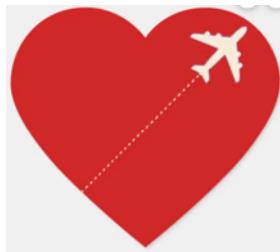




## EAA 80 Meeting

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



Valentine's Day  
February 14

FACEBOOK.COM/  
EAA80

X.COM/EAA\_80

# CHAPTER 80 NEWS



## President's Corner February 2026

Happy February, everyone!

January has certainly reminded us who's in charge when it comes to Midwest winters. With several stretches of below-zero temperatures, many of us found ourselves grounded and spending more time indoors than we might have liked. While flying weather was scarce, it was a great opportunity to make progress on indoor projects — whether that meant avionics planning, aircraft maintenance, model building, or finally tackling those shop tasks that always seem to get pushed aside during flying season. Hopefully everyone was able to stay warm and productive through the cold snap.

Looking ahead, I want to remind everyone that the EAA Chapter 80 board will begin holding quarterly business meetings on the first Monday of each quarter at Able Ace inside Oak View Mall, starting at 7:00 PM. All members are welcome to attend. These meetings are a great way

*(cont'd)*

**Check out EAA National's Video Magazine:**

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

to provide input on chapter activities, projects, and upcoming events — in addition to the monthly gatherings. The first board meeting will be held this Monday, February 2nd.

As we move through winter, we're getting closer to longer days, better weather, and a busy season ahead. Until then, keep plugging away on those projects, stay warm, and as always, thank you for being part of what makes EAA Chapter 80 such a great group.

Chris

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



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

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## WE ARE A FULL SERVICE FBO

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[www.oracleaviation.com](http://www.oracleaviation.com)



## Airport Puzzler:

This airport, as shown in the 1980 Nebraska Airport Directory, was near Omaha. Its grass strips had a north-south orientation. 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 Warbonnet Airport.

APT. MANAGER:

FBO:

WEATHER SERV.:

UNICOM:

FUEL:

HOURS ATTENDED:

TRAFFIC PATTERN ALT:

Floyd Beam, Tele: 402-331-2068

Floyd Beam

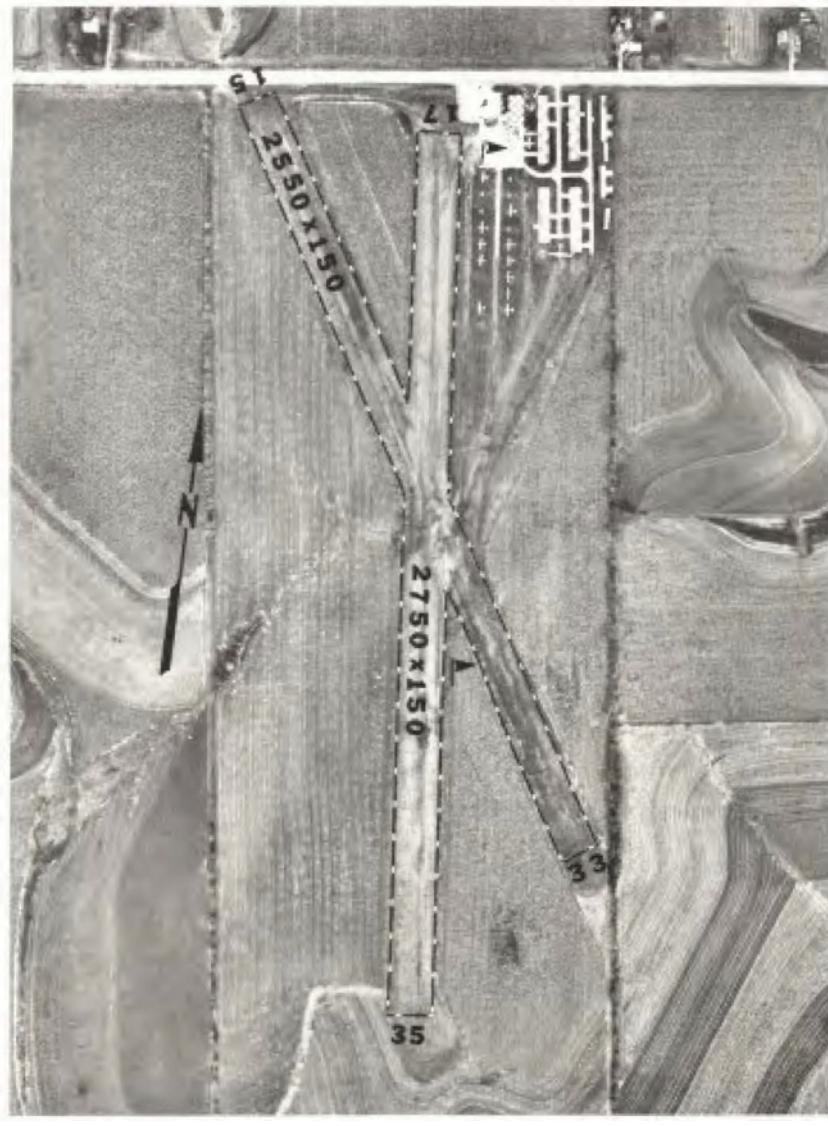
OMA FSS 402-422-6866

122.8

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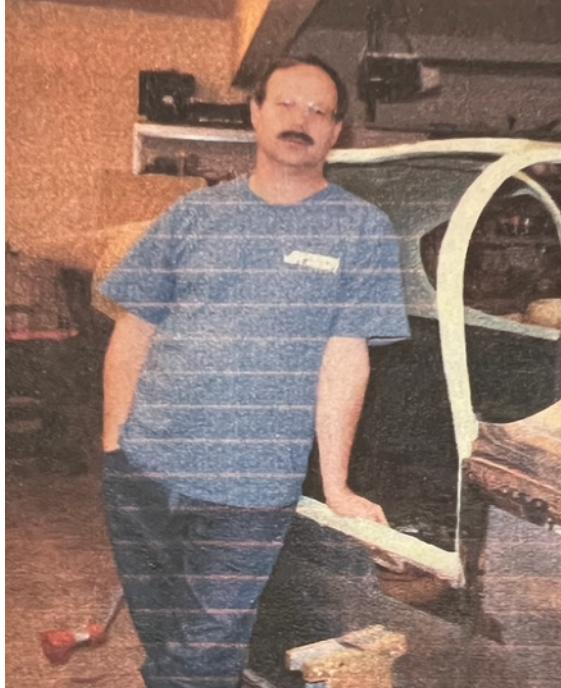
NONE

**ELEVATION 1064'**



## Bonus Puzzler:

Can anyone name this long time  
EAA 80 member?



**CENTRAL CYLINDER  
SERVICE**

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

# EAA Chapter 80 Meeting Minutes

## January 2026

New officers for 2026 were introduced.

Bruce contacted National about chapter gold status and is waiting to hear back from them.

Open volunteer needs: Scholarship coordinator for Ray & Rex scholarships; IMC Club assistant

2025 Holiday party at Gorat's was a success, with a little under 50 attending.

There were two guests at the meeting.

Minutes of the November meeting were approved as posted.

Rich Kolkman gave the membership update: We finished 2025 with 138 members, 33 have paid so far for 2026. Dues are \$25 for a regular membership, \$15 for students. Let Rich know if you need to update your information or need a new/replacement name badge. Rich also mentioned EAA Builders Week, the last week of January.

Treasurer's report in the newsletter was approved as published.

Chris gave an update on our scholarship recipients. Jairo is still trying to get his check ride scheduled. No updates for Melanie or Johanna. Over \$1000 has been raised for the Jim Beyer Aviation Scholarship.

<b>EAA 80 MONTHLY TREASURER REPORT</b>	
<b>January 2026</b>	
<b>Income</b>	
Annual Member Dues	\$732.04
<b>TOTAL INCOME/RECEIPTS</b>	<b>\$732.04</b>
<b>Expenses</b>	
Oak View Rent	\$150.00
<b>TOTAL EXPENSES/OUTFLOWS</b>	<b>\$150.00</b>
<b>Assets</b>	
Jim Beyer Scholarship	\$1,937.87
Pinnacle Bank CD #1	\$15,591.50
Pinnacle Bank CD #2	\$27,005.13
Glastar Project	\$25,000.00
Shirt Inventory (est)	\$400.00
Checking Account Balance	\$27,195.58
Venmo Balance	\$2,071.69
<b>TOTAL ASSETS</b>	<b>\$99,201.77</b>

# Koehler's Korner



Sometimes it is best to just go back to the basics. In that spirit, let's take a look at the steel bolts that hold our planes together. The most common bolts are of the AN series. Why would you want to use these more expensive bolts, rather than the ones at your local hardware store? The AN bolts are very high quality and specifically designed for structural applications. They are ideal for both tension and shear loads. The hardware bolts are usually of an unknown quality and almost always made of inferior metals with significantly less strength than the AN hardware. Also, almost all AN hardware has fine rolled threads which are much stronger than the coarse threads on household bolts. The threaded portion of the AN bolt is also much shorter. The proper installation of the bolt is for the unthreaded (grip) portion of the bolt to be in contact with the materials being held together with no threaded portion making contact within the hole.

## AN vs Hardware Store

- Fine thread (very rarely coarse)
  - Relatively short threaded section
  - Cadmium plated
- 
- Threads should not be in the structure
    - Grip should = thickness of materials being joined
    - No more than 1&1/2 thread should bear inside hole
      - Replace with next size bolt

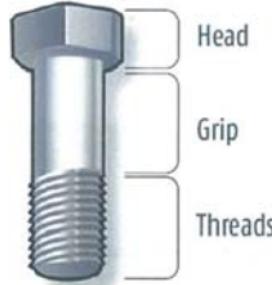


This allows the maximum strength of the AN bolt with the least weight. To accommodate this requirement for the smooth grip portion of the shank to bear within the hole, the AN bolts come in length increments of 1/8". Hardware store bolts usually come in length increments of 1/4" or 1/2".

## Example:

AN3-4A

- AN Army/Navy standard
- 3 Diameter of bolt in 1/16
  - 3/16"
- 4 Length in 1/8"
  - 4/8" or 1/2"
- A Not drilled



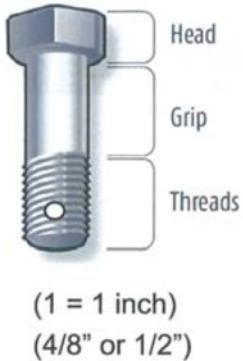
Another significant difference between AN bolts and hardware store bolts is the anti-corrosion coatings. AN bolts are cadmium plated. Cadmium is higher on the anodic chart than iron, so it protects the steel bolt by sacrificing itself (corroding) preferentially over the iron. This is why you should never reuse an old AN bolt. This is true of all associated AN hardware, so always at least use new (cad plated) washers, and if there are any signs of corrosion on the bolt or nut, replace them. By the way, the cad plating also provides some level of protection to the aluminum structure in the immediate area. On the other hand, the hardware store bolts may be plated with tin (galvanizing) or aluminum. The tin plating is rather crude and uneven, not conducive to precision bolt holes, and the aluminum plating provides no protection for the associated aluminum

Remember that AN bolts come in length increments of 1/8". The AN washers are in thicknesses of 0.064" for regular washers and 0.032" for light (L) washers. Therefore, you should never need to use more than three washers to get the grip to align in the hole. You should plan to always use at least

## Example:

### AN4-14

- AN Army/Navy standard
- 4 Diameter of bolt in 1/16"
  - 4/16" or 1/4"
- 14 Approximate length
  - First digit is whole inches
  - Second digit is number 1/8"
  - 1&1/2"
- Drilled
  - Uses a castle nut



one washer under the part of the bolt being rotated (either head or nut). To easily identify the various AN bolts, a standard nomenclature is used. First off, the "AN" means it meets the Army-Navy Standard for hardware. Yes, the Standard was written way back before WWII. The bolts are made from a nickel steel alloy and heat treated to a minimum of 125,000 pounds per square inch tensile strength. So, that  $\frac{1}{4}$ " diameter AN bolt has a tensile strength of over 6,000 pounds! After the "AN" is a number designating the diameter of the bolt in 1/16ths of an inch. So, AN3 is an AN bolt of  $\frac{3}{16}$ " diameter, and AN8 would be a half-inch diameter bolt. Then there is a dash (-) followed by numbers that designate the approximate length of the bolt from under the head to its end, or in other words, the combined length of the grip and the threads. Remember that the AN bolts come in length increments of 1/8", and there must be threads, which in

about 13/32". So, the shortest AN3 bolt is a -3. A half inch long bolt is a -4, a 7/8" long bolt is a -7, but a one-inch long bolt is a -10, and an inch and a half long bolt is a -14. Since the AN system of designation was created before WWII and the self-locking nut had not been invented, all bolts of those days were drilled for insertion of a cotter pin to lock the castellated nut in place. So, an AN5-22 bolt would be  $\frac{5}{16}$ " in diameter, 2 and 1/4" long, and has a hole drilled through the threads. With the advent of selflocking nuts, the expensive drilled hole for a cotter pin was not needed, and the bolts were so designated with an "A". So, an AN4-30A bolt is  $\frac{1}{4}$ " in diameter, three inched long and not drilled. I remember this by the phrase "Ain't drilled" for an undrilled bolt. There are many variations on the designation of AN bolts that we have not covered here, such as an "H" for a drilled head and a "C" for bolts made of corrosion resistant steel. An A&P Mechanic's Hardware Handbook is a great place to get all the various variations, but perhaps an easier source is the Aircraft Spruce and Specialty Catalog which is now over a thousand pages! I hope this discussion of basic hardware will help you more successfully build and fly your plane. Keep building, flying, and maintaining.

Dick  
1/2026



# 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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