



EAA 80
Meeting

MONDAY 13 APR 2026
@ Oak View Mall
7:00 PM

Builders Edition

March & April
Newsletters Highlight
EAA 80 Builders

Scholarships!

Ray Foundation
Rex Ekwall Memorial
See page 3

CHAPTER 80 NEWS

President's Corner April 2026



Happy April, everyone!

It's been great to see the return of flying weather and a strong start to the season. Our first Young Eagles rally of the year was a success, with a great turnout of kids and families experiencing general aviation firsthand. A huge thank-you goes out to all of the pilots and volunteers who organized and made the day run smoothly — these events are what our chapter is all about, and it's always rewarding to see the excitement on those first flights.

On the project front, we're continuing to make progress on the GlaStar. The right wing is nearing completion, and it's exciting to see things starting to come together piece by piece. Thanks to everyone who has been putting in time on the project — your efforts are what keep it moving forward.

A reminder that applications for the Ray and Rex Ekwall scholarships are being accepted through April 19th. This is always one of the highlights of what we do as a chapter, and we're fortunate to be able to support the next generation of aviators.

(cont'd)

Check out EAA National's Video Magazine:

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

With spring in full swing, flying opportunities, and project work. It's a great time to get involved, whether that's helping at a rally, turning a wrench, or just coming out to connect with fellow members.

As always, thank you for being part of EAA Chapter 80 — it's shaping up to be a great year.

Fly safe,

Chris Williams

President, EAA Chapter 80

**Check out Nebraska Dept of
Transportation's Newsletter:**

PIREPS

[https://dot.nebraska.gov/media/o0gjnwwq/
march-2026-pireps.pdf](https://dot.nebraska.gov/media/o0gjnwwq/march-2026-pireps.pdf)

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-
deductable contributions in accordance with
Code section 170. Please consider donating!

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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-ekwall-scholarship/>

Brush Up on your IFR Procedures!



IMC Club is held at the Oakview Mall every second Thursday!
Meetings scheduled through June.
Time 18:30 to 19:30.

See you there!

Airport Puzzler:

This airport, as shown in the 1980 Nebraska Airport Directory, is West of Omaha and North of Lincoln. EAA 80 had a hangar at this airport until about 2010. Answer will be in next month's newsletter. Last month's puzzler was Blair Airport.

Bonus Puzzler:

Can anyone name this long time EAA 80 member?



APT. MANAGER: Gaylord Anderson,
Tele: 402-443-4157
FBO: J & D Aircraft Co.,
Tele: 402-443-3803
WEATHER SERV.: LNK FSS 800-742-7705
UNICOM: NONE
FUEL: 80 & 100 OCT
HOURS ATTENDED: Dawn to Dusk
TRAFFIC PATTERN ALT:

NOTE: Airport licensed by the State in Category C because of proximity of highway in runway 02 approach does not meet clearance requirements for higher category.

ELEVATION 1223'



CENTRAL CYLINDER SERVICE

AIRCRAFT ENGINE REBUILDERS

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

EAA Chapter 80 Meeting Minutes March 2026

Minutes of March 9, 2026 EAA 80 general membership meeting. The meeting was called to order by President Chris Williams at 7 PM at the Oakview Mall facility.

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

Rich Kolkman reported that chapter membership is currently at 140. 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.

President moved to increase the Rex Ekwall Scholarship to match the funds of the Ray Scholarship. Motion was withdrawn when Steve Farner announced that the Ekwall family had already decided to match funds to \$12,000.

Scholar updates: Johanna Frandeen: 10 months into scholarship and no solo yet; working to get back on track. Melanie Bravo: 10 months into scholarship and only needs her solo cross country hours. Jairo Anguiano-Adame: 20 months into scholarship, Hague Howie said he had talked with Jairo, needs his flight eval.

Jim Beyer Memorial Tail Wheel Scholarship closes 15 March. POC is Dave Ott & Bruce Mundie. Rex Ekwall and Ray Aviation applications due 19 April. Social Media advertisement of the scholarships was approved.

Tech Counselors reported nothing new. Young Eagles had a successful rally on March 14. Next rally is on 18 April.

Builder's reports: TW's Ran's S21 Outbound, Ken Fostvet's Bearhawk, Glen Robert's Bearhawk.

Chapter builds: Work on the Glastar continues and the work schedule for Sundays to 1-5 to make scheduling easier.

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.

The Offutt Airshow is scheduled for August 8-9 and we have been invited to have a couple of planes there for static display. Contact Bruce if you're interested.

TW is looking for a hotdog roller. IMC/VMC: IMC meeting Thursday. POC Benji Cunningham.

The business portion of the meeting was concluded at 7:30. Culver Props was the speaker via ZOOM.

Calendar

REOCCURING EVENTS

Sundays	Glastar Build	1:00 to 17:00	Oakview Mall
April 2026			
Sat 11	EAA 569 Fly-In B-Fast	08:00 to 10:00	Wahoo Airport
Mon 13	Membership Meeting	18:30 Social 19:00 Start	Oakview Mall
Thur 16	IMC Club	18:30	Oakview Mall
Sat 18	Young Eagles		Millard Airport
Sat 25	Antique Acft Assoc Lunch	11:30 - 13:00	Hastings Airport
May 2026			
Sat 9	EAA 569 Fly-In B-Fast	08:00 to 10:00	Wahoo Airport
Mon 11	Membership Meeting	18:30 Social 19:00 Start	Oracle Aviation
Thur 14	IMC Club	18:30	Oakview Mall
Sat 16	Young Eagles		Millard Airport
Sat 30	Antique Acft Assoc Lunch	11:30 - 13:00	Hastings Airport
June 2026			
Mon 8	Membership Meeting	18:30 Social 19:00 Start	Oracle Aviation
Thur 11	IMC Club	18:30	Oakview Mall
Sat 13	EAA 569 Fly-In B-Fast	08:00 to 10:00	Wahoo Airport
Sat 13	Young Eagles		Millard Airport
Sat 20	Nebraska State Fly-In	08:00 - 14:00	Fremont Airport
Sat 27	Antique Acft Assoc Lunch	11:30 - 13:00	Hastings Airport
July 2026			
Mon 13	Membership Meeting	18:30 Social 19:00 Start	Oracle Aviation
Sat 18	Young Eagles		Millard Airport
Mon-Sun 20-26	AirVenture Fly-In		Oshkosh Airport

EAA 80 MONTHLY TREASURER REPORT

Mar-26

Income

Annual Member Dues	\$822.23
TOTAL INCOME/RECEIPTS	\$822.23

Expenses

Oak View Rent	\$150.00
Food & Drink	\$32.98
Ray Scholarship	\$2,400.00
TOTAL EXPENSES/OUTFLOWS	\$2,582.98

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	\$34,344.78
Venmo Balance	\$2,756.34
TOTAL ASSETS	\$107,378.77

Koehler's Korner



I was working on an RV-10 the other day and we set up to do a compression check. After running the engine enough to get the oil up to about 180°F and the cylinders around 300°F, we shut it down and began removing the top spark plugs for a compression test. After getting the ignition leads off (and only slightly burning my fingers), I attempted to remove the #1 spark plug (forward right side on a Lycoming IO-540). My little 3/8 drive ratchet handle would not budge the plug, even when I hit it with the heel of my hand! The rest of the story is this month's KK.

To get the plug out, I went for some heavy duty equipment. The 1/2" drive socket system came out, but with the 1/2" drive ratchet, I still could not break the plug loose! I have a longer "breaker" bar in 1/2" drive, but even longer is my old bending beam type torque wrench. Besides, I was now interested in just how much torque it would take to remove the plug.

At about 60 foot-pounds of torque the plug finally released and I gently removed it, carefully inspecting for any damage to the plug hole threads, which were heli-coiled with stainless steel, or the top of the cylinder for cracks or the plug itself for damage. The only real issue I found was the highly extruded

and flattened copper washer under the plug. Look carefully at this picture at the front right plug and you can see the flange that has been extruded into the inner diameter of the washer. This plug was grossly over torqued.



I shifted over to the next cylinder (#2), and found it also over torqued, but not so badly as #1. It broke loose at about 45 foot-pounds. The rest of the plugs came out normally at about 35 foot-pounds.

A quick chat with the owner indicated that the person installing the plugs "borrowed" a torque wrench from a friend and it was not set up correctly. It was a click type which I have found in the past to be notoriously bad at maintaining accuracy. Many years ago, I had access to a torque wrench tester from the A&P School where I taught. I brought it preannounced to a Ch. 186 meeting, and we tested about 40 click-type Torque wrenches brought in by Chapter members. On initial testing about half failed! Of those that failed, most were clicking a way above the selected torque. We found that by exercising the wrench multiple times (clicking) a bit more than half came back into a workable range (within 10%), but at least 20% of the wrenches were not usable!

The moral of the story here is to have your torque wrench calibrated and then keep it clean in its case preferably all in a zip lock bag and test it or at least exercise it about ten

times prior to actually using it for real. A good way to test the wrench is to put the drive head (3/8" or 1/2") in a vise and pull at the middle of the handle with a fish scale. The math is the length of the lever arm (center of the hand grip area) in feet times the pull value in pounds. Let's do a calibration example: If the middle of the grip to the drive head is 9" and you pull with the fish scale to 20 # to get the torque wrench to click, then $9"/(12" \text{ per ft}) \times 20\text{lb} = 15 \text{ ft-lb}$. Set the wrench for 15 ft-lb, do the test and determine if it is in calibration. Ideally, do the test at the same torque setting as the item for which you are going to torque, but in practicality you can probably not pull much more than about 40 pounds on a fish scale, or about 30 ft-lb in this example. For aviation spark plugs on a Lycoming they should be torqued between 30 and 35 ft-lb. On a Continental, the spark plug torque is 25 to 30. If you have inserts for automotive plugs, or have another brand engine, check the specific torque. In my experience, they are all less than on a Lycoming.

One more little thought. Always put in spark plugs with an anti-seize. There are several

and most folk use too much, but all are better than none. I have never had to replace a washer unless it has been damaged, as in this case. If you use a torque wrench, you will not harden the washer sufficiently for it having to be replaced. Yes, I know, the guys that manufacture the copper spark plug gaskets recommend you put in a new one every time, and they do not cost a lot, but in 40 years of torquing spark plugs, I have never had a reused washer fail in any way.

One last thought, rather than a click-type torque wrench, use a bending beam type. They are harder to use and need some technique, but they do not go out of calibration like a click-type can. I hope this discussion of basic spark plug maintenance and torquing will help you more successfully maintain and fly your plane.

Keep building, flying, and maintaining.

Dick

03/2026



Young Eagle's Rally 14 March 2026



Membership update:

- 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!
- 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.





Young Eagle's Rally 14 March 2026



Builder's Month:
Tom Wieduwilt's Rans S 21

Wings are on the S 21, horizontal stabilizer going together that's the little wing and back. TW





Builder's Month: EAA 80's Glastar

***Glastar Build is every Sunday 1 to 5 at the
Oakview Mall.
Volunteers of all skills and ages are
welcome.***



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
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FOR MORE INFORMATION:

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