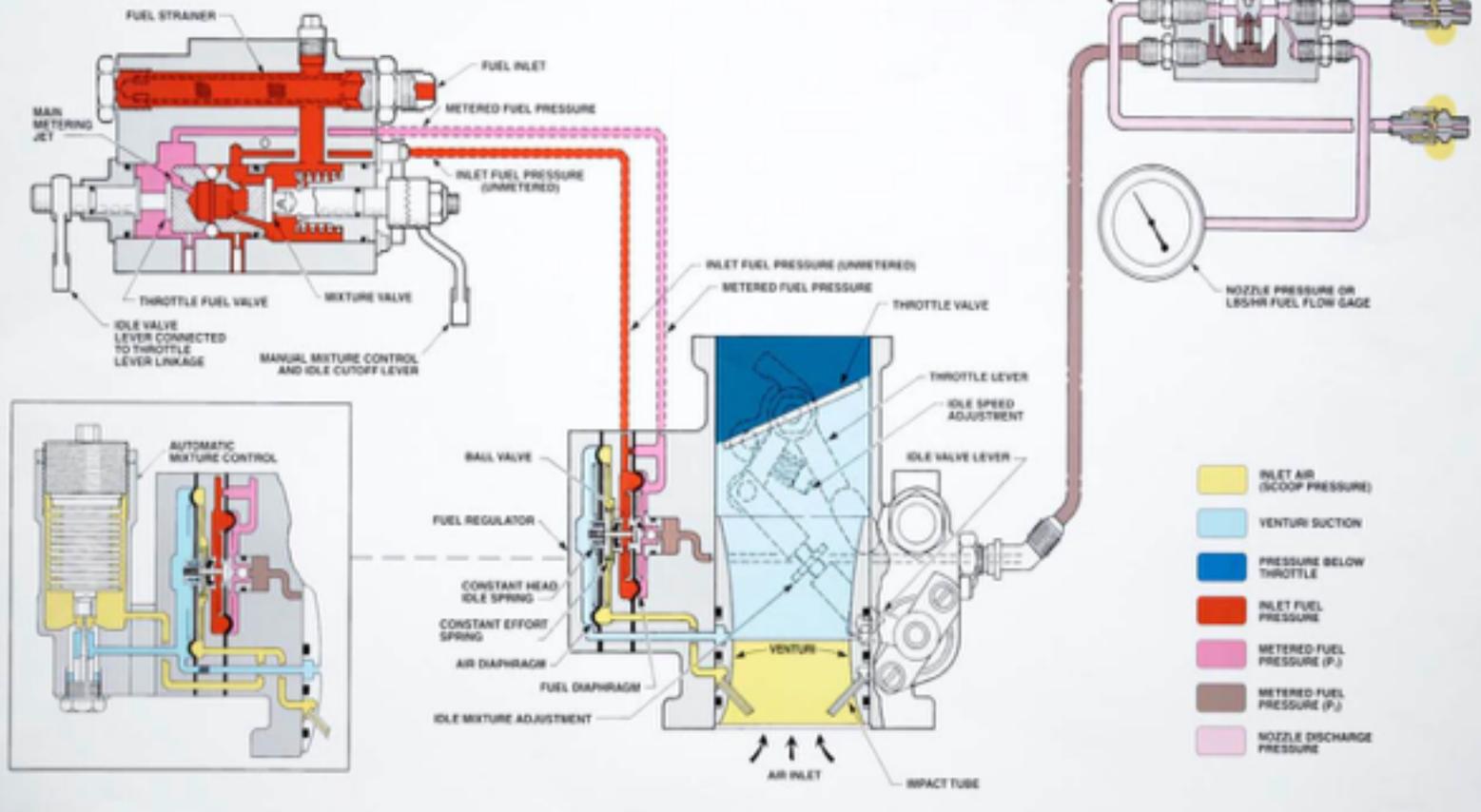
So, let's talk about the RSA fuel injection system on most Lycoming IO-360 engines. For years the subject system was called the Bendix system, because it was built and supported by Bendix. Several years ago, AvStar acquired the rights to the system, hence the name changed, but physically nothing really changed. I am an old guy so I will refer to it as the Bendix system. It was developed back after WWII as a simplified pressure carburetor with a distribution manifold to inject fuel just upstream of the intake valve. On the pressure carburetor there is an automatic leaning capability with altitude, but that was eliminated. Also, the pressure carburetor just injected fuel into the main induction manifold, or on some aircraft in the turbo charger

(where it got thoroughly mixed with air for an even fuel/air ratio) (example, R-2800). The added flow divider is not just a distribution manifold, but a piston that has fuel pressure on one side and springs on the other. As the pressure increases, the piston rises, exposing specially shaped slots for fuel to go to each cylinder. By gradually opening, these slots ensure even flow to each cylinder. The fuel flows continuously, not intermittently, like on our cars. It accumulates behind the intake valve, hopefully warming and vaporizing, until the valve opens and sucks the charge into the cylinder. The injection nozzle helps to atomize the fuel by adding a little bit of air into the fuel flow.



Oh, I forgot to mention that the fuel pressure at the flow divider is controlled by the main servo which is really a pitot tube and venturi that measures dynamic air pressure. It measures the pressure difference between pitot and static pressure and meters fuel pressure proportional to that air velocity difference. It mechanically converts the air velocity going into the engine to fuel pressure. Lastly, there is a manual gate

MODELS RSA-5AD1, 5AB1, AND RSA-10AD1



valve allowing the pilot to manually lean the amount of fuel going into the fuel servo. It is very crude. Think of controlling the area your lawn sprinkler hits by adjusting the knob on the spigot on the side of your house.

Obviously, you must play some tricks on this fuel injection unit to get it to work at start. The usual practice is to prime the engine, and when it starts to fire, opening the mixture allowing fuel to come

through the injection system which is now being metered by the airflow through the main servo. It is critically important that the idle rpm and mixture be set up correctly on this fuel injection system. There is a setscrew stop on the butterfly that roughly controls rpm at idle, and an adjustable linkage between the throttle arm and a variable fuel orifice in the main servo unit. Think of a "V" shaped slot that is partially covered by a plate. As the throttle is opened, the plate is progressively pulled up the "V", gradually increasing the fuel orifice size. The adjustable linkage allows you to

change how much of the "V" orifice is opened at idle. It serves to adjust the fuel/air mixture at idle. So, with the idle stop for rpm and the linkage for mixture, you can adjust the idle rpm and mixture. The only problem is that they interact. Let's say you set the rpm to 700, but the mixture was way too rich. As you lean the mixture, the engine will actually make more power, and the rpm will increase! For this reason, adjusting the idle rpm and mixture can be very tedious and must be done in very small increments. The proper procedure to set idle rpm and mixture is to first warm up the engine. Ideally oil temp is around 180 and CHTs are around 300. Now, pull the engine to idle and note the rpm. Usually around a 700 rpm idle works for our four cylinder Lycomings. Adjust as necessary. Then, check the mixture by very slowly leaning using the mixture control and watching the rpm. You want the idle mixture to be slightly rich, so ideally you want a 35 - 50 rpm rise before

the engine cuts out. If you get less of a rise, richen the mixture, and if you get more of a rise, lean the mixture. Work in very small increments, like 1/8th of a turn. Usually, you will have to shut down the engine to make adjustments, so you may have to do some run-ups to both clear the induction system, and keep everything hot. Be patient and do not give up early. It is hot and dirty work.

Back to the Airworthiness Concern Sheet, it is my observation that many of the engines do not have the idle mixture and rpm set right, so that when the engine is pulled back to idle, it may cough, stumble, and/or quit!

I hope this discussion of basic fuel metering using the Bendix fuel injection system will help you more successfully maintain and fly your plane. Keep building, flying, and maintaining.

Dick

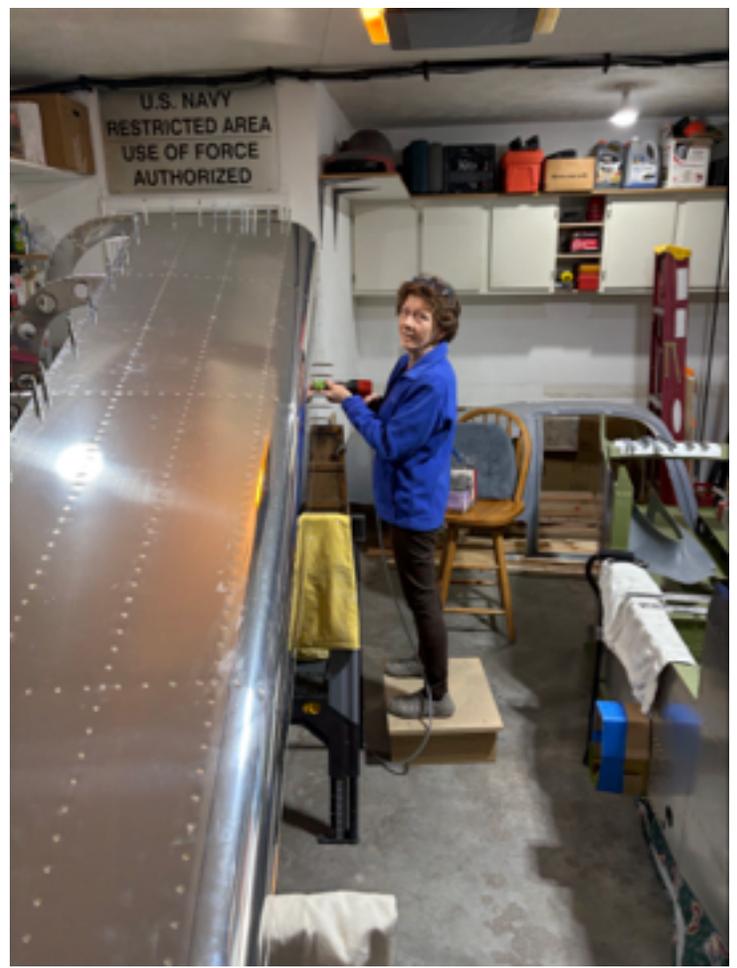


Builder's Month: EAA 80's Glastar

Membership update:

- We begin March 2026 with 140 active members.
- We welcome New Member:
 - Michael Wrobel, Bennington, NE
- Membership dues for calendar year 2026 are now due and remain [\$25/ adult, \$15/student]. They can be paid by cash, check, or Venmo (+\$1 to cover Venmo processing fee). Checks (payable to 'EAA Chapter 80') can be brought to our monthly chapter meeting or can be mailed to: [EAA80, c/o Richard Kolkman, 18058 Leavenworth St., Elkhorn, NE 68022]. Your payment prior to March 31st would be greatly appreciated!
- Currently, 67% of our members have paid their 2026 annual membership dues.
- New EAA80 Name Badges are available for those who don't have one. See or email Rich Kolkman if you need one.
- For membership profile changes (contact information, EAA80 email lists, updated profile photo, etc.) email updates to membership@eaa80.org.

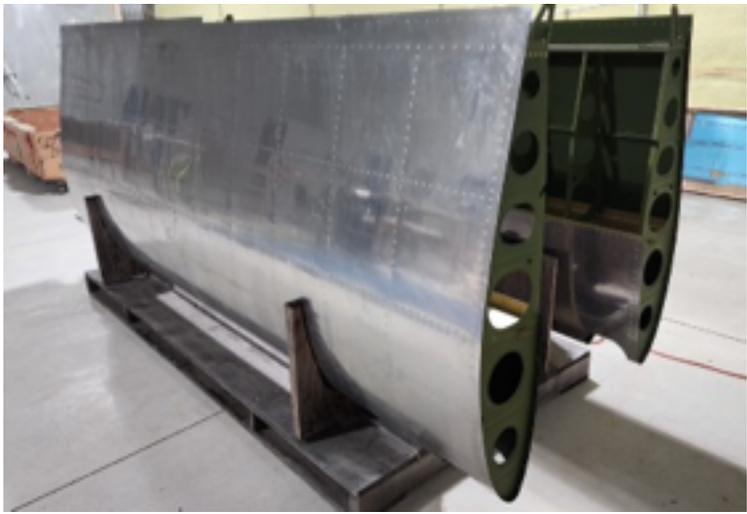




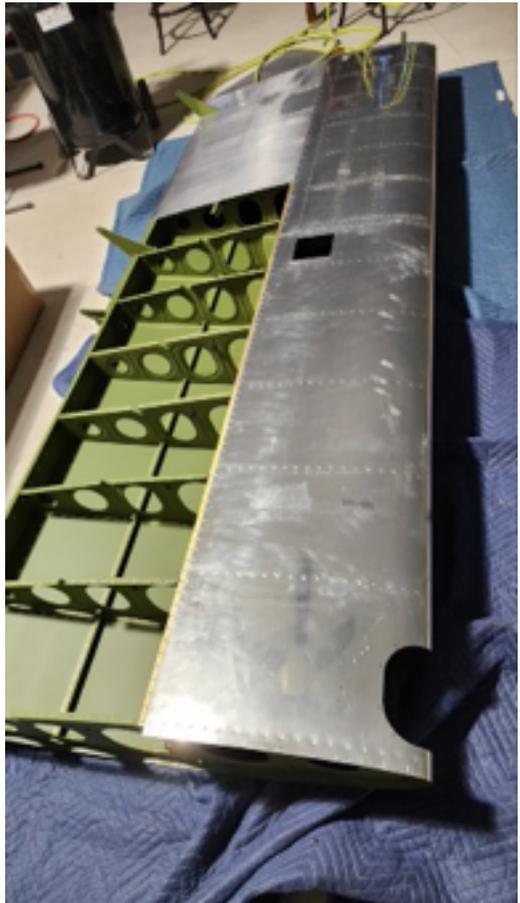
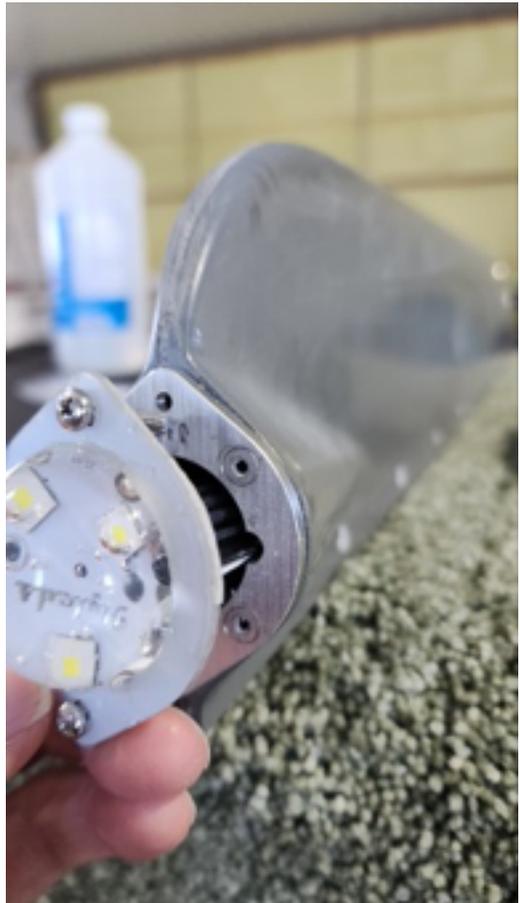
Builder's Month: Dave Seger's RV-10



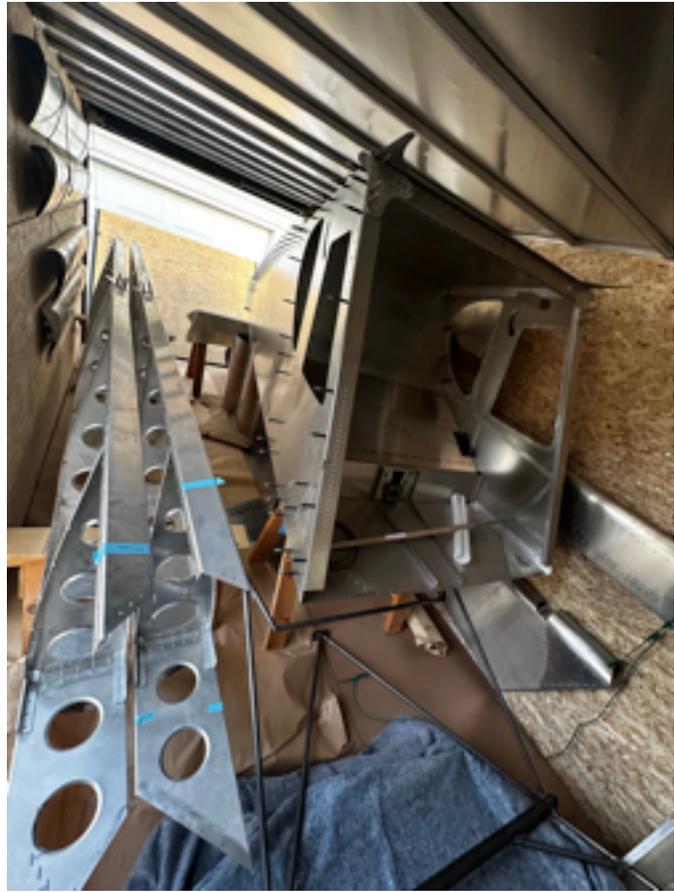
My RV-10 is progressing, but very slowly. The empennage is complete, and I've been working on the "quick build" fuselage for the last few months. Most recently working on the brake and fuel lines inside the fuselage.



Builder's Month: Ray Oltman's RV-14



I had shoulder surgery in September which slowed me down considerably. Recently finished tailoring fairings for the tail. Received wings in December, but shoulder prevented me from doing much then. Still much to do on those. Just getting back into the swing of things.



Builder's Month: Kyle Wilcox's Zenith 750

I finally got back to work this past week on my Zenith 750 STOL build. It is a standard kit (not quick build or plans built) and is starting to take shape. I had nearly 7 months go by without touching it so it feels good to be back at it again. Nearly completed the forward fuselage riveting this week and am almost ready to mate it with the aft section and the cabin frame. I need to mock up all of the steel parts and get them drilled so I can then send

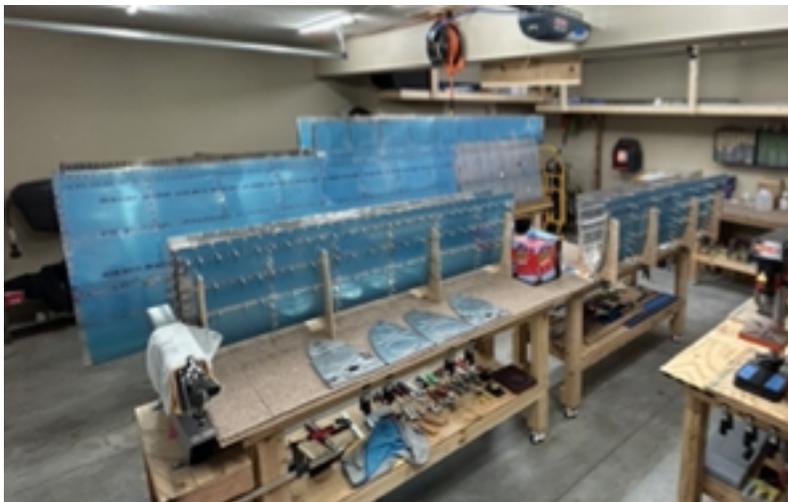
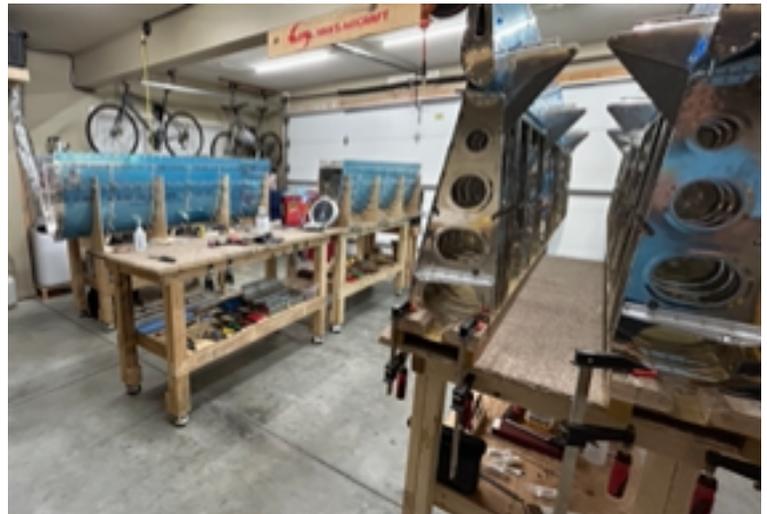
them out for powder coating. I drove to Mexico, Missouri last Monday to pick up long range tanks from the Zenith Factory. Now that I have them, I can begin putting skin on my wing skeletons. I am really enjoying the build process. Included pictures of the fuselage, wing skeletons, slats, and all control surfaces in my storage trailer I call my "dream closet". And a picture of me holding my grandson Ryker in front of the forward fuselage section



Builder's Month: Ryan Jensen's RV-14

I'm working on a Van's RV14 project. The empennage is coming along slowly, but starting to look more like something every week. I'm just a weekend warrior so it's taking longer than I hoped, but I enjoy the process. Hopefully soon I'll be able to join the empennage to the fuselage.

Builder's Month: Drew Walton's RV-10



Progress to date on my RV-10

- Started Nov '23
- Abandoned and destroyed original emp kit July '24 due to Van's Laser Cut Part issue
- Repurchased new emp kit and started again Nov '24
- Completed all emp kit components (nothing attached or joined together just yet) Aug '25
- Started wing kit Aug '25
- Went slightly out of order while waiting for proseal and parts to arrive from Van's and already finished the flaps and ailerons.
- Currently working on fuel tanks.

Builder's Month: Rich Kolkman's Kitfox 7 Super Sport



- Build just beginning
- Reaming & sizing hinge bushings, bearing, etc. on airframe
- Varnishing and now sizing ribs for epoxy installation
- Horizontal & vertical stabilizers



Young Eagles Calendar:

March 14	July 18
April 18	Aug 15
May 16	Sep 19
June 13	Oct 17

All Flights are Scheduled out of Millard Airport
Schedule Subject to Change

Information and Register Online:

<https://www.eaa.org/eea/youth/free-ye-flights/become-a-young-eagle#>



EAA CHAPTER 80 RETURNING MEMBER RENEWAL FORM

MEMBER KEY CONTACT INFORMATION

NAME:

E-MAIL ADDRESS:

MOBILE PHONE:

MEMBERSHIP PROFILE UPDATES

REQUESTED
UPDATES TO
MEMBER
PROFILE?:

NEW MAILING ADDRESS, PILOT RATING, AIRCRAFT OWNERSHIP/BUILD, EAA80 EMAIL LIST, ETC?

ANNUAL DUES – \$25 (\$15 STUDENT)

PAYMENT FOR YEAR(S): [2026 2027 2028 2029 2030]

PAYMENT DETAILS: TYPE:

AMOUNT:

DATE:

MAIL CHECK TO:

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

VENMO PAYMENT:



PLEASE ADD
\$1.00 TO
COVER
PROCESSING FEE

FOR MORE INFORMATION:

MEMBERSHIP@EAA80.ORG
WWW.EAA80.ORG
WWW.FACEBOOK.COM/EAA80
TWITTER: @EAA_80