



EAA 80
Cookout

MONDAY 13 July 2026
@ Oracle
7:00 PM

Scholarship
Update
Pg 5



CHAPTER 80 NEWS

President's Corner July 2026



Happy July, everyone!

Summer is in full swing, and I hope everyone is finding time to get out and enjoy some flying. Whether you're logging cross-country time, working on a project, or just spending time around the airport, this is one of the best times of year to be an aviator in Nebraska!

Congratulations to Jairo, our 2024 Ray Aviation Scholar, on earning his private pilot certificate. Watching scholarship recipients reach this milestone is one of the most rewarding things our chapter gets to be part of, and I look forward to seeing where aviation takes him next.

Our GlaStar project continues to make progress. We've moved on to fitting the rudder to the fuselage. Thank you to everyone who has donated their time and talents to keep this project moving forward.

(continued)

Check out EAA National's Video Magazine:

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

Don't forget our annual member cookout on July 13! We hope to see everyone there for good food and great company. Please bring a side dish to share, and we'll take care of the rest. Bring your family members and a guest!

Finally, safe travels to everyone making the trip to AirVenture this year! Whether you're flying or driving, travel safely, stay hydrated, and try to stay cool during another Wisconsin summer. I look forward to hearing about your adventures and seeing all the photos when you return.

Fly safe!

Chris Williams
President, EAA Chapter 80

Check out Nebraska Dept of
Transportation's Newsletter:

PIREPS

<https://dot.nebraska.gov/media/n5aoetxl/june-2026-pireps.pdf>

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EAA Chapter 80 — Omaha, Nebraska

Monthly Meeting Minutes June 2026

Location: Oracle Aviation (chapter space) **Presiding:** Chris Williams, President **Notes:** No formal notes were taken
Minutes and Treasure's report were approved

NOTES: EAA 80 will represent at the 2026 Defenders of Freedom Airshow at Offutt Air Force Base, August 8-9. Our static displays will be a Van's RV-12 and a replica Nieuport 28. We will need EAA ambassadors to man the booth and to look after the display aircraft. Time slots for volunteers will be Saturday Open to 12:00 and 12:00 to close, and Sunday Open to 12:00 and 12:00 to close. Please consider signing up for a shift.

EAA 80 has a designated campsite for AirVenture 2026. Please contact Shawn McInay for details. Full week or partial week sites are open.

Bob Condrey spoke on changes and updates to Airventure at Oshkosh

EAA 80 Glastar Build Photos



Koehler's Korner



Let's look at corrosion this month, or more specifically corrosion in small diameter aluminum tubing used in our fuel systems. Yes, as a retired naval aviation officer who worked in maintenance areas, I am paranoid about corrosion. If you take an aluminum, steel, and carbon fiber airplane to sea on the flight deck of an aircraft carrier for months on end, you too will become paranoid about corrosion. However, even parked at our local airports our planes are continually being attacked by corrosion issues, some obvious and some very subtle. This KK will tell the tale of two very subtle incidents, both of which could have led to disaster!

One quarter inch diameter aluminum tubing is commonly used in our planes for direct reading cockpit pressure gages and for vent lines in the fuel system. The tubing is usually made from soft 3003-O aluminum, which is pure aluminum with a small addition of manganese. The manganese addition makes the alloy about 20% stronger than pure aluminum (1100 alloy). Another slightly stronger alloy for tubing is 5052-O which is pure aluminum alloyed with magnesium. It is about twice as strong as 3003-O and about twice as hard to work with, absolutely requiring a bending tool whereas 1100 and 3003 do not. So, all these common carriers of fluids in our planes are either pure aluminum or very close to pure aluminum so they should not have corrosion issues, right? Not so fast. Both incidents we're going to

review started with the pilot smelling fuel in the cockpit and very wisely not flying. Raw fuel or even very concentrated fuel fumes can lead to a cockpit fire and disaster. Never fly with a persistent fuel smell.

In the first case a Cardinal RG pilot complained of occasional fuel smells in the cockpit. All the usual spots were examined to no avail. Finally, as part of the inspection of the fuselage spar corrosion issue on Cardinals (and 210s) the mechanic was looking at the aft side of the spar and ran his hand across the two fuel vent lines that cross the fuselage about a foot behind the spar. He felt pain and retracted his hand that was scraped and started to bleed! To make a long story short, the top of each vent line was heavily pitted with sharp edges and holes in the tubing! Because the Cardinal has virtually no dihedral, the wing fuel tanks are vented to the wingtip of the opposite wing. As the fuel heated and cooled through a day's cycle, the expanding and contracting fuel sucked in moisture laden air that condensed preferentially in the cockpit area. Forty plus years later, that water with perhaps bits of dirt and smog actually corroded the vent line from the inside out! Repair was straight forward, both vent lines were essentially straight and attached at each wing's inboard rib to an AN fitting with a B-nut. We removed the two lines, made matching ones from fresh 3003-O tubing and reinstalled the lines, about an hour's work to do everything, including new flares on the new tubing. The pilot no longer complained about fuel smells in the cockpit.

Our second story involves a Grumman Tiger. The owner/pilot aborted a flight due to fuel odors and the mechanic inspected. Turning on the fuel boost pump produced droplets of fuel behind the instrument panel at about the copilot's left knee. This led to a head scratch, since no fuel lines run in that area. A quick view of the instrument panel does have the

fuel pressure gauge just above the copilot's left knee. Bingo, it was the line to the direct reading fuel pressure gauge. Upon inspection it turned out that some very old (original?) black CAT ducting for the defroster also ran through the same area. The CAT ducting rested lightly on the ¼" fuel pressure line. Over time, with the occasionally wet ducting and the high carbon steel spring that is inside it bouncing gently against the soft aluminum tubing, several corrosion pits in the aluminum tubing were created. When one of the corrosion pits finally penetrated all the way through the tube, fuel spurted out! We looked at replacing the entire tube, but it was several feet long and routed back to the firewall, across the back of the firewall to the left and then down behind a brake to a fitting

in the firewall. We were not sure we could get it out in one piece, make a duplicate and reinstall it. Also, in the corroded area there were clearance issues precluding a splice, so we opted to just do a repair by removing the damaged area and bridging the area with ¼" fuel hose and a pair of spiral clamps. Total repair took about 15 minutes!

I hope these two little stories were entertaining, but more importantly, you took away a couple of lessons. Never fly with fuel smells in the cockpit. And even relatively pure aluminum tubing can corrode in the right (wrong?) environment. Keep it dry and away from steel parts. With this, hopefully you can more successfully maintain and fly your plane. Keep building, flying, and maintaining.
Dick. 06/2026

Congratulations to Jairo Anguiano-Adame Ray Scholar



PPL Complete 2 July 2026

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 **BOEING**

Membership update:

- We begin June 2026 with **152 active members**.
- We welcome (2) New Members:
 - **Gavin Gigstead, Papillion, NE**
 - **Alexander Stevenson, Omaha, NE**
- **Membership dues** for calendar year 2026 are now past due. Dues remain [\$25/adult, \$15/student] and 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 ASAP would be greatly appreciated!
- Currently, **76% of our members have paid** their 2026 annual membership dues. **37** members have not yet paid their 2026 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.



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Calendar

REOCCURING EVENTS			
Sundays	Glstar Build	1:00 - 17:00	Oakview Mall
July 2026			
Mon 13	Membership Cookout!	18:30 Social 19:00 Start	Oracle Aviation
Wed 15	GP Wing CAF Cookout	17:30 - 19:00	Council Bluffs Airport
Sat 18	Young Eagles	08:00 to 12:00	Millard Airport
Mon-Sun 20-26	AirVenture Fly-In		Oshkosh Airport
August 2026			
Sat 1	EAA 569 Fly-In B-Fast	08:00 - 10:00	Wahoo Airport
Sat-Sun 8-9	Defenders of Freedom		Offutt AFB
Mon 10	Membership Meeting	18:30 Social 19:00 Start	Oracle Aviation
Sat 15	CAP Fly In Breakfast	08:00 - 11:00	Millard Airport
Sat 15	Young Eagles	08:00 - 12:00	Millard Airport
Wed 19	GP Wing CAF Cookout	17:30 - 19:00	Council Bluffs Airport
Fri-Sun 28-31	Antique Acft Assoc Fly In		Hastings Airport
September 2026			
Tues 1	Antique Acft Assoc Fly In		Red Oak Iowa
Wed-Sun 2-6	Antique Acft Assoc Fly In		Blakesburg Iowa
Sat 12	EAA 569 Fly-In B-Fast	08:00 - 10:00	Wahoo Airport
Mon 14	Membership Meeting	18:30 Social 19:00 Start	Oracle Aviation
Wed 16	GP Wing CAF Cookout	17:30 - 19:00	Council Bluffs Airport
Sat 19	Young Eagles	08:00 - 12:00	Millard Airport
Sat 26	Antique Acft Assoc Lunch	11:30 - 13:00	Hastings Airport
October 2026			
Sat 10	EAA 569 Fly-In B-Fast	08:00 - 10:00	Wahoo Airport
Mon 12	Membership Meeting	18:30 Social 19:00 Start	Oracle Aviation
Sat 17	Young Eagles	08:00 - 12:00	Millard Airport

EAA 80 MONTHLY TREASURER REPORT

Jun-26

Income

Annual Member Dues	\$50.82
TOTAL INCOME/RECEIPTS	\$50.82

Expenses

Scholarships- Initial Disbursements	\$7,200.00
Oak View Rent	\$150.00
Food & Drink	\$18.99
TOTAL EXPENSES/OUTFLOWS	\$7,368.99

Assets

Jim Beyer Scholarship (included in Checking Balance)	\$3,781.02
Pinnacle Bank CD's	\$42,596.63
Glstar Project	\$25,000.00
Shirt Inventory (est)	\$400.00
Checking Account Balance	\$32,794.78
Venmo Balance	\$3,005.82
TOTAL ASSETS	\$107,578.25



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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