



EAA 80  
Meeting

MONDAY 11 May 2026  
@ Oak View Mall  
7:00 PM

Airport  
Puzzler

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# CHAPTER 80 NEWS

## President's Corner May 2026



Happy May, everyone!

It's great to finally have some consistently good flying weather and to see more activity around the airport again. Hopefully everyone has had the chance to get back in the air and enjoy the start of the flying season.

We had an impressive pool of applicants this year for both the Ray Aviation Scholarship and the Rex Ekwall Scholarship. It's encouraging to see so many young people pursuing aviation opportunities. A big thank-you goes out to the scholarship committee for all of their hard work reviewing applications and helping with the selection process.

Congratulations to the inaugural recipients of the Jim Beyer Tailwheel Scholarship! We're excited to see this program supporting pilots as they continue building their skills and experience.

As always, thank you to all of the volunteers who help make our chapter activities possible. From Young Eagles rallies to chapter projects and events, EAA Chapter 80 continues to thrive because of members willing to give their time and energy.

It's shaping up to be a great summer, and I'm looking forward to seeing everyone around the airport and at upcoming chapter events. **Fly safe,** *Chris Williams*

Check out EAA National's Video Magazine:

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

## 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!**

Check out Nebraska Dept of Transportation's Newsletter:

# PIREPS

<https://dot.nebraska.gov/media/0xsl0jtn/april-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-deductible contributions in accordance with Code section 170. Please consider donating!

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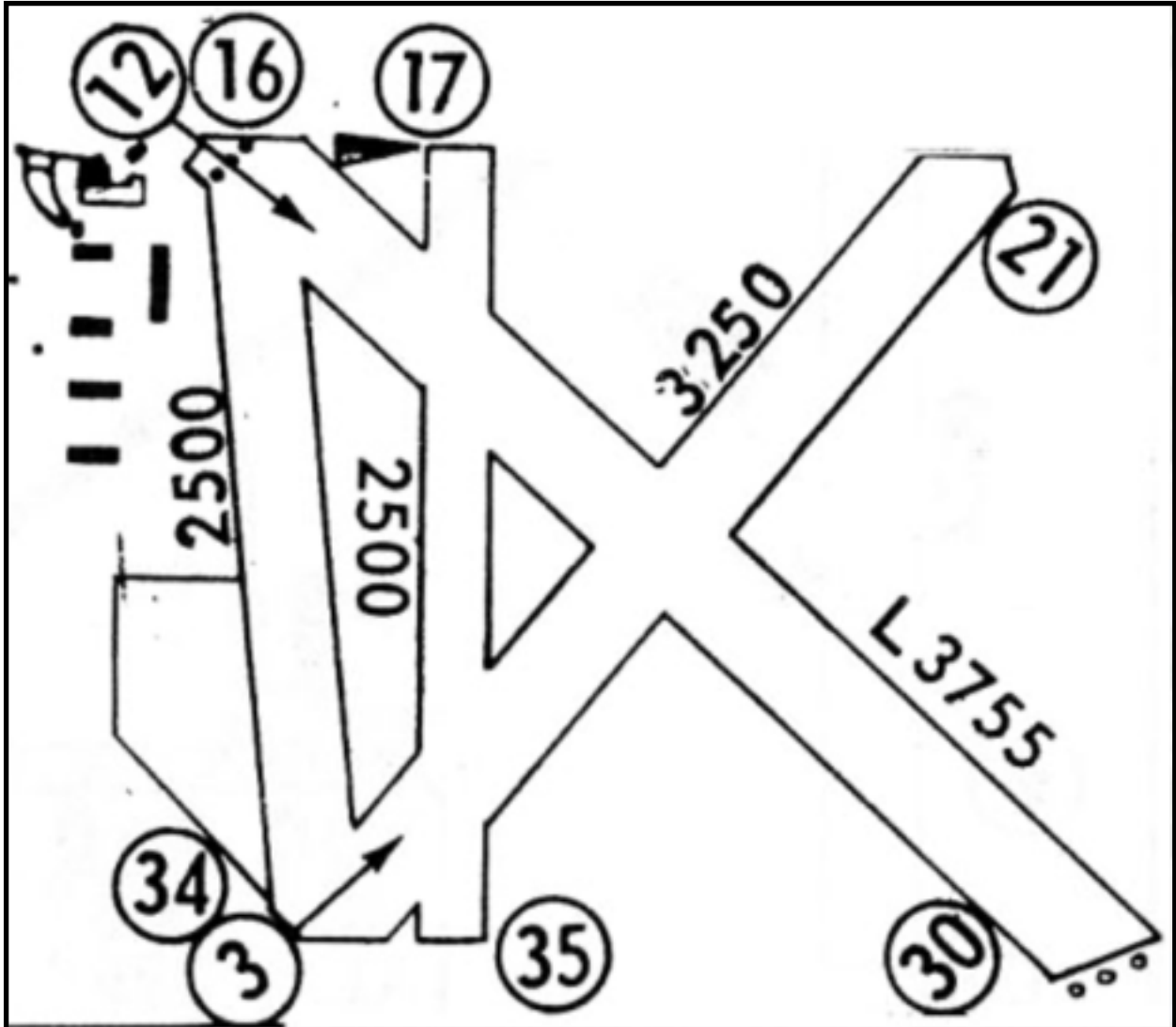
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## Airport Puzzler:

This airport, as shown in the 1962 Iowa airport guide, was East of Omaha and was closed and replaced by a like named airport in 1970. Answer will be in next month's newsletter. Last month's puzzler was Wahoo Airport.



# CENTRAL CYLINDER SERVICE

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## EAA Chapter 80 Meeting Minutes April 2026

Opened at 7 PM by President Chris Williams. One guest and several new members were welcomed.

**Membership Report:** Membership report: Currently we have: 147 members; 73% dues payment rate. Profile photos still needed for the directory from some members.

**Minutes** from the April meeting were approved as published in the newsletter.

**Treasurer's report** was approved as posted in the newsletter.

**Chapter Donations:** Mike Howard donated his tool collection to the chapter; it was purchased by Ron Hanson and Jeremy Harnish resulting in a \$500 donation to the chapter. Many thanks to all three.

### Scholarship Updates

#### Rex Eckwall & Ray Scholarships

- Application period for 2026 closes April 19.
- Members are encouraged to spread the word to anyone who may be interested.
- Melanie Grover: Needs to complete solo cross-country; check ride targeting June.
- Joanna Frandine: Has not been heard from in a few weeks; was on a winter pause from flying.

Follow-up needed.

- Jairo Anguiano-Adame: No contact in three months. Action item to reach out.

#### Jim Byer Tailwheel Scholarship

- 9 outstanding applicants received; very difficult selection process.
- Two recipients selected:
- Adam Britz — Local member; working toward certification, towing, and CFI this summer.
- Margarita Cusanova — Chapter 22, Rockford, IL; structural engineer at Collins Aerospace.
- Scholarship to continue annually, plans to increase fundraising for future years. Currently \$3200.

**Tech Counselor Report:** Mike Howard presented an overview of aviation stop nuts.

#### Young Eagles

- Event coming up April 11 - 17 spots filled; may open to a few more.
- Previous month: 23 young eagles flew. Thanks to all volunteers.
- Reminder: All Young Eagles volunteers must have a current background check and Youth Protection Training completed via EAA.org.
- Contact Scott Pridie for volunteer questions.

#### Builder Reports

- David Seger: RV-10, getting right wing lower skins closed up; then moving to fuselage assembly.
- Drew Altman: RV-10; right fuel tank completed & water-tested 72 hours; left tank closed up next.
- TW: Ran's S-21 Outbound; stabilizer and elevator complete.
- Chapter glass star build: Lower skins on right wing nearly complete; will move to fuselage assembly. Possible interest in acquiring a Kit Fox aircraft — offer being considered.

**IMC/VMC Club:** Next meeting is Thursday, April 23. Guest speaker: Mark Gaffney. Still seeking a volunteer to lead the VMC Club.

#### Upcoming Events & Announcements

- Oshkosh Camping: Campsite reserved. Sign-up opens May 1. Looking for confirmed campers — contact Sean to reserve a spot.
- Offutt Air Show (August): Looking for volunteers for static display. Contact Bruce for details.
- Summer Cookout at Plattsmouth is tentatively planned for September (similar to last year's event).

#### Other Business / Announcements

- Two calibrated scales are now available in the hangar at Millard (moved from previous location). Accurate and available for member use.
- Borescope and cable tension meter: Being donated to chapter tool storage by Mike.
- Sonex has announced they are going out of business / looking for a buyer due to financial difficulties.
- Oracle has new documentation requirements for airplane rentals.

**Program:** Jim and Jenna presented on Angel Flights after the break.

# Calendar

## REOCCURING EVENTS

Sundays	Glstar Build	1:00 to 17:00	Oakview Mall
<b>May 2026</b>			
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	Oakview Mall
Thur 14	IMC Club	18:30	Oakview Mall
Sat 16	Young Eagles	08:00 to 12:00	Millard Airport
Sat 30	Antique Acft Assoc Lunch	11:30 - 13:00	Hastings Airport
<b>June 2026</b>			
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	08:00 to 12:00	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
<b>July 2026</b>			
Mon 13	Membership Meeting	18:30 Social 19:00 Start	Oracle Aviation
Sat 18	Young Eagles	08:00 to 12:00	Millard Airport
Mon-Sun 20-26	AirVenture Fly-In		Oshkosh Airport
<b>August 2026</b>			
Sat 1	EAA 569 Fly-In B-Fast	08:00 to 10:00	Wahoo Airport
Mon 10	Membership Meeting	18:30 Social 19:00 Start	Oracle Aviation
Sat 15	Young Eagles	08:00 to 12:00	Millard Airport
Sat 29	Antique Acft Assoc Lunch	11:30 - 13:00	Hastings Airport

### EAA 80 MONTHLY TREASURER REPORT

Apr-26

#### Income

Annual Member Dues	\$91.01
Scholarship Income	\$4,400.00
Jim Beyer Scholarship	\$1,000.00
Mike Howard Donation- Tools	\$500.00
<b>TOTAL INCOME/RECEIPTS</b>	<b>\$5,991.01</b>

#### Expenses

Oak View Rent	\$150.00
Food & Drink	\$15.97
<b>TOTAL EXPENSES/OUTFLOWS</b>	<b>\$165.97</b>

#### Assets

Jim Beyer Scholarship	\$3,281.02
Pinnacle Bank CD's	\$42,596.63
Glstar Project	\$25,000.00
Shirt Inventory (est)	\$400.00
Checking Account Balance	\$39,744.78
Venmo Balance	\$3,032.27
<b>TOTAL ASSETS</b>	<b>\$114,054.70</b>

# Koehler's Korner



A nameless friend of mine was out flying his RV a few days ago, and just as he was about to do some acrobatics there was a loud bang out of the engine, and it promptly quit! He was at 3500' and always tried to do acro near enough to a field so that in the event of an engine problem, he could glide into the field, which he successfully did. Pilot and plane were undamaged. Wings were removed and the plane was brought home where the investigation of the engine failure began. First thing noted was that the prop rotated normally and the "armstrong" method of compression testing indicated that all the cylinders seemed to be operating normally. However, this engine, an experimental version of a Lycoming IO-360-A series engine, has two impulse couplings and only one was firing! This indicated that something was wrong with the gear train. In most Lycomings there is a rather small gear on the back of the crankshaft that drives two idler gears, one on each side. The idler gear on the right drives the right mag, and if used, the vacuum pump gear and a prop governor gear. On the left side the idler gear drives the left mag and the camshaft. Also, the left idler gear has a cam shape on its back side that pushes on a rod that then actuates the AC type fuel pump on the lower left side of the accessory case.

By holding a hand on each mag and rotating the prop it was obvious that the left mag's impulse coupling was not firing. The mag was removed and it was easy to see that the gear that was supposed to be rotating the mag was not moving! At this point it was obvious that there was something seriously wrong with the gear train inside the accessory case. It had to be opened-up. So, the engine had to come off the plane and the sump and accessory case had to come off. Inside the sump, about a 160° segment of the left idler was found in one piece! When the accessory case cover came off, the rest of the gear was found. Here is a picture (bottom left column) of the gears as found:



All of the gears were removed, except the one at the very top. It is the cam gear and is forged integral with the cam. To remove it would require splitting the case.

The owner chose to not remove it. All of the intact removed gears were magnafluxed and no cracks or other damage were found. A replacement gear was found for well north if \$500 and the bolt (\$50!) and locking plate in the center of the small crank drive gear were replaced. New gaskets were purchased along with new engine mounts (it was time) and a new fuel pump (precautionary).

Now remember that this was an experimental engine with an experimental sump/induction system all on an experimental aircraft, so strictly speaking, the owner does not have to comply with Lycoming related Airworthiness Directives (ADs). In the Certificated world there is definitely an applicable AD associated with the drive gear and its mounting hardware. The latest AD is 2004-10-14 which requires removal and inspection of the crank drive gear and replacement of the mounting bolt and lock plate IF the crankshaft is subjected to a sudden stoppage due to a prop strike. I invite you to look up the AD and review its unique definitions that require the inspection/replacement. The Lycoming associated Mandatory Service Bulletin is MSB No. 475C. Again, I invite you to read this SB. The owner elected to follow its guidance and have everything inspected and/or replaced. All items passed. The new 5/16" bolt that is just one inch long costs \$50! It is STD-2246 and no suitable alternative is available or authorized.

We are currently awaiting parts that should arrive in the next couple of days, but I do not see any major issues with this plane not being back flying in a week. Thought you would enjoy the story, slightly incomplete as it is. Oh, what caused this? Turns out the owner had

the left mag come loose about 20 hours ago and fall out of the case. It appears that as the mag gear tipped it breaking it off. There was enough gear mesh for the idler gear to keep the gear timing correct, but the gears were probably not meshing smoothly and eventually this bad meshing resulted in a structural overload that broke the gear! It is perhaps sobering to consider that this aircraft within the past year had made a major over water flight. I can't resist adding another picture that shows the broken piece in place and the missing tooth. You can see the timing alignment dots on the broken part of the gear, just above the crank drive gear.



I hope this discussion of how the gears work (or don't) on your Lycoming will help you more successfully maintain and fly your plane.

Keep building, flying, and maintaining.  
Dick  
04/2026

## **Membership update:**

- We begin May 2026 with **149 active members**.
- We welcome (2) New Members:
  - **Ethan Hineman, Gretna, NE**
  - **Shawn Woods, 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, **74% of our members have paid** their 2026 annual membership dues. **39** 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](mailto:membership@eaa80.org).



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Progress Photos: EAA 80's Glastar

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

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# 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](mailto:MEMBERSHIP@EAA80.ORG)  
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