



No September
Meeting!

Chapter Cookout
12 September
Details TBD

Young
Eagles
19 September



CHAPTER 80 NEWS

President's Corner September 2026



Happy September, everyone!

It has been HOT! I hope everybody has found a nice spot to stay cool, and hopefully we get a little reprieve from the heat soon. It's hard to believe we're already heading into September and starting to look toward fall.

There will be no chapter meeting this month. Instead, our fall cookout will be held on September 12th starting at 11:00 AM, location TBA. Please monitor your emails and texts for an announcement. Unfortunately, I won't be able to attend, but I hope everyone has a great time! We'll have burgers and hot dogs, so please bring a side to share.

A call for volunteers: Breann with Cub Scout Pack 561 reached out requesting that we host the pack's of wolf den for a belt loop activity. I'm looking for volunteers that can help teach them about airplanes, what it takes to be a pilot, what subjects in school are helpful, etc. I'm sure there are some members of our chapter that have done (continued)

Check out EAA National's Video Magazine:

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

something similar. Even presentation materials would be helpful! We have individuals who are pursuing pilot licensure in different stages from private pilot, all the way through retirement! A very impressive pool of knowledge and experience that can help educate these wolf cubs! Tentatively, we would host the wolf den on 9/22 at 6:30 pm for an hour if we can get enough volunteers together.

The GlaStar build continues to make progress. The rudder and horizontal stabilizer are fitting nicely, although for some reason this kit seems to have a lot of floating nutplates. Does anyone besides Bob C. and me think this is strange? We've now moved on to fabricating the rudder control components from the materials supplied with the kit. We won't have a build day on Sunday, September 13th, but we'll be back at it on Sunday, September 20th.

Chapter elections are coming up in November, which means open positions will soon be up for nominations. If you're willing to take a step into chapter leadership and help shape the future of EAA 80, please let me know!

It's also about that time of year to start putting together plans for the holiday party. Gorat's has been great to us in years past, and we'll likely start working out the details to see if they're willing to host us again this year.

Fly safe and stay cool!

Chris Williams
President, EAA Chapter 80

Check out Nebraska Dept of
Transportation's Newsletter:



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

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EAA 80 at Offutt AFB's Defenders of Freedom Airshow!



Glaster Build Progress!



FLY GIRL FLY!

GIRLS IN AVIATION DAY

SUNDAY, SEPTEMBER 20 → 1:00 PM TO 3:00 PM

EXPLORE AIRCRAFTS • MEET AVIATION EXPERTS
• ENJOY HANDS-ON ACTIVITIES

DUNCAN AVIATION HANGAR B
1761 W KEARNEY AVE, LINCOLN, NE 68524-2407

Girls IN AVIATION DAY
A Women in Aviation International® Event

WOMEN IN AVIATION
COMMUNITY CHAPTER

EAA Chapter 80 — Omaha, Nebraska

Monthly Meeting Minutes August 2026

The August EAA 80 membership meeting covered a busy month of chapter activities and aviation-related topics.

Membership currently stands at 147, with 27 members still needing to renew. Members were reminded to keep their contact information current and that the chapter directory is available to members through the password-protected website.

The Scholarship Committee reported several milestones. Jairo, the chapter's 2024 Ray Scholar, successfully completed his checkride and is now a licensed pilot. Addison and Jaden also shared their experiences completing their first solos, both following several weather-related delays.

Members shared some lessons learned from this year's trip to EAA AirVenture Oshkosh, particularly the importance of arriving with plenty of fuel and being prepared for delays, diversions and rapidly changing traffic conditions. Experienced Oshkosh pilots offered to help newcomers prepare for the Fisk arrival, with the possibility of a chapter program on the subject next year.

The Young Eagles program flew 17 kids last month and has another event scheduled for September 19. Additional volunteer pilots are badly needed to keep the program operating. Members emphasized how rewarding the program is, particularly when providing flights for children with special needs.

The GlaStar chapter project continues to make progress, with work underway on the tail cone, rudder controls, elevator bellcranks and associated brackets. Members continue to meet most Sundays from 1–5 p.m. to work on the project.

A proposal was also discussed for establishing a chapter-sponsored private pilot ground school, potentially using Sporty's curriculum and a combination of CFI-led and member-led sessions. The idea will require further discussion, particularly regarding instructor availability and coordination with local flight schools.

Members were briefed on the Amazon delivery drones operating in the Omaha area and discussed their operating limitations and potential implications for local pilots.

Bill presented research into Overland Sport, an Omaha aircraft manufacturer that began operations in 1929. The chapter is investigating a possible surviving Overland Sport Trainer and the possibility of helping restore and display the aircraft in Omaha.

The meeting also included a preview of proposed new chapter T-shirt designs.

There will be no regular September membership meeting. Instead, the chapter picnic is planned for Saturday, September 12, at approximately 11:00 a.m. at Plattsmouth (KPMV). The next Young Eagles event is scheduled for September 19.

Finally, congratulations were extended to Cole Dostal, who has accepted a position as a 737 pilot with American Airlines.

Respectfully submitted,

Dale Botkin - Secretary

Koehler's Korner



I had a great time at Oshkosh this year teaching a SportAir Electricity Workshop on Monday and Tuesday and working the Composites 101 course on the preceding Sunday doing set-up (making 750 urethane blanks and cutting 1500 squares of fiberglass) and supporting the presentations for the rest of the week. This was one of the nicest AirVentures with almost perfect weather. Nearly 750,000 people-days resulted in a record for attendance. We finished with the Sunday morning 0830 Composites class and headed down to Fon du Lac to load the plane and head home. I had Bill Posnett and Dave Baden from the Pax River area in southern Maryland with me. With 50 gallons of gas and our weeks' worth of clothes, we were just below max gross for my little Mooney. Also, it was hot and humid. We staggered into the air and flew the FAA mandated route around Chicago enroute to Findlay Ohio (KFDY). The temperature at 6,000' was 26°C and with the heavily loaded plane the Lycoming O-360 (180hp) was working hard, with cylinder head temperatures around 400°F and #2 cylinder at 430°F. The oil cooler is directly below the #2 cylinder and interferes with its cooling. Oil temp was reading 215°F.

At 3.3 hours we landed at KFDY, taxied into the fuel stand and looked forward to one of their hot dogs offered to Oshkosh travelers. As I got out of the plane the lineman asked if my engine usually leaked that much oil upon

shutdown. To my horror I found an expanding 6" puddle of oil on the ramp with a near steady stream of oil coming from the front left side of the cowl. Unfortunately, I forgot to take any pictures. We removed the side cowl and examined the engine. The #2-cylinder exhaust pushrod shroud tube was broken in half, so all the cooling oil that normally lubricated and cooled the exhaust valve on #2 was bilging overboard. The left side of the engine, left fuselage side, and entire belly were coated with oil. It turned out that I was only missing about a pint of oil, but that much can make a huge mess on the plane. Here is a view of the broken shroud tube:



To remove the broken shroud tube, you have to remove the valve cover, set the piston to top-dead-center to unload both valves, enabling the shaft for the rocker arms to be shifted and the right rocker removed as shown here.



The pushrod (upper right of the photo) is removed and the nut in the middle of the bowtie shaped spring that holds both shroud tubes in place is removed, after tapping the locking clip away from the left side of the nut. With the bowtie spring clip out of the way, the shroud tube is removed through the top of the cylinder.

Now I had to track down the replacement parts. Obviously, I needed a shroud tube, and it is usually necessary to replace the pushrod which is often bent. These parts are about \$45 and \$23 each from Aircraft Spruce. The clips are about \$5 together, so for about \$75 I could replace all the parts. Remember, however, that it was Sunday and no supply shops were open. We spent the night in a motel, and Monday I called the nearest two parts shops and neither had the needed parts. Also, Dave had to get back to work. I called the guys at Aero Engines at Winchester, VA and they had the parts in stock so, we rented a car and drove back to the Pax River area via Winchester, VA, arriving about 8 pm. Bill and I had a bowl of soup and left at 5am to drive back to the plane, which took about 8 hours. These are the parts:

The two broken pieces are the old shroud tube, and the new one is on the right. The piece of safety wire is to remove the hydraulic units from the tappet valves so that you can wash the oil out of them making them "dry" to get the dry tappet clearance of 0.028" to 0.080" for most Lycomings. We have reviewed this in past Ks, so I won't redo it here. Remember that the pushrods come in various lengths to adjust that clearance within limits. Here is an example of the shortest pushrod used in the Lycoming O-360:



The part number is 73434. Next longer is 73435, etc. There is a more modern Lycoming part number, but it is followed by -34 or -35, etc. in a similar manner as the old numbers.

We reassembled the plane in about an hour and then could not fly home on Tuesday because the Canadian smoke and weather had the St. Mary's airport (2W6) below minimums! We had another night at the motel and off on Wednesday for a smooth flight behind all the weather in significantly cooler

air. We picked up a nice tailwind and doing over 160 knots ground speed, arrived at 2W6 in 2.6 hours. I refueled and flew nonstop to home in Spruce Creek (7FL6) in 4.6 hours. A very uneventful flight, finally finishing my Oshkosh odyssey after 12 days, 23.5 flight hours, and 19 hours of rental car driving (in two days)!

I hope this little story was entertaining and a bit educational. Remember the old saw, "time to spare, go by air".

Keep building, flying, and maintaining.

Dick

08/2026

August Young Eagles!





New airline pilot
Cole Dostal
hired by American!



Ray Scholar
Melany Bravo
Solo!



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

Calendar

REOCCURRING EVENTS			
Sundays	Glaster Build	1:00 - 17:00	Oakview Mall
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
Sat 12	EAA Cookout	TBD	TBD
Wed 16	GP Wing CAF Cookout	17:30 - 19:00	Council Bluffs Airport
Sat 19	Young Eagles	08:00 - 12:00	Millard Airport
Sun 20	K of C Fly-In B-Fast	08:00 - 11:00	Albion Airport
Sun 20	Girls In Aviation Day	13:00 - 15:00	Lincoln 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
November 2026			
Mon 9	Membership Meeting	18:30 Social 19:00 Start	Oakview Mall
December 2026			
TBD	Christmas Party	TBD	TBD

EAA 80 MONTHLY TREASURER REPORT			
Aug-26			
Income			
Ray Sholarship			\$9,600.00
Annual Member Dues			\$165.92
Jim Beyer Scholarship			\$398.00
TOTAL INCOME/RECEIPTS			\$10,163.92
Expenses			
Rex Ekwall Scholar			\$2,400.00
Texting Software Annual			\$444.00
Oak View Rent			\$150.00
Food & Drink (Picnic)			\$312.88
TOTAL EXPENSES/OUTFLOWS			\$3,306.88
Assets			
Jim Beyer Scholarship (included in Checking Balance)			\$3,069.02
Pinnacle Bank CD's			\$42,596.63
Glaster Project			\$25,000.00
Shirt Inventory (est)			\$400.00
Checking Account Balance			\$34,209.78
Venmo Balance			\$2,345.33
TOTAL ASSETS			\$107,620.76



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
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FOR MORE INFORMATION:

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