October Meeting at Oracle
12 October

Young Eagles
17 October

CHAPTER 80 NEWS

President's Corner October 2026



Happy October, everyone!

It's hard to believe another flying season is already winding down. As we head into the final months of the year, I want to take a moment to look back at everything EAA Chapter 80 has accomplished in 2026. From Young Eagles and scholarships to our chapter events, it has been another busy year for our chapter. None of it happens without the time and effort our members are willing to give, so thank you to everyone's help making this year a success.

Next month brings our chapter elections. I want to thank everyone who has been willing to step up and serve, and I'm looking forward to seeing our chapter continue to grow under our incoming leadership. A strong chapter depends on members being willing to get involved, and I encourage anyone who has an interest in helping out to find a way to participate.

We also have one more Young Eagles rally this month, (continued)

Check out EAA National's Video Magazine:
https://www.eaa.org/videos/chapters/chapter-video-magazine

and we need pilot volunteers to help make it a success. Let's finish the year strong! If you're a pilot who can help give a young person their first aviation experience, please consider volunteering. These flights are one of the most important things we do as a chapter, and they simply can't happen without our pilots and ground volunteers.

As the weather gets colder, our focus will naturally shift toward winter projects, building, and planning for the year ahead. The GlaStar project will continue moving forward, and I'm sure many of you have your own projects waiting for some shop time. It's a great time of year to stay involved even if we're not spending quite as much time in the air.

Finally, don't forget about our holiday party coming up in December. We will spin up work on the details this month and hope to continue the tradition of getting everyone together for a good meal and some time to celebrate another year of EAA 80.

Thank you again to everyone who has contributed to the chapter this year. Let's finish 2026 strong!

Fly safe!

Chris Williams
President, EAA Chapter 80

Check out Nebraka Dept of Transportation's Newsletter:

PIREPS

https://dot.nebraska.gov/media/rmxnrdhk/july-2026-pireps.pdf

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

Vice-President
Shawn McIlnay
402-517-0309
vicepres@eaa80.org

Secretary
Dale Botkin
secretary@eaa80.org

Treasurer
Steve Farner
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



EAA Chapter 80 — Omaha, Nebraska

Monthly Meeting Minutes September 2026

Annual Plattsmouth Airport cookout was cancelled. Young Eagles was weather cancelled; next Young Eagles event is 17 October. There was no September meeting.

Membership update:

- *We begin October 2026 with **148 active members.***
- *New Members: **Naman Moondra, Farhad Salehi***
- *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, **83% of our members have paid** their 2026 annual membership dues. **25** 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.*

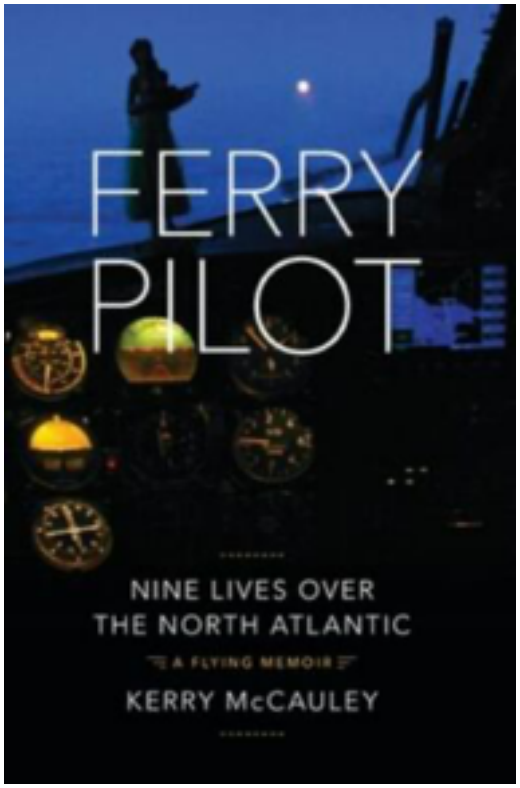
Calendar

REOCCURING EVENTS			
Sundays	Glastar Build	1:00 - 17:00	Oakview Mall
October 2026			
Sun 4	Norfolk Airport Pancake Feed	08:00 11:00	Norfolk Airport
Sat 10	Oshkosh Airport Fly In	07:00 - 14:00	Garden Co (KOKS)
Mon 12	Membership Meeting	18:30 Social 19:00 Start	Oracle Aviation
Sat 17	Young Eagles	08:00 - 12:00	Millard Airport
Sat 17	EAA 569 Fly-In B-Fast	08:00 - 10:00	Wahoo Airport
Sat 31	Antique Acft Assoc Fly In	11:30 - 13:00	Hastings Airport
November 2026			
Sat 7	Soup Fly In	11:00 - 13:00	Harlan Iowa
Mon 9	Membership Meeting	18:30 Social 19:00 Start	Oakview Mall
December 2026			
TBD	Christmas Party	TBD	TBD
January 2027			
Jan 11	Membership Meeting	18:30 Social 19:00 Start	Oakview Mall

October Guest Speaker: Kerry McCauley

Pilot and Skydiver who lived to write about it.Kerry McCauley's life of adventure started out inthe Minnesota National Guard as a UH-1H "Huey" crew chief and winter survival instructor. He then moved on to becoming an international ferry pilot, professional skydiver and corporate jet pilot. His career as a ferry pilot has taken him to 60 countries, over three oceans and six continents. Kerry is frequently invited to speak about his adventures as a ferry pilot and his starring role in two seasons of the Discovery Channel's series Dangerous Flights. He's flown almost 50 different types of aircraft, has 9000 hours of flight time and 20,000 skydives. Kerry currently lives in Wisconsin with his wife Cathy. They own and operate a skydiving school along with their children, Claire and Connor.

We will also have a bunch of signed copies to the book Ferry Pilot to give away at the meeting.







EAA 80 MONTHLY TREASURER REPORT		
Sep-26		
Income		
Annual Member Dues		$24.41
TOTAL INCOME/RECEIPTS		**$24.41**
Expenses		
Scholarship Payments		$4,800.00
Oak View Rent		$150.00
TOTAL EXPENSES/OUTFLOWS		**$4,950.00**
Assets		
Jim Beyer Scholarship (included in Checking Balance)		$3,069.02
Pinnacle Bank CD's		$42,596.63
Glastar Project		$25,000.00
Shirt Inventory (est)		$400.00
Checking Account Balance		$29,259.78
Venmo Balance		$2,370.74
TOTAL ASSETS		**$102,696.17**

Koehler's Korner

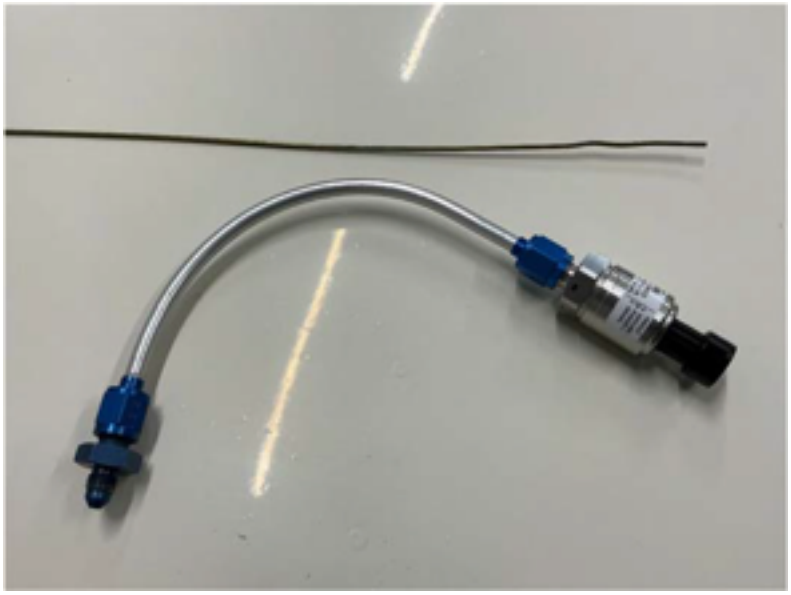


A few months ago, I started having problems with my JPI EDM-930 multifunction engine analyzer. The carburetor fuel pressure indication was fluctuating from below zero to about 8 psi, well above the limit of 5 psi, so the "out-of-limits" warnings were going off in the cockpit since the EDM-930 is a primary instrument replacement that allowed me to remove all the old (mid-1960s) analog gages. I did my research and found a replacement fuel pressure sensor at Spruce. However, the new sensor was $428 even with my Spruce dealer discount. Ouch, but I had no other choice.

I got the new sensor and installed it. It was from a different manufacturer than the old sensor, and only had a three-wire harness, vice the four wires in the old unit. When I fired up the 930, the fuel pressure reading was stable, but reading 5 psi static, with no pressure on it. When pressurized, it read correctly, but 5 psi high, and again exceeded the red line for fuel pressure and all the alarms went off!

I assumed that it was just a software issue, needing the gauge to be calibrated to zero. I called JPI tech support and the representative confirmed that all I had to do was make a simple fix in the calibration software. He explained it, and I went out to the hangar and tried to do it, to no avail! I then called the JPI tech guy from the plane, and he agreed to walk me through it. Unfortunately, my 930 did not have displays as he expected. Turns out I have serial number 14 which is so old that it's incompatible with the new sensors, so I had to send the unit back to California for a complete MUX board replacement ($400 for the board). However, with the updated board for fuel pressure, I also had to change the sensors for the other two pressure displays, oil and manifold. The new sensors were $485 each direct from JPI with no Spruce discount. When the smoke settled, with shipping, insurance, etc. I was in about $2000 on my 930 "fix". I did look at finding an old sensor like mine, but found they were no longer made. I did find one for $550, used out of a Bonanza, with no guarantee.

So, last week the box arrived from JPI with all the new parts for my engine monitor. A simple installation, and all would be done. Not so fast! Prior to the JPI these three pressure gages were direct reading with tubing coming through the firewall directly to the gage on the instrument panel. When I had done the original install, many years ago, I installed the sensors on the ends of these pressure lines between the firewall and the instrument panel to have them in the rather benign environment of the cockpit, rather than on the firewall on the engine side. Unfortunately, they are extremely inaccessible. The original interface copper tubing was 1/8" and 3/32" in diameter (-2 and -3 tubing size). Two of the



new sensors had male 1/8” NPT fittings on them, like the old sensors, so I could use the old adapters from the old sensors, but the oil pressure sensor came with a 1/4” male flair fitting (-4), but the copper tubing was 3/32” (-3)! All I needed was an AN919-4-3D fitting and a short length if 1/4” tubing with sleeves and B-nuts on both ends. A short search through my junk tubing found both (a miracle!).

With the roughly six inches if “new” 1/4” aluminum tubing I was able to mount the sensor in a more accessible location, but I had to bend the tubing in a unique shape to accomplish that goal. The tubing was soft and bendable, but fragile enough that it would not take multiple rebending, so I cut a piece of coat hanger to the exact same length and used it to make a template or full-scale model of how I wanted the tube to be shaped. This picture shows the unbent wire and the tubing, still curled from the roll it came off.

The tubing has the 919 reducer on the left and the new oil pressure sensor temporarily attached on the right.

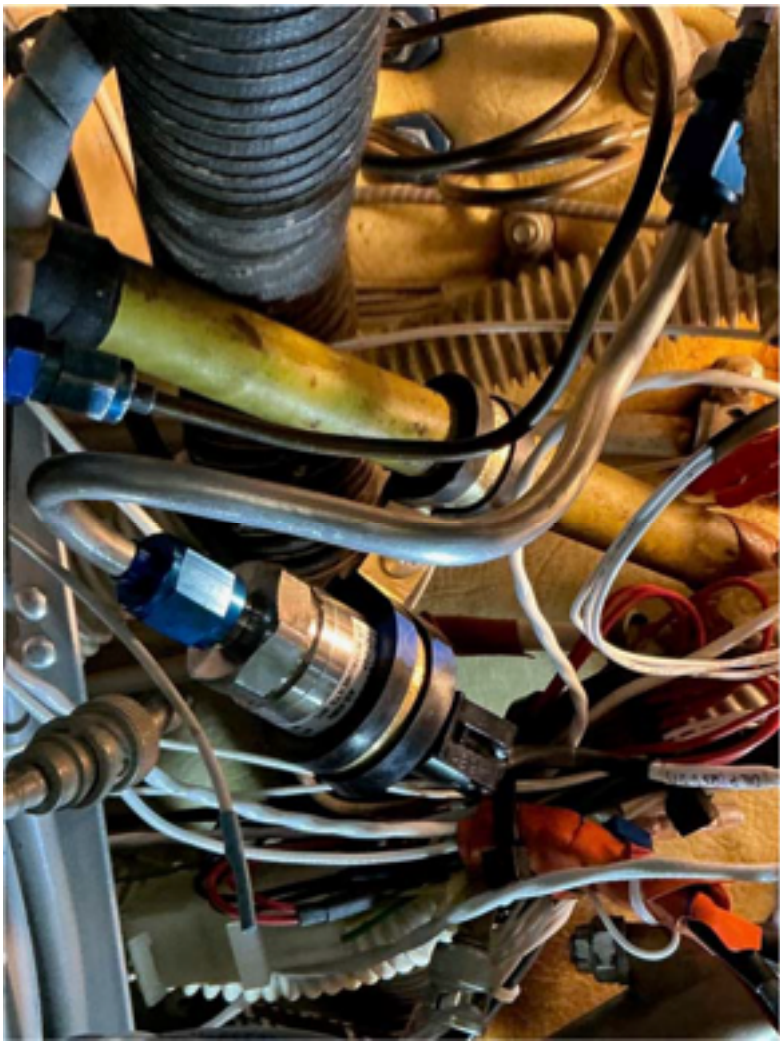
Below is the coat hanger wire template I decided to use, after three different designs, and the bent 1/4” tubing matching that configuration.



Below is the little hand bender used for the soft aluminum “Versatube” sold by Spruce. I believe I got the little bender at Auto Zone for about $10. There are better bending tools, but none this small.



Here is the final installation behind the instrument panel, looking through the empty hole where the display is mounted. In the top center just to the right of the black tubing, you can see two of the three firewall fittings with



with the pressure tubing coiled behind. The reducer is upper right, and the sensor is low in the middle mounted with two Adel clamps, per the Installation Instructions.
Hope this little story of the woes of updating older systems brings a smile and perhaps a few tricks in maintaining your plane,
Keep building, maintaining and flying,

Dick
9/2026





Congratulations to Melany Bravo. EAA 80's newest Ray Scholar Private Pilot!

4 September 2026

CENTRAL CYLINDER SERVICE
AIRCRAFT ENGINE REBUILDERS
https://www.centralcylinder.com/
©2020 Central Cylinder All Rights Reserved 6315 Lindbergh Dr. Omaha, NE 68110 | (402) 451-6460 | usa@centralcylinder.com

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:

venmo

Please Add ***$1.00*** *to cover processing fee*

For More Information:

membership@EAA80.org
www.EAA80.org
www.facebook.com/EAA80
Twitter: @EAA_80